

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | October 4, 2011

The Club Racing Board met by teleconference on October 4, 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/>

IMPROVED TOURING

- #3749 (David Ellis-Brown) Rules Clarification - switch relocation
In 9.1.3.D.9.c, add the following at the end: *"Switches to activate the ignition, the lights, the windshield wipers, the starter and other accessories located within the passenger compartment may be replaced and their location changed."*
- (multiple) Allowance of aftermarket motor and transmission mounts in IT
In 9.1.3.D.1, add a new subsection s as follows: *"To allow commonly available engine mount aftermarket inserts, replacement units, or "window weld" like solutions without allowing solid metal or rigid materials or bearings that could result in the driveline becoming a stressed member of the chassis, the following is permitted. Engine, transmission, differential or any other driveline mounts may be replaced. Mounts may use only stock mounting points, must maintain stock location and orientation of the mounted component, and must be non-rigid. Rubber or other inserts in stock mounts may be replaced with any other non-metallic material."*

In 9.1.3.D.2, add a new subsection e as follows: *"Alternate mounts are permitted as in 9.1.3.D.1.s."*

SUPER TOURING

- #5675/#6057 (Shandelle Leonard/Christopher Childs) Engine swap manifolds
In 9.1.4.G.1, add the following: *"If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than 1.0 inch thick and must be made of the same material as either the head or intake manifold."*
- #6218 (Greg Amy) Allow APR GTC-500 rear wing
Add a new subsection 9.1.4.1.B.2.f as follows: *"APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75" Inner/9" Outer), is permitted."*

AMERICAN SEDAN

- #6011 (Ted Johnson) Alternate transmission
After discussions with Auto Gear about their "Syracuse" Muncie-based transmission it has been determined that it would potentially improve reliability for those AS competitors who wish to run a transmission with synchros. The gear ratios of this transmission meet the "CC" ratio requirements for AS T-10 transmissions (+ or - .05) except for 1st gear (2.88 - T-10 vs. 2.556 - Muncie). To accommodate this transmission, the following rule change will be requested:

Modify 9.1.6.D.3.c as follows: "No alteration to the stock transmission gear ratios is allowed, *except that any first gear ratio greater than 2.5 is permitted for non-Limited Prep cars.*"

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SPEC MIATA

1. #5302 (CRB) Overbore allowance

In 9.1.8.C.1.b, make the following changes:

b. Block

1. The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum *standard* diameter as shown in the following table:

Model Year	Maximum <i>Standard</i> Diameter (inches)
90-93	3.076
94-05	3.273

2. Cast iron cylinder liners (sleeves) may be installed to restore damaged or worn cylinder bores to the original dimension. ~~Re-boring to over size is prohibited.~~ *as previously permitted may be used in both Regional and National racing through the 2012 season and may not be used at the 2012 runoffs or beyond. Regions may continue to allow sleeved blocks via supplemental regulations.*

3. *The cylinders may be bored .010" over to a maximum overbore diameter shown in the following table:*

Model Year	Maximum Overbore Diameter (inches)
90-93	3.086
94-05	3.283

4. *If one or more cylinders is overbored or exceeds the maximum standard diameter specified in paragraph 1, the vehicle shall meet the "minimum weight with overbored motor" specified in the vehicle specifications.*

In 9.1.8.C.1.e, make the following changes:

e. Pistons

1. Mazda OEM ~~standard size~~ pistons must be used. Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in the following table:

Model Year	Part Number	Minimum Weight (w/o wrist pin and hardware (grams))	Minimum Weight Wrist Pin (grams)
9 0 - 9 3 <i>(standard)</i>	B6Z2-11-SA0C	271.5	86.0
90-93 <i>(.010" over)</i>	B6Z2-11-SB0C	<i>TBD</i>	<i>TBD</i>
94-97 <i>(standard)</i>	BPY1-11-SA0A	291.5	86.0
94-97 <i>(.010" over)</i>	BPY1-11-SB0A	<i>TBD</i>	<i>TBD</i>
99-00 <i>(standard)</i>	BPZ0-11-SA0	288.0	78.0
99-00 <i>(.010" over)</i>	BPZ0-11-SB0	<i>TBD</i>	<i>TBD</i>
01-05 <i>(standard)</i>	BPZ3-11-SA0	288.0	78.0
01-05 <i>(.010" over)</i>	BPZ3-11-SB0	<i>TBD</i>	<i>TBD</i>

2. ~~The use of oversize pistons is not permitted.~~ No modification of the piston is permitted. Modification of the piston ring end gap width is allowed.

Modify the specification table as follows:

SM	Bore x Stroke(mm) / Displ. (cc)	Valves IN & EX (mm)	Restrictor Size (mm)	Comp. Ratio	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
Mazda MX-5 / Miata (90-93)	78.0 x 83.6 1597 <i>OR Alternate</i> <i>78.25 x 83.6</i>	31.1 (I) 26.3 (E)	N/A	9.4	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 235 Vented Disc (R) 232 Solid Disc	2275 <i>or</i> <i>2290 With Alternate Bore</i>	
Mazda MX-5 / Miata (94-97)	83.0 x 85.0 1839 <i>OR Alternate</i> <i>83.25 x 85.0</i>	33.1 (I) 28.2 (E)	47mm	9.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3 See Notes	(F) 255 Vented Disc (R) 252 Solid Disc	2365 <i>or</i> <i>2380 With Alternate Bore</i>	Must update to the 4.30:1 rear axle ratio as found in the 99+ cars.
Mazda MX-5 / Miata (99-00)	83.0 x 85.0 1839 <i>OR Alternate</i> <i>83.25 x 85.0</i>	33.1 (I) 28.2 (E)	41mm	9.5	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450 <i>or</i> <i>2465 With Alternate Bore</i>	Maximum L dimension of 1.815" is permitted.
Mazda MX-5 / Miata (01-05)	83.0 x 85.0 1839 <i>OR Alternate</i> <i>83.25 x 85.0</i>	33.1 (I) 28.2 (E)	43mm	10.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450 <i>or</i> <i>2465 With Alternate Bore</i>	

CAR RECLASSIFICATIONS

- #4840 (Chris Dryden) Please classify the 2006 MX-5 in ITS
In 9.1.3, ITR, Mazda MX-5 (2006), reclassify from ITR to ITS at 2740 lbs.
- #6081 (R. Inness Eisele) Classify 1991 BMW 318i/iS in F Production
In 9.1.5, EP, BMW 318i/iS E36 (92-95), reclassify from EP to FP at 2400/*2460/**2520.

WHAT DO YOU THINK?

ITB/ITC

Should the 75-95 Volvo 240 family be classified in ITC at 2520 lbs. for the 2.1 liter engine and 2685 lbs. for the 2.3 liter engine OR should they be classified in ITB at 2275 lbs. for the 2.1 liter engine and 2425 lbs. for the 2.3 liter engine?

MEMBER ADVISORIES

SSC

B SPEC STATEMENT

The CRB hereby informs the membership that the specifications for the "B Spec" cars, as described in 9.1.7.E.34, are a work in progress. Although we hope to stabilize these rules as quickly as possible, ongoing interactions with manufacturers and input from members may cause some parts of the rule set to change over the next several months.

NOT APPROVED BY THE CRB

GRAND TOURING

GTL

- #6012 (Brian Linn) remove 50lbs weight penalty for RWD Mini - all
The FWD to RWD weight penalty is still considered to be appropriate when reviewing the original reasoning (engine performance modifications are available in RWD configuration that are not available in FWD).

IMPROVED TOURING

- (multiple) Allow power steering racks to be looped
There is not sufficient member support for making a power steering removal allowance at this time. We would like to thank all the members who contributed their input on this matter.
- #4885 (Earl Richards) Allow all IT classed cars to use OEM wheels
Allowing the wheel width to be larger than currently permitted would change the performance parameters of the individual classes.

ITS

- #3871 (Earl Richards) Please reclassify the V6 Camaro/Firebird from ITR to ITS
Car is competitive as classed. We will continue to monitor this vehicle's performance as examples are constructed and raced.

PRODUCTION

EP

- #5614 (Rick Kosdrosky) Please increase min weight of larger-valved ZETEC Caterham by 35 lbs.
This car is competitive as classed

2. #5832 (Robert Doernberg) Request for weight reduction on 33.5 mm ZTEC Caterham
This car is competitive as classed.
3. #6078 (R. Inness Eisele) Increase compression ratio for BMW M42 engine
This car is competitive as classed.
4. #6082 (R. Inness Eisele) Allow "medium case" 188mm BMW differential.
This request is not within the category philosophy.

SUPER TOURING

STL

1. #5963 (Michael Jones) add weight to 13B RX7
Thank you for your input. We will continue to monitor its performance

STU

1. #6211/#6245 (Chi Ho/Scott Ewing) Stu turbo rule
Thank you for your input. The current rule is appropriate.
2. #6260 (Eric Heinrich) STU - Cost control - sequential transmissions: add weight
Thank you for your input. The current weight penalty is appropriate.

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED

GCR

1. #5271 (Michael Collins) Response to Fastrack Request #4727 (Terry Ozment)
The wording of this item has been modified to address the concerns raised by this letter.
2. #5384 (Richard Templeton) Input on GCR 3.5.5 (#2673)
Thank you for your letter. The purpose of the change is to make it easier to correct obvious oversights before an event begins.
3. #5939/#5942/#5977 (Dan Harrington/Neil Cox/Keith Pfautz) Non-Traditional Drivers School comments
Thank you for your support.
4. #6158 (Bob Roth) Objection to HANS requirement for regional racing
Thank you for your letter. The Board of Directors has confirmed its H&NR policy.
5. #6270 (Stevan Davis) Support for #4206 (CRB) Required Medical Forms
Thank you for your support.
6. #6286 (Mark McCaughey) The 2.5 Rule
Thank you for your letter. It will be considered with others in discussions with the BoD.

AMERICAN SEDAN

1. (multiple) Dog Ring transmission input
Thank you to the many members who contributed their thoughts on this topic. The proposal will be presented to the BoD for approval.
2. (multiple) Weight changes in AS
Thank you for your letters. The AS advisory committee will be considering weight changes for ALL AS cars in 2012.
3. (multiple) Comments on proposed 2012 rules rewrite
Thank you to the many members who commented on the general rules rewrite.
4. #5899/#5911 (Ted Johnson/Jorge Chediak) Do not allow pedals to be moved
Thank you for your input.
5. (multiple) door beam removal comments
Thank you for your inputs.

6. #5910 (Ted Johnson) alternate parts for t10 transmissions
Thank you for your input.
7. #5932 (Kevin Smith) change to inner fender liner language has unintended consequences
Thank you for your input. The wording of this rule has been modified based on your suggestion.
8. #5935 (Kevin Smith) 8.e should not be changed
Thank you for your input. 8.e has been deleted since it is redundant with 8a.
9. #5936 (Kevin Smith) deletion of 9.a should not be approved
Thank you for your input.
10. #5937 (Kevin Smith) change to 9.d is more than editorial and should not be approved
Thank you for your input. The wording of this rule has been modified based on your suggestion.
11. #5959 (Mark Muddiman) Clarify proposed addition to C.1. (#800)
Thank you for your input. The wording of this rule has been modified based on your suggestion.

FORMULA

F5

1. (multiple) f500 f600 – inputs on addition of motorcycle engines
Thank you for your inputs.

FB

1. (multiple) Inputs on proposed FB Shifter Rule Change (adding 40 lbs)
Thank you for your inputs. The CRB has changed the penalty in the recommended rule as submitted to the BoD to 25 lbs.

PRODUCTION

EP

1. #6112 (Paul Spruell) oppose Suggested rules change #5580
The spoiler referenced in the letter is permitted on the car's specification line.
2. #6042 (Larry Svaton) Provide contact info for Zetec parts.
If there are specific parts that are unavailable, please make a request for alternates.

SUPER TOURING

STO

1. #6015 (Sean Maloney) Engine swap questopm
Corvettes are allowed to swap engines freely and use the appropriate minimum weight for the installed engine per the classification table.

STU

1. #5347 (Rob May) Delete Alternate intake for S2000
Thank you for your input. See letters #5675/#6010 for details of how to accommodate this intake.

STU

1. #5994 (Mark Crellin) STU 3.2L - oppose increase
Thank you for your input, we will continue to monitor performance of your car. Note that STL is designed for 2 liter cars and we are trying to make this a National class; please contact your BoD member to support it.
2. #6010 (Ian Stewart) Adapter Plate for S2000 to K24 intake manifold
Please see letter #6057.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: October 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 11/1/11 unless otherwise noted.

GCR

1. #6249 (CRB) Addition to fuel rules
In 9.3.26.A, change the following sentence as shown: "The use of any substance in the following table in excess of the stated limit is prohibited *either in fuel or otherwise introduced into the engine.*"
2. #6255 (CRB) Correct terminology in 7.4
In 7.4, change title from "~~Automatic Penalties~~" to "*Penalty Points*" and in 7.4.B, delete "~~automatic~~".

Formula

FF

1. (multiple) Honda FIT restrictor size - Request for increase
In 9.1.1.D.3.k.5, change ~~29.5mm~~ to *30.5mm*.
2. #6254 (Sandy Shamlan/Jay Ivey/Rollin Butler) Correct Kent piston dimension
In 9.1.D.1.e.4, correct as follows: Centerline of wrist pin to crown: ~~1.737~~ *1.702* +/- .002"

FV

1. #5808 (Steve Oseth) Request for clarification regarding Section 9.1.1.C.3.A.9
Clarify 9.1.1.C.3.A.9 as follows: change from: "Caster, camber, and toe in/out settings are unrestricted. Clearancing of carrier or trailing arm to eliminate binding is permitted. Offset suspension bushings and alternate locating spacers are permitted" to: "Caster, camber, and toe in/out settings are unrestricted. Offset *link pin* suspension bushings and alternate locating spacers are permitted. Clearancing of *the link pin* carrier *and/or* trailing arms to eliminate binding is permitted. *No other modifications to the link pin carrier are permitted.*"

Grand Touring

GT

1. #5866 (Michael Heintzman) Open cars / windshield requirements (GT2-GTL)
Replace 9.1.2.F.3.C.3 in its entirety as shown below; renumber as subsection 2, renumber subsection 4 as subsection 3.

~~Windshield — Open Cars: The windshield and all side and rear glass on open cars shall be completely removed, including all mounting brackets and fixtures, and a suitable windscreen installed:~~

~~Said windscreen shall be made of a transparent material and shall not exceed the height or width of the original windshield/screen. The replacement windscreen shall be fitted within the vertical planes of the frontmost and rearmost elements of the original windshield/screen.~~

with

Open cars must remove the windshield glass, door window glass, quarter window glass, rear glass, vent glass, frames/channels and all mounting brackets. Window winding mechanisms can be removed. A replacement windshield must be installed. The replacement windshield must be fitted within the vertical planes of the front most and rear most elements of the stock windshield and frame. The replacement windshield must not exceed the height or width of the stock windshield and frame. Any portion of the windshield that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement windshield can be constructed of glass.

[This language from the PCS is clearer, but is no different in intent.]

GT2

1. #6277 (CRB) Porsche 996 Cup car - Delete VTS sentence
In 9.1.2, GT2, Porsche 996 Cup, delete from Notes: "~~Updating and backdating is allowed after the factory Vehicle Technical Specifications (VTS) document is updated and approved.~~"

- #4876 (Michael Mills) Classify Porsche 997 GT3 Cup Car in GT2
 In 9.1.2, GT2, add the Porsche **997 GT3 Cup** to the existing 996 GT3 Cup specification line, model years **2006-2009, 2 DR, RWD, 92.7**. Add to Notes: **"No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31; 997 required gear ratios: Crown wheel and pinion 8/32; 1st gear 12/38, 2nd gear 15/32, 3rd gear 18/31, 4th gear 20/28, 5th gear 23/26, 6th gear 29/27."**

 In 9.1.2, GT2, Porsche engines, change last entry as follows: ~~3595~~ to **3598**, ~~2730~~ to **996: 2730/997: 2900**. In Notes: from **"Porsche Cup car only."** to **"996 and 997 Porsche Cup cars only. 997 Porsche Cup car must use 62mm flat plate restrictor; See Appendix F. Flat Plate Intake Restrictor, except last bullet. Mount as supplied."**
- #5743 (Ken Muth) Classify Nissan VG33
 In 9.1.2, GT2, Nissan engines, add **VG33E, DOHC, 91.5 x 83.0, 3275, Aluminum Crossflow, 4, 37mm SIR, 2280**
- #6363 (CRB) Correct error in Nissan VG30 specification
 In GT2, Nissan engines, VG30, Notes, delete **"Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed."**

GTL

- #6253 (CRB) Correct omission in GTL wing rule
 In 9.1.2.F.4.b.14, change as follows: **"The maximum width of the entire single element, flat plane wing assembly (*wing element, endplates, and mounting hardware*) is 56.0 inches, but it may be no wider than the bodywork including fender flairs."**
- #6283 (CRB) Correct BLMI 1296 and 1493 Notes
 In 9.1.2, GTL, BLMI engines, 1296cc and 1493cc, delete Notes: **RWD Mini (all) add 50 lbs.**

Improved Touring

ITA

- #5407 (John Pacey) Classify 2002-2006 Acura RSX Base Model in ITA

ITA	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Acura RSX (base) (2002-2006)</i>	<i>4 cyl DOHC</i>	<i>86.0 x 86.0 1998</i>	<i>(I) 35.0 (E) 30.0</i>	<i>9.8</i>	<i>101.2</i>	<i>16</i>	<i>3.27, 1.88, 1.21, 0.92, 0.74</i>	<i>(F) 262 x 21 Vented Disc (R) 260 x 9 Solid Disc</i>	<i>2840</i>	

ITB

- #4068 (Charles O'Toole) Adjust weights to match recent correction to MR2
 In 9.1.3, ITB, Toyota FX-16 (1987), change weight from **2445** to **2330**.
 In 9.1.3, ITB, Toyota Corolla GTS (84-87), change weight from **2475** to **2380**.
- #4245 (Dave Gran) Classification request utilizing the updated process
 In 9.1.3, ITB, Honda Accord Lxi 12V Coupe & HB (86-89) and Honda Accord SE-i (1989), change weight from **2550** to **2650**.

ITR

- #3681 (Josh Sirota) Consider reducing weight of E36 328i
 In 9.1.5, ITR, BMW 328i/is E36 (96-99) and BMW Z3 2.8L Coupe & Rdstr. (97-98 only), change weight from **2765** to **2740**.

Super Touring

- #5941 (Greg Amy) Editorial Changes
 Delete 9.1.4.N.11 in its entirety.

Change 9.1.4.1.G.3 as follows:

"Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs

The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.

Alternate control arms permitted."

Change 9.1.4.2.F.2 as follows:

“Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs.

The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.

Alternate control arms permitted.”

2. #6061 (Greg Amy) Clarify Rotary Engine “Street Port”

In 9.1.4.G.14, clarify as follows: “The intake manifold *on piston engines* may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).”

In 9.1.4.1.E.4, clarify as follows: “The intake and exhaust ports *on piston engines* may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting.”

In 9.1.4.1.J, change second “~~Mazda RX-7~~” to “*Mazda RX-7 20B*” and change Notes from “~~20B 3-rotor street ported engine permitted.~~” to “*Engine may be Street Ported; contact SCCA Technical Services for details.*”

In 9.1.4.2.D.3, clarify as follows: “The intake and exhaust ports *on piston engines* may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting.”

In 9.1.4.2.I.1, change as follows: “The 13B may be ~~s~~Street p*orted; contact SCCA Technical Services for details.*”

In 9.1.4.3.D.3, clarify as follows:”Manifold and cylinder head port matching *on piston engines* is permitted.”

STO

1. #5990 (August Yeager) general category of project car- needs LS spec line for STO

In 9.1.4.1.J, add the following classifications:

Pontiac Fiero (Stock OEM LS3)/6200/3110//Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.

Pontiac Fiero (LS3)/6200/3350///.

STU

1. #6219 (Greg Amy) Correction: Turbo Inlet Restrictor

In 9.1.4.2.I.2, change “~~compressor inlet restrictor~~” to “*turbo inlet restrictor*”.

Production

None.

American Sedan

None.

Showroom Stock

1. #6251 (CRB) Clarify the use of specified kits

In 9.1.7.E, add the following to the first paragraph: “*Where a kit or option is permitted on a specification line, all of the listed parts must be used.*”

Spec Miata

None.

Sports Racing

None.

Touring

1. #6252 (Club Racing Board) Clarify use of kits

In 9.1.10.C.4.a, add the following at the end: “*Where a kit or option is permitted on a specification line, all of the listed parts must be used.*”

Spec MX-5

None.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Elivan Goulart-Ademir Fedumenti vs. SOM COA Ref. No. 11-17-NE

September 13, 2011

FACTS IN BRIEF

On August 13, 2011 following the Saturday National Race at the Tri-Region Double National Races at Pocono Raceway, Michael Collins, entrant for SM #44 driven by Steve Gorriaran on August 13, 2011, and David Delgenio, entrant for SM #04 to be driven by Steve Gorriaran on August 14, 2011, protested Elivan Goulart, driver of SM #70, citing mechanical violations. The protest called for a complete engine teardown including checking the ECU. All participants in the protest agreed to a teardown bond of \$4500.00 and that the teardown and inspections would be conducted at Rossini Racing Products in New Jersey. The protested car was impounded, but was allowed to compete in the Sunday National Race (11-N-1672-S). Following the race, the car's engine was placed in a sealed crate under observation of the event officials and transported to the Rossini Racing Products shop.

Under the observation of an SCCA Steward and Tech Inspector at Rossini Racing Products, all listed engine components were removed, inspected, and, with the exception of the ECU which could not be tested there, found to be compliant. The ECU was released to Mr. Rossini who shipped the ECU to his North Carolina facility, tested the part and found the ECU to be compliant. The ECU shipment and testing were done outside the custody and/or observation of any member of the Stewards of the Meeting (SOM) or SCCA Technical Inspectors from the event.

Following receipt of the test results, the SOM Chairman called Mr. Goulart and advised that all parts, including the ECU, were compliant and that a ruling on the protest was forthcoming. The SOM Chairman then contacted the protestors and provided the same information. Upon learning the test results, the protesting parties reminded the SOM Chairman that their protest had specifically requested the ECU and camshafts be tested by SCCA's Club Racing Technical Staff.

The Chairman then reconvened the SOM and they decided to ask Mr. Rossini to ship the ECU and camshafts to SCCA Technical Services for further testing. The SOM Chairman informed Mr. Goulart that they were rescinding the original decision and asking for additional tests on the ECU and camshafts. Mr. Rossini shipped the ECU and camshafts direct from his facility in New Jersey to SCCA Club Racing Technical Services in Topeka. No SOM or any other event official was involved in inspecting the parts or shipping same to SCCA Technical Services. Tests conducted at SCCA Technical Services found the camshafts compliant, but the ECU was found non-compliant.

The SOM, George Bloeser, John Deonarine, Kyle Disque, Joe Willer and Timothy Meddaugh, Chairman, then issued a new ruling that upheld the protest, disqualified Mr. Goulart from the August 14, 2011, race (Sanction #11-N-1672-S) and assessed 4 penalty points to his competition license. Mr. Goulart appealed the decision of the SOM.

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 and photos from Ademir Fedumenti received August 26, 2011.
2. Amended appeal letter and photos from Elian Goulart, received September 1, 2011.
3. Email and photos from John Bauer, SCCA Technical Services received August 25, 2011.
4. Pocono Observer's Report, received August 29, 2011.
5. Email from John Nesbitt, Driver Advisor, received August 27, 2011.
6. Emails from Michael Collins, Protestor, received August 29 and September 1, 2011.
7. Email for John Bauer, SCCA Technical Services, received August 29, 2011.
8. Fax from Timothy Meddaugh, Chairman SOM, received August 30, 2011.
9. Email from Terry Ozment, SCCA Club Racing, received August 30, 2011.
10. Email from Walter Huber, Chief Steward, received August 30, 2011.
11. Emails from Eunice Gerstein, Registrar, received August 30 and 31, 2011.

FINDINGS

The SOM actions in establishing a teardown/inspection bond were in accordance with GCR 8.3.3.A. (Setting a Bond). The SOM actions were also in accordance with GCR 8.3.3.B. (Conducting an Inspection) and 8.3.3.F. (Preserving Evidence) in monitoring the disassembly and inspection of the engine at Mr. Rossini's facility in New Jersey. Results from the inspections and tests performed by Mr. Rossini and staff determined conclusively that all parts (except the ECU which was not tested at that facility) were in full compliance with the applicable sections of the GCR.

When the SOM allowed the ECU to be shipped to North Carolina, the chain of evidence was broken. The SOM action in

releasing the ECU to Mr. Rossini and permitting him to conduct a test that was not observed by a duly appointed SCCA official was not in accordance with GCR 8.3.3.B. and 8.3.3.F. The SOM further exacerbated the issue by directing that Mr. Rossini ship the ECU and camshafts to SCCA Club Racing Technical Services staff for additional testing. The SOM can neither confirm the veracity of original the test on the ECU or that the tests were performed on the ECU that was removed from Mr. Goulart's car.

The COA in no way wishes to impugn the integrity of Mr. Rossini's actions or the actions of SCCA's Technical Services staff. The COA is confident that both entities performed their ECU testing operations in a forthright and competent manner, but the evidence is inadmissible due to the broken chain of evidence. Therefore, the COA determines that neither test on the ECU is valid. Only the results obtained during the tests under direct supervision of the appropriate event officials at Mr. Rossini's facility in New Jersey will be considered.

DECISION

The Court of Appeals overturns the decision of the SOM. Mr. Goulart's finishing position shall be reinstated and the four penalty points shall be removed from his driving record. All engine components including the camshafts will be returned to Mr. Goulart. The ECU that was tested by SCCA Technical Services and determined to be non-compliant will be retained by SCCA Club Racing. Mr. Goulart's \$4500.00 bond will be returned to him. Mr. Goulart's appeal is deemed well founded and his appeal fee, less the amount retained by SCCA, will be returned.

DISPOSITION OF PROTESTORS' TEARDOWN AND INSPECTION BOND

\$500.00 of the bond was apportioned for removal, replacement, and testing of the ECU. Unfortunately, the protestors cannot be provided with a definitive answer on their inquiry. Therefore, \$500.00 of the bond will be returned to them.

Because all other parts were found to be compliant with the GCR, the remaining \$4000.00 apportioned to cover other costs will be used to:

1. Reimburse the SCCA Steward and Event Technical Inspector for expenses associated with their observation of the tests conducted in New Jersey.
2. Pay for disassembly, inspection, testing, and shipping costs invoiced by Rossini Racing.
3. Pay for testing services invoiced by SCCA Technical Services.
4. All funds remaining after the expenses have been met will be forfeited to Mr. Goulart.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

William Finsilver vs. SOM COA Ref. No. 11-18-NE

September 20, 2011

FACTS IN BRIEF

On August 21, 2011, following the SM,SM5 race at the Thunderbolt "Summer Thunder" regional at New Jersey Motorsports Park, William Finsilver (SM #94) was protested by Mike Collins (SM #75) for failure to leave racing room (2011 GCR 6.11.1 A-D). In addition, there were several other actions filed against Mr. Finsilver. The Stewards of the Meeting (SOM) John Bornholdt, Kyle Disque, A.G. Robbins, and Dennis Dean, Chairman, combined the actions, held a hearing, reviewed videos, interviewed both drivers and the operating steward, and reviewed statements from a number of witnesses. The SOM upheld the combined action and penalized Mr. Finsilver with a six (6) month suspension of his competition license followed by nine (9) month probation. This penalty placed six (6) penalty points on Mr. Finsilver's competition license. Mr. Finsilver 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 19, 2011 at the SCCA National Championship Runoffs to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from William Finsilver received September 1, 2011.
2. Official Observer's Report and related documents, received September 3, 2011.
3. Email testimony from Mike Collins received September 7, 2011.
4. Email statement from John Nesbitt, Chief Steward, received September 6, 2011.
5. Videos from Dennis Dean, Chairman SOM received September 19, 2011.

FINDINGS

Multiple protests and actions were filed against Mr. Finsilver following the SM,SM5 race. The protests and one Chief Steward's Action were combined and addressed as a single action. The SOM interviewed the participants in each action and reviewed witness statements submitted by others. The SOM then reviewed in detail videos from Mr. Collins' car and one from Ken Quartuccio (SM #24). Although Mr. Finsilver had to leave the track for a business trip before the SOM reached a final decision on the action, the SOM Chairman sent him pertinent clips from the videos to view. Following its review of the extensive evidence, the SOM issued its decision with the license suspensions to commence August 21, 2011.

The COA, after careful review of the videos, finds Mr. Finsilver did not leave racing room for SM #75. In addition, the COA finds the protests were filed and heard in a timely manner and handled properly. Based on the evidence provided and the detailed report of the conduct of the SOM hearing, the COA finds the penalty is within the authority granted to the SOM and is not excessive.

DECISION

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

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Brian Ghidinelli vs. SOM COA Ref. No. 11-19-RO
September 23, 2011

FACTS IN BRIEF

On September 22, 2011 at the 2011 SCCA National Championship Runoffs, following the 4th qualifying session for Spec Miata, Tony Coello (SM #17) protested Brian Ghidinelli (SM #12) for violation of 2011 GCR 6.11.1.A. (Physical Contact) and 6.11.1.B. (Right to racing room). The Stewards of the Meeting (SOM), Jim Green, Barbara Knox, and Robert Horansky, Chairman, met, reviewed documents, heard witnesses, watched a video, and determined that Mr. Ghidinelli violated the named GCR sections. The SOM voided Mr. Ghidinelli's qualifying times from September 22, 2011 and assessed two (2) penalty points to his competition license. Mr. Ghidinelli appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 23, 2011 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Mr. Ghidinelli, received September 23, 2011.
2. SOM report and related documents, received September 23, 2011.
3. Testimony of Brian Ghidinelli, received September 23, 2011.
4. Telemetry data and video supplied by Mr. Ghidinelli, received September 23, 2011.
5. Road America track video, received September 23, 2011.

FINDINGS

The COA reviewed all the documents and witness statements submitted to the SOM, interviewed Mr. Ghidinelli, reviewed his video and telemetry data, and reviewed the Road America track video. All the evidence supported the SOM ruling that the contact was avoidable.

DECISION

The Court of Appeals upheld the decision of the SOM in its entirety. Mr. Ghidinelli's appeal was well founded and his appeal fee, less the administrative amount retained by SCCA, was returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Steve Gorriaran vs. SOM COA Ref. No. 11-20-RO
September 23, 2011

FACTS IN BRIEF

On September 23, 2011 at the 2011 SCCA National Championship Runoffs, following qualifying session #4 for Spec Miata, Jim Drago, driver of SM #2, protested Steve Gorriaran, driver of SM #44, for violation of 2011 GCR Sections 6.11.1.D. (Blocking), 2.1.4. (Reckless and dangerous driving), and 2.1.7. (Unsportsmanlike conduct). The Stewards of the Meeting (SOM), Kevin Coulter, Ken Patterson, and Earl Hurlbut, Chairman, held a hearing and found Mr. Gorriaran in violation of the specified charges. The SOM penalized Mr. Gorriaran two (2) grid positions which assessed two (2) automatic penalty points to his competition license. Mr. Gorriaran appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Steve Harris, Rick Mitchell and Jack Marr, Chairman met on September 23, 2011 to review, hear and render a decision on the appeal. Regular members Michael West and Jack Hanifan recused themselves from hearing this case.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Steve Gorriaran received September 23, 2011.
2. Witness Statement from Jim Drago received September 23, 2011.
3. Testimony of Steve Gorriaran heard September 23, 2011.
4. Testimony of Jim Drago heard September 23, 2011.
5. Testimony of Earl Hurlbut, Chairman of the SOM, heard September 23, 2011.
6. In-car video from Steve Gorriaran received September 23, 2011.
7. Telemetry from Jim Drago viewed September 23, 2011.

FINDINGS

After reviewing all evidence, and hearing personal testimony, the COA determined that Mr. Gorriaran did make deliberate moves on the front straight that were ill advised and dangerous. The moves were inconsistent with Mr. Gorriaran's explanation that he was warming his tires. While Mr. Gorriaran did provide opportunity for Mr. Drago to pass prior to the front straight, it does not excuse abrupt moves that endanger other drivers.

DECISION

The Court of Appeals upheld the decision of the SOM, but modified the SOM penalty. Mr. Gorriaran's qualifying times and his grid position were restored. The COA placed Mr. Gorriaran on probation for five (5) event days beginning with the September 24, 2011 SM race at the Runoffs. The two (2) penalty points assessed to Mr. Gorriaran's competition license by the SOM were rescinded and replaced with three (3) automatic penalty points for the Probation.

Mr. Gorriaran's appeal was well founded and his appeal fee, less the administrative amount retained by SCCA, was returned.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

**David Pintaric vs. SOM COA Ref. No. 11-21-RO
September 24, 2011**

FACTS IN BRIEF

Following the STO race on September 24, 2011 at the 2011 SCCA National Championship Runoffs, David Pintaric, driver of STO # 40 was protested by Rob May, Crew, for STO #70, for violation of 2011 GCR sections 6.11.1.A. (Avoiding physical contact) and 6.11.1.D. (Responsibility of overtaking driver). The Stewards of the Meeting (SOM) Tom Brown, JoAnne Jensen, and Gary Meeker, Chairman, held a hearing and found Mr. Pintaric in violation of the specified charges. The SOM penalized Mr. Pintaric by moving him to last in class, placed him on probation for four (4) SCCA Club racing sanctioned events and assessed three (3) penalty points to his competition license. Mr. Pintaric 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 24, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from David Pintaric received September 24, 2011.
2. SOM Decision including Letter of Probation received September 24, 2011.
3. Witness Statement from David Pintaric received September 24, 2011.
4. Witness Statement from Rob May received September 24, 2011.
5. Witness Statement from Jerry Onks, driver of STO #96, received September 24, 2011.
6. Witness Statement from Andrew Barron, Safety Steward received September 24, 2011.
7. F&C Communication Log received September 24, 2011.
8. Testimony of David Pintaric heard September 24, 2011.
9. Testimony of Gary Meeker, SOM Chairman, heard September 24, 2011.
10. Incident Report filed by Andrew Strickland, Safety Steward, received September 24, 2011.
11. In-car videos from Joe Koenig (STO #70), Mr. Pintaric, and Mr. Onks received September 24, 2011.
12. Two (2) Road America track videos viewed September 24, 2011.

FINDINGS

The protest against Mr. Pintaric was prompted by an incident at Turn 12 on the first lap of the STO/T1 race resulting in a full course yellow. The COA reviewed the videos and testimony considered by the SOM. The COA also was able to view a video from the Road America Control Room that was not available to the SOM which provided a different view of the incident. This video showed that the cars involved entered the corner side by side and the contact occurred after the apex. The COA determined that the drivers had shared responsibility for the contact.

DECISION

The Court of Appeals overturned the decision of the SOM, restored Mr. Pintaric's finishing position, and rescinded his probation and any points placed on his competition license. Mr. Pintaric's appeal was well founded and his appeal fee, less the administrative amount retained by SCCA, was returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Stephen Gorriaran vs. SOM COA Ref. No. 11-22-RO

September 25, 2011

FACTS IN BRIEF

Following the Spec Miata (SM) race on September 24, 2011 at the 2011 SCCA National Championship Runoffs, Operating Steward Laurie Sheppard filed a Request for Action (RFA) to investigate contact on the first lap at Turn 8 between Jim Drago (SM #2) and Steven Gorriaran (SM #44) causing car #2 to spin. The RFA also requested investigation of an alleged incident at Victory Circle involving Mr. Gorriaran and noted that he was currently on probation (Runoffs Protest Action #43; COA 11-20-RO). Following the race, Mr. Gorriaran filed four protests, three of which were against Mr. Drago.

The Stewards of the Meeting (SOM) Leland Miller, John Nesbitt, and Gloria Dickerson, Chairman, met and combined the RFA and the three protests against Mr. Drago into one action. The SOM interviewed Chief Steward Jim Rogaski, Mr. Drago and Mr. Gorriaran, reviewed the F&C logs, reviewed witness statements from four (4) flaggers near the Turn 8 incident; and viewed the Speedcast video of the race. Following their investigation, the SOM concluded that Mr. Gorriaran was responsible for the contact at Turn 8 (GCR 6.11. - Rules of the Road) and displayed unsportsmanlike conduct (GCR 2.1.7. - Acting in an unsportsmanlike manner) at Victory Circle. In addition, the SOM disallowed Mr. Gorriaran's protests against Mr. Drago as being unfounded and unsportsmanlike, and retained the protest fees.

The SOM disqualified Mr. Gorriaran from the SM race and suspended his competition license for twelve (12) months. This penalty excludes Mr. Gorriaran from participating in the 2012 SCCA National Championship Runoffs and assesses six (6) automatic penalty points to his competition license. The SOM also recommended that the Northeast Division Executive Steward conduct a driver review of Mr. Gorriaran. Mr. Gorriaran appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on September 25, 2011 to review, hear, and render a decision on the Appeal. Regular member Jack Hanifan recused himself from hearing this case.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Steven Gorriaran's letter of appeal plus his protests, received September 25, 2011.
2. RFA and Witness Statement from Operating Steward Laurie Sheppard received September 25, 2011.
3. Summary of SOM deliberations received September 25, 2011.
4. Four (4) F&C corner reports received September 25, 2011.
5. Two (2) F&C Race Logs received September 25, 2011.
6. T&S Final Grid and Preliminary Race Results received September 25, 2011.
7. Witness Statement from Chief Steward Jim Rogaski received September 25, 2011.
8. Testimony and Witness Statement from Steven Gorriaran received September 25, 2011.
9. Testimony and Witness Statement from Sammy Valafar, driver of SM #78, received September 25, 2011.
10. Two (2) Witness Statements from Jim Drago received September 25, 2011.
11. Witness Statement from Ademir Fedument, Entrant for Elivan Goulart (SM #76), received September 25, 2011.
12. Witness Statement, from Tony Russo, Victory Circle photographer, received September 25, 2011.
13. In-car video from Mr. Gorriaran received September 25, 2011.
14. Speedcast video viewed September 25, 2011.

FINDINGS

The COA reviewed all the evidence in the combined actions addressed by the SOM. Mr. Gorriaran presented his in-car video as new evidence which the COA reviewed along with the Speedcast SM race video. The COA also interviewed Gloria Dickerson, SOM Chairman, plus an additional witness requested by Mr. Gorriaran.

The Court of Appeals determined that Mr. Gorriaran was responsible for the contact at Turn 8 and that his conduct both on and off track was inappropriate. The COA also determined that the penalty issued by the SOM was within their authority and that the SOM handled the RFA correctly.

DECISION

The Court of Appeals upheld the decision of the SOM in its entirety. The COA determined that Mr. Gorriaran's appeal was well founded and his appeal fee, less the administrative amount retained by SCCA, was returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Sammy Valafar vs. SOM COA Ref. No. 11-23-RO
September 25, 2011

FACTS IN BRIEF

Following the Spec Miata race at the 2011 SCCA National Championship Runoffs on September 24, 2011, Robert Corbitt, Assistant Chief Steward for Tech, filed a Chief Steward's Action (CSA) disqualifying Sammy Valafar, SM #78, for violating 2011 GCR Section 9.1.8.C.4.a.1. (shocks). Mr. Valafar protested the CSA. The Stewards of the Meeting (SOM) Kevin Coulter, Ken Patterson, and Earl Hurlbut, Chairman, heard witnesses, reviewed documentation, observed a retest of the shock absorbers, verified the test was properly conducted, and established that the non-compliant results were repeated. The SOM upheld Mr. Valafar's disqualification. In addition, the SOM barred Mr. Valafar from entering the 2012 SCCA National Championship Runoffs, placed him on probation for ten (10) events and assessed four (4) automatic penalty points to his competition license. Mr. Valafar 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 25, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Sammy Valafar received September 25, 2011.
2. Handwritten and verbal testimony from Sammy Valafar received September 25, 2011.
3. Testimony from Earl Hurlbut, Chairman, SOM, received September 25, 2011.
4. Testimony from Dennis Dean, ACS Tech, received September 25, 2011.
5. Testimony from Ken Patterson, SOM member, received September 25, 2011.

FINDINGS

Following the Spec Miata race, shock absorbers from the top five finishers were removed and tested using a shock dynamometer. Dennis Dean, ACS for Tech, testified that the dynamometer was confirmed as the same instrument used by SCCA to develop specifications for the Bilstein shock absorbers listed in 2011 GCR Section 9.1.8.C.4.a.1. Mr. Dean stated that prior to conducting the tests, the dynamometer was calibrated and then checked using a new stock Bilstein shock absorber supplied by Mazda Motorsports. Three (3) of Mr. Valafar's shocks exceeded the allowed specifications and were declared non-compliant. Mr. Valafar requested and was granted an opportunity to witness a retesting of his shocks. The reference shock was again tested and confirmed the dynamometer was still correctly calibrated. The reference shock and Mr. Valafar's shocks were all at the same ambient temperature for the retest. Mr. Valafar's shocks again failed the test. During their hearing, the SOM also requested and observed a retest of the shocks and again Mr. Valafar's shocks exceeded the specifications and failed the test.

Mr. Valafar presented written testimony he had obtained from the technician he used to tune his shock absorbers. Mr. Valafar admitted he obtained the shocks from Mazda Motorsports and then sent them to a third party for testing and tuning prior to using them in the race. He asserted that, according to his shock technician, SCCA's testing method was not the industry standard and the shocks were not tested at the correct temperature.

Based on the testimony and the repeated results, the COA did not agree with Mr. Valafar's assertion that the testing method was flawed. His argument was deemed without merit and not accepted.

DECISION

The Court of Appeals upheld the decision of the SOM in its entirety. The COA determined that Mr. Valafar's appeal was well founded and his appeal fee, less the administrative amount retained by SCCA, was returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Mike Burke vs. SOM COA Ref. No. 11-24-SE
October 10, 2011

FACTS IN BRIEF

On August 28, 2011, Mike Burke (SRF #24) protested the provisional results of the Daylight into Dark CCPS race (Group 6 enduro) held at Charlotte Motor Speedway on August 20, 2011. After the race ended, the on-track leader (confirmed by Timing and Scoring records as car #32) was penalized with loss of 25 finishing positions for violation of the CCPS pit stop rule. In his protest, Mr. Burke asserted that the penalty against #32 resulted in car #99 being the true leader of the race inasmuch as car #99 crossed the finish line at the conclusion of his 24th lap after expiration of the 45 minute time limit. Mr. Burke stated the race

should have been declared final with the 24th lap and any changes in position on the 25th lap should not count. He cited SCCA 2011 GCR 6.10.4.C. to support his argument.

The Stewards of the Meeting (SOM) Clyde Kiser, Morris Pendleton, and Robert Mayes, Chairman, held a hearing, accepted the protest as timely, and reviewed statements and data from witnesses. The SOM concluded that car #32 completed its 24th lap prior to the expiration of the 45 minute time limit and, as the leader at that time, was properly given a checkered flag at the completion of its 25th lap. The SOM disallowed Mr. Burke's protest.

Mr. Burke 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 20 and 21, 2011 at the SCCA National Championship Runoffs and on October 6, 2011 by conference call to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mike Burke received September 20, 2011.
2. Official Observer's Report and related documents, received October 6, 2011.
3. Testimony and T&S records from Anna Crissman, Chief of T&S, received September 21, 2011.
4. Email statement from Robert Mayes, Chief Steward, received October 10, 2011.

FINDINGS

After careful review of all of the evidence, information supplied by the SOM, and additional information supplied by the Chief of T&S, the COA agrees with the SOM's determination that car #32 was the race leader at the conclusion of its 25th lap and was properly given the checkered flag. This time also was the earliest opportunity following expiration of the race's 45 minute time limit.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Burke 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 | Sept. 28, 2011

The Solo Events Board met by conference call September 28th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; Doug Gill, Howard Duncan, and Brian Harmer of the National Staff; BOD member John Walsh. These minutes are presented in topical order rather than the order discussed.

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.

RECOMMENDED TO THE BOD

The following previously-published rule change proposals have been recommended to the BOD:

GENERAL

ITEM 1) Delete Sections 1.2.B thru G which outline Divisional Solo Stewards responsibilities.

Add to 1.2:

“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:

“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:

1.1.4; 1.6.2.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 section 1.2.8:

“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.

FasTrack September 2011

ITEM 2) Change section 1.3.2.D:

“D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old;
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet;
4. has completed and signed the required participant waiver(s), including parents/guardians as appropriate.

In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo drivers' school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted. ~~Passengers are not~~

allowed during competition runs in Divisional, National Tour, and National Solo events. The only passengers who may be allowed during competition runs in National Tour and National Solo events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restriction on their driver's license requiring a passenger."

FasTrack May 2011

ITEM 3) In Section 3.1, under "Rollover Potential Guidelines," add:

"As an alternative to SSF, the U.S. Department of Transportation's Rollover Rating may be considered as a criterion for acceptability. A model with a rollover rating of 14% or less is considered acceptable."

FasTrack September 2011

ITEM 4)

Modify 4.1.D to read as follows:

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

Regional event: event chairman or region Solo chairman

Divisional Event: Host Region RE or Divisional Solo Steward

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

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

Add a new paragraph to 8.3.9 Notifications as follows:

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

Change 10.8 to read as follows:

"10.8 PUBLICATION AND EFFECT OF DECISION

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

FasTrack June 2011

ITEM 5) Change the third paragraph of 6.10:

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

FasTrack June 2011

ITEM 6) Change section 9.4.1 Penalties to read as follows:

"9.4.1 Penalties

The penalties in increasing order of severity are as follows:

9.4.1.1 Reprimand

A reprimand against an SCCA member shall be noted in the official results of the event

9.4.1.2 Time or Position

Penalties expressed as addition of time or loss of finishing position may be imposed.

9.4.1.3 Disqualification from Competition

Disqualification from competition may be imposed on an entrant, driver, or car.

9.4.1.4 Probation

Probation of SCCA Solo competition privileges may be imposed. The probation requires the individual(s) to meet imposed conditions in order to enter any SCCA Solo event, until such time as it is lifted.

9.4.1.5 Suspension

Suspension of SCCA Solo competition privileges may be imposed. The suspension prohibits the individual(s) from entering any SCCA Solo event until such time as it is lifted.

9.4.1.6 Expulsion from SCCA

Expulsion from the SCCA may be imposed as provided by the SCCA by-laws."

FasTrack June 2011

ITEM 7) Change section 11 to read as follows:

“11. AWARDS

- A. Awards shall be ~~presented~~ *awarded* to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations. One award for one to three entrants in a class; two awards for four to six entrants in a class; three awards for seven to nine entrants in a class; one additional award for every four additional entrants or fraction thereof (e.g., six awards for 18 entrants).
- B. *At the Solo Nationals, a National Championship award will be presented when a competitor competes in a National Championship eligible class which has 3 or more participants.”*

FasTrack June 2011

SAFETY

ITEM 8) Add a new subsection to 1.3.2 Other Operating Requirements:

- “U. Competitors are responsible for using proper support (e.g. jack stands or other similar means) to safely support a raised vehicle if any person is underneath the car.”

FasTrack June 2011

STOCK

ITEM 9) Change 13.2.H to read as follows:

H. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. *Stock rollover hoops and covers may be removed if the resulting installation meets the Basic Design Considerations of Appendix C. The total weight of components added must not be less than that of components removed.*
2. Roll cages may be added; it is strongly recommended that roll cages be constructed according to the GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame, or has bracing both fore and aft of the main hoop.”

FasTrack March 2011

ITEM 10) Change 13.7 to read as follows:

“13.7 ANTI-ROLL (SWAY) BARS

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

FasTrack June 2011

ITEM 11) - Change 13.8.E as follows:

- “If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.”*

FasTrack June 2011

ITEM 12) Move to SS from exclusion list:

- Dodge Viper (2008-09)
Porsche 911 GT3 (997chassis, non-RS)

FasTrack August 2011

ITEM 13) Move to DS:

- Chevrolet Camaro (V6) ('10-'11) – From GS
Dodge Challenger (V6) ('09-'11) – From GS
Hyundai Genesis Coupe (V6) ('10-'11) – From FS
Infiniti G35 Coupe – From FS
Infiniti G37 Coupe – From FS

FasTrack May 2011

ITEM 14) Move to DS from CS:

- Mini Cooper S JCW (2006-'11)

- ITEM 15)** Move to GS from BS:
BMW 325i & 325is ('87-'91)
BMW 325ix ('88-'91)

FasTrack March 2011

STREET TOURING

- ITEM 16)** Replace first paragraph of 14.0 with:

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

Replace 14.6.A with the current wording of 14.6.E and remove the words "STX and STU".

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

Change 14.10.F to read as follows:

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

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

In 14.10.E, remove the ST, STS, & STR section and remove "STX, STU" from the first sentence of what remains.

In 14.10.K – Add STF to the first sentence and replace ST with STC ("STC, STS, STF –").

FasTrack February 2011

FasTrack July 2011

Change the ST listings in Appendix A:

"Only cars which are specifically classed are eligible for competition at National Tours and the National Championships."

Street Touring FWD (STF)

Acura RSX
Acura TSX
Ford Fiesta
Ford Focus (all)
Honda CR-Z
Honda Civic (2001-2005, all)
Honda Civic (2006-2011, non-Si)
Honda Fit
Kia Forte/Koup
Mazda 2
Mazda 3
Mazda 6

MINI Cooper (non-S)
Mitsubishi Lancer (non-turbo)
Scion tC, xA, xB
Toyota Corolla (1998-2011)
Toyota Yaris
VW Golf 2.5

Street Touring Compact (STC)

Acura Integra (1986-2001)
Audi A4 1.8T
Audi TT Coupe and Roadster (non-quattro)
Dodge/Chrysler Neon
Ford Escort GT (1991-1996)
Ford ZX2 (1998-2003)
Honda Civic (1984-2000)
Mazda 323 GT & GTX
Mazda Protégé (1999-2003, NOC)
Mazda Protégé MP3
Nissan 240SX
Nissan NX2000 (1991-1994)
Saturn SL, SW, SC
Sentra SE-R (1991-1994)
Subaru Impreza 2.5 RS (1998-2001)
Toyota Celica (1986-2005, non-turbo)
Toyota Corolla FX16
Toyota Corolla (1984-1987)
Toyota Corolla (1988-1991)
Volkswagon Golf, Jetta, Passat & Beetle (1.8T & TDI)
Volvo S40 (non-T5) & V40
Sedans & coupes (4-seat minimum, non-sports car based) up to 3.1L normally aspirated, NOC

Street Touring Sport (STS)

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

Street Touring Xtreme (STX)

Acura Integra Type R
Audi A3, A4, & TT Quattro
BMW 3-series (E30 chassis, including M3)
BMW 3-series (E36 chassis, non-M)
BMW 3-series (E46 chassis, non-M)
BMW 3 Series (E90 chassis, non-turbo) (2006-2010)
Chevrolet Cobalt SS (Turbo)
Chevrolet Camaro (up to 5.0L)
Eagle Talon Turbo (AWD)
Ford Mustang (up to 5.0L)
Honda Civic Si (2006-2010)
Infiniti G35
Lexus IS300
Mazda RX-8
MazdaSpeed Protégé
Mazdaspeed 3
Mazdaspeed 6
MINI Cooper S & Cooper S JCW
Mitsubishi Eclipse Turbo (AWD)
Nissan Sentra SE-R Spec V
Pontiac Firebird (up to 5.0L)
Subaru Impreza WRX (2002-2008, non-STI)
Subaru Forester XT (2003-2008)

Volkswagen Golf, GTI, Jetta, Beetle, & Passat (2.0L Turbo)

Volkswagen R32

Volvo C30

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

Street Touring Ultra (STU)

Audi S4

BMW 3 Series (E90 chassis, including M3) (2006-2010)

BMW M3 (E36 chassis) (1995-1999)

BMW M3 (E46 chassis) (2000-2005)

BMW 135i

Chevrolet Camaro (over 5.0L)

Ford Mustang (over 5.0L)

Mercedes CLK55 (2001-2006)

Mitsubishi Lancer Evolution

Mitsubishi Lancer Ralliart (2008-2010)

Pontiac GTO

Pontiac Firebird (over 5.0L)

Subaru Impreza WRX STI

Subaru Impreza WRX (2009-2011)

Volvo S60R

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

Street Touring Roadster (STR)

BMW M Coupe & M Roadster (1998-2000)

BMW Z3 (non-M)(6-cyl)

BMW Z4 (non-turbo, non-M)

Datsun 240Z, 260Z, 280Z, & 280ZX (non-turbo)

Honda S2000

Mazda Miata (1994-2005, non-turbo)

Mazda MX-5 Miata (2006-2009)

Mazda RX-7 (GSL, GSL-SE, GXL, 1988 GTU)

Nissan 350Z

Pontiac Fiero (6-cyl)

Pontiac Solstice (non-turbo)

Porsche 911 Carrera (3.2L) (1984-1989)

Porsche 924, 944 (non-turbo) & 968

Toyota MR2 Spyder

Saturn Sky (non-turbo)

FasTrack July 2011

STREET PREPARED

ITEM 17) Add to 15.0 a new 8th paragraph (following the Spec Miata item):

“Cars listed as eligible in and prepared to the current national B-Spec/SCC rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor B-Spec/SCC cars are permitted to interchange preparation rules. B-Spec/SCC cars may use tires which are eligible under current showroom stock rules even if they are not eligible in Street Prepared.”

FasTrack August 2011

ITEM 18) Change 15.2.1.2:

“2. A spoiler may be added to the rear of the car provided it complies with either of the following:

- a) It is a production rear spoiler which is standard or optional equipment of a U.S. model of the vehicle, or an exact replica in an alternate material.
- b) It is a non-production rear spoiler which is mounted to the rear most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original body work in any direction. Alternatively, in a hatchback, the spoiler maybe mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork in any direction. The spoiler may be no wider than the *original* bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.”

FasTrack June 2011

ITEM 19) Add to 15.6.A:

"A single master cylinder brace may be added provided it is bolt on and serves no other purpose."

FasTrack February 2011

ITEM 20) Move to FSP from DSP:

Ford Focus SVT (2002-2004)

FasTrack June 2011

ITEM 21) Reorganize Appendix A listings as follows (classes DSP, ESP, and FSP are unchanged):

Street Prepared Class Super (SSP)

Chevrolet

Corvette ('97-'04) (C5 Chassis)

Corvette ('05-'11) (C6 Chassis)

Dodge

Viper

Elva

Courier

Ferrari

355

360

Dino 206 & 246 (all)

F430 (all)

Ford

GT

Griffith

(all)

Lamborghini

Gallardo (2003-11)

Lotus

7 & 7A

Elan (RWD)

Elan M100 (FWD, all)

Europa (all)

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

Elite 2+2 & Elcat

Esprit (4-cyl, all)

Esprit (V8)

Morgan

V8 all

+4 (2138cc, all)

Nissan

GT-R (R35)

Porsche

911 Turbo (AWD) '01-'11

911 GT2 (996 & 997, all)

911 GT3 (996 & 997, all)

Tesla

Roadster ('08-'11)

TVR

4-cyl & 6-cyl (all)

V8 (all)

Sports cars over 2.0L not otherwise classified. (See section 15.1.C for update/backdate limitations)

Street Prepared Class A (ASP)

BMW

128 & 135 ('08-'11)

328 & 335 ('06-'11)

Z4 35i & 35is (Coupe & Roadster)

Z8

Bricklin

DeLorean

DeTomaso

- Mangusta (all)
- Pantera (all)
- Dodge
 - Stealth Turbo
- Ferrari
 - 250 (non-LM)
 - 275
 - 308 Coupe & Spider
 - 330
 - 365 Daytona GTB & GTC
 - 348
- Jaguar
 - E-type (all)
- Mazda
 - RX7 ('93-'95)
- Mercedes Benz
 - CLK 320 & CLK 32 AMG
- Mitsubishi
 - Lancer Evolution XIII & IX ('03-'07)
 - Lancer Evolution X & Ralliart ('08-'11)
 - 3000GT Turbo
- Nissan
 - 370Z
- Pontiac & Saturn
 - Solstice GXP & Sky Redline
- Porsche
 - Boxster & Cayman (all)
 - 911 Turbo '76-'89
 - 911 Turbo (964)
 - 911 Turbo (993)
 - 911 (996 & 997)
- Shelby
 - Cobra 289
- Subaru
 - Impreza WRX STI ('04-'07)
 - Impreza GT, WRX, & WRX Sti ('08-'11)
- Sunbeam
 - Tiger 260 & 289
- Toyota
 - MR2 '91-'95 (All)
 - Supra Turbo ('93.5-'98)

Street Prepared Class B (BSP)

- Audi
 - TT (1.8T, FWD & Quattro)
 - TT (3.2L, Quattro)
 - Quattro Turbo Coupe
- BMW
 - Z3M Coupe, Z3M Roadster & Z3 (6-cyl)
 - M3 (E36 chassis, all)
 - M3 (E46 chassis)
 - Z4M Coupe, Z4M Roadster & Z4 30i
- Chevrolet
 - Corvette ('53-'54)
 - Corvette ('55-'57)
 - Corvette ('58-'62)
 - Corvette ('63-'67)
 - Corvette ('68-'82)
 - Corvette ('84-'96) (all)
- Chrysler
 - Crossfire & Crossfire SRT6
- Honda
 - S2000 (All)

Mazda

MazdaSpeed Miata
RX-7 Turbo ('86-'92)
RX-8

Nissan & Datsun

240Z, 260Z, 280Z
280ZX & 280ZX Turbo
300ZX Turbo ('84-'89)
300ZX Turbo ('90-'96)
350Z

Pontiac

Fiero (V6)
Firebird Firehawk SLP ('90-'92) (3rd gen, 383cid)
Firebird Firehawk SLP ('93-'02) (4th gen, 383cid)

Porsche

911 '65-'89
911 (964 & 993)
911 (non-turbo, NOC)
914/6 (all)
924 (all incl. Turbo)
944 (all incl. Turbo)
928
968

Saleen

Mustang S281E & Mustang (NOC)

Triumph

TR-8

Street Prepared Class C (CSP)

BMW

Z3 (4-cyl)
M3 (E30)

Datsun

Roadster (1500, 1600, & 2000)

Fiat

Abarth (all)
124 Spider ('75-'78) & 2000 Spider (non-Turbo)
2000 Spider Turbo

Honda

Civic (1.5L) '84-'87
Civic & CRX '88-'91
CRX (1.5L) '84-'87

Jensen-Healey

Lancia

Scorpion

Lotus

Cortina
Elite (1216cc)

Mazda

MX-5 Miata ('90-'05)
MX-5 ('06-'11)
RX-2 & 616
RX-3, RX-3SP, & 808 Mizer
RX-7 (non-turbo) '78-'85
RX-7 (non-turbo) '86-'92

Mercedes Benz

190E 16v

Morgan

4/4

Pininfarina

2000

Pontiac & Saturn

Solstice & Sky

Porsche

356 & 1600
924S & 944 (8v)
Carrera (4-cyl only)
Toyota
MR2 & MR2 Supercharged ('85-'89)
MR2 Spyder ('00-'05)
Supra ('79-'81)
Sedans over 1.7L & under 3.0L not otherwise classified.
Sports cars under 2.0L not otherwise classified. (See Section 14.1.C for update/backdate limitations.)

FasTrack July 2011

STREET MODIFIED

ITEM 22) Add new subsection 16.1.T:

"T. Alternate subframes are allowed to facilitate motor mounting only. Suspension pickup points on the subframe must retain stock geometry. Weight of the subframe must be equal or greater than the stock unit."

In conjunction with the above, remove 16.1.P line which currently reads:

"These allowances do not permit extensive modifications to a sub-frame or cross member to lower an engine which would otherwise not fit in the engine compartment."

FasTrack May 2011

ITEM 23) Add to Appendix A, Class SM, Minimum Weight Calculations:

"Solid axle RWD cars subtract 25 lbs. per liter."

FasTrack July 2011
FasTrack August 2011

PREPARED

ITEM 24) Add to 17.4.H:

"3. For EP cars with 2 valves per cylinder piston engines, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty."

FasTrack June 2011
FasTrack July 2011

ITEM 25) Change 17.4, subsections H and J, to read as follows:

"H. For class EP, wheels up to 7" in width are allowed with no penalty.

1. Wheels greater than 7", and up to 10" in width will receive a 75 lb. penalty.

2. Wheels greater than 10" wide will receive a 150 lb. penalty.

J. For classes DP and FP, wheels up to 10" wide are allowed with no penalty. Wheels greater than 10" wide will receive a 100 lb. penalty." (ref. #2734)

FasTrack December 2010

ITEM 26) Change 17.10.C.2:

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

a. 46mm for class FP

b. 52mm for class CP

c. Restrictor is not required for class XP"

Also change Appendix A, Prepared Class F weight formulas:

"Forced Induction, +0.450 x displacement (cc)

AWD, +0.100 x displacement (cc)

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

FasTrack August 2011

ITEM 27) Change the first sentence of 17.11.A:

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

FasTrack August 2011

ITEM 28)

Remove from Section 17.2.I (Appendix A, GP, Limited- Preparation, 2.E.4 of the 2011 rulebook):

"The driver's normal seated position may not be relocated."

Remove from Section 17.8.B.12 (Appendix A, GP, Limited-Preparation, 2.C.3 of the 2011 rulebook):

"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."

Remove from Section 17.8.C.4 12 (Appendix A, GP, Limited- Preparation, 2.E.2 of the 2011 rulebook):

"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."

Remove from Section 17.10.B.8 (Appendix A, GP, Limited-Preparation, 1.B.4 of the 2011 rulebook):

"The original type of fuel injection must be maintained (electronic, mechanical, and electromechanical)."

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."

FasTrack September 2011

ITEM 29) Change Appendix A, Prepared Class X, Section 9.b:

"b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed per Appendix A,

10.a. Example: weight for a 1837cc RWD car is $1200 + (1.837 \times 200) = 1567$ lbs.

Engines with displacement less than 4.0 liters:

RWD: 1200 lbs + 200 lbs per liter

FWD: 1200 lbs + 150 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

Engines with displacement of 4.0 liters or greater:

RWD: 1200 lbs + 180 lbs per liter

FWD: 1200 lbs + 130 lbs per liter

AWD: 1200 lbs + 250 lbs per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2,300 lbs before applicable weight adjustments.

Weight Adjustments:

Cars with engine located behind driver: + 20 lbs/liter

Cars equipped with traction/stability control: + 50 lbs

Cars equipped with active/reactive suspension: + 100 lbs

Cars equipped with ABS: + 50 lbs"

FasTrack February 2011

ITEM 30) Change in Appendix A, Prepared Class D, the weight formulas:

"Weight formulas (lbs):

Engines with displacement less than or equal to 1667cc:

1.06 x displacement (cc)

Engines with displacement greater than 1667cc:

0.91 x displacement (cc) plus 250 lbs" (ref. #2733)

FasTrack December 2010

ITEM 31) In Appendix A, Prepared Class G, Limited Preparation, combine the listings for 1984-87 Honda Civic and CRX:

Civic/CRX & Civic/CRX Si (1984-87) 13x6 1.07/1.30 58.8/59.1

1488cc 1490

Fuel Inj or Carb

Comp ratio to 11.0:1, valve lift to 0.390"

FasTrack June 2011

MODIFIED

ITEM 32) Add new section 18.6:

"18.6 LEGENDS AND DWARF CARS

Vehicles conforming to the US Legends Cars International racing series specifications (<http://www.uslegendcars.com>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F. Bandolero and Thunder Roadster vehicles are prohibited.

Vehicles conforming to the Western States Dwarf Cars Association specifications (<http://www.dwarfworld.com/WSDCA-07.html>), with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified Class F."

In Appendix A, Modified Class F, add:

"D. Dwarf Cars and Legends/600Racing Cars

Vehicles built and prepared to Western Dwarf Car Association or United States Legend Cars International specification are assigned to class F Modified.

NOTE: If any conflict exists between the Dwarf Car Rules or US Legends Rules and the Solo Rules, the Solo Rules shall take precedence

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of 3.3 are allowed.

Any differential and rear end ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Engine does not need to be sealed, but must conform to the appropriate rule set.

Minimum Weight – 1250 lbs with driver.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per Solo rules.

Any battery may be used.

Dwarf Car or Legends specific items not required are as follows:

INEX Approved Manufactured Metal Seat. Mounting guidelines still apply.

Seatbelt harness aging requirements

Quick Release steering wheels

Fire extinguishers

Fire Retardant driver's suits and gloves

Neck Braces

Head and Neck Restraints

Current Solo Rules override Dwarf/Legends rules for the following items:

Helmets

Car Numbers

Exhaust system, muffler and tailpipe"

FasTrack May 2011

ITEM 33) In Appendix A, Modified Class B, subsection F, change:

"F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current GCR with the following Solo allowances:

1) Wings and all other aero devices front and rear may match but shall not exceed sports racer maximum aero height.

2) Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the FA GCR with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75 inches additional width per side and shall not deviate more than 10 degrees from vertical.

3) Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

4) Flexible ground sealing is permitted on cars 66" or wider at the rear tires and which also meet a weight of 1180 lbs.

Also change the last sentence of subsection H to read:

"All cars must prepare to Formula Atlantic aerodynamic rules as specified in F."

FasTrack December 2010

FasTrack May 2011

ITEM 34) In Appendix A, Modified Class F, A.7, add:

"Electric water pumps may be used."

FasTrack January 2011

ITEM 35) In Appendix A, Modified Class F, add new subsection A.7 and renumber:

"7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore 76mm, stroke 65.8mm) using 38mm Mikuni roundslide carburetors as an alternate two-cylinder, two-cycle, water-cooled engine in F Modified with a minimum weight (with driver) of 850 lbs. Such engines must use inlet tract restrictors, Cometic gasket part number MA0242SP1020A, one in each tract immediately after the carburetor. Use of the 2003 and up 'HO', 'SDJ', 'RS', & 'E-TEC' 593 variants is not permitted."

Note: This change brings the proposal into consistency with the recent CRB action regarding F5 Rotax restrictors.

FasTrack July 2011

ITEM 36) In Appendix A, Modified Class F, section C.2.j, change:

"Dry sump systems are ~~prohibited~~ *permitted*."

FasTrack January 2011

KART

ITEM 37) Change 19.1.D.1.f.2:

"2. Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor and flywheel (including any wires and connectors) must be OE and may not move by any remote device. Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift and no lift shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the USA to all competitors. Use of any non-OE ignition CDI, programmable or pre-programmed, incurs a *25-lb* weight penalty."

FasTrack May 2011

ITEM 38) Change the first paragraph of 19.1.D.2 to read as follows:

"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK-FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the SCCA Solo Rules Section 19.1 and incur an additional *25 lb* weight adjustment."

FasTrack May 2011

ITEM 39) Change the class name designation of F125 to Kart Modified (KM).

FasTrack June 2011

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | Oct. 12, 2011

The RallyCross Board (RXB) met via conference call October 12. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, and Stephen Hyatt. Also in attendance were Todd Butler, BOD liaison, and Howard Duncan, Pego Mack and Brian Harmer from the National office.

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

Chairman Cashion called the meeting to order at 7:00pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): No incident reports have been received since last meeting. There were three incidents of wheels coming off vehicles during competition at the National Championship event. No incident reports have been filed. Tom Nelson requested that the related incident reports be submitted. Ken Cashion requested that Tom Nelson stay on as an advisor to the Safety Committee after his RXB term is completed. Tom Nelson accepted the request.
2. RallyCross Rules Committee (Warren Elliott): See Rules Proposal discussion/vote below in New Business.
3. National Championship Committee (Ken Cashion): See Championship discussion below in New Business.
4. Divisional Steward Liaison (Stephen Hyatt): Topics discussed during the latest Divisional Steward meeting included the National Championship and rules there. The Stewards requested that the 2012 National events be scheduled soon to facilitate Regional and Divisional level scheduling. Pego Mack requested a RXB contact with the chairman of the Divisional Stewards to discuss possible changes to leadership. Stephen Hyatt will make the necessary contacts and have options ready to discuss at the next RXB meeting.
5. Forum Activity: The forums were active prior to the National Championship but have since been quiet.

Old Business

1. Growth discussion: Tabled until November.
2. Discussion of impact of inactive committee members and plan for improvement (+ Tom Nelson's position): Ken Cashion expressed concern that the RXB won't be able to spur growth without the conduit of active and engaged Divisional Stewards. Further discussion will be tabled until the November meeting. As this is the last year of Tom Nelson's term as a member of the RXB, a search for his successor is underway.
3. Jon Burke event: Ken Cashion reported on the event. There were no incidents, and of the 30+ entries, only 10 showed for the event.

New Business

1. Discussion of National Championship event:
 - Successes / lessons / areas to improve: Few complaints received. Having two non-competing Safety Stewards worked well with problems handled quickly. Having timing results available online was a success. More BOD presence would be a positive image. Core workers were focused on their responsibilities. More details of the schedule should be included in the Supplemental Regulations. There is a need to develop language for cone displacement and other penalties for the RallyCross Rules. Expansion of Friday night activities to include the community with the test and tune and a parc exposé/class inspection.
 - The draw: There is a need to establish a distinct and transparent procedure. Howard Duncan suggested it become an entertainment element by making it public and part of the Friday night party.
 - Site search: Howard Duncan reported that a site might be available in Hallett, OK, which meetings have been scheduled. Talks with the Tulsa site owners are also planned.
 - Goals for next time / what's missing / promotion starts now: Plan to accommodate more competitors, such as running two courses simultaneously. Court of Appeals should be coordinated and online prior to event. One water truck operator at future events.
 - Parade lap for 2-driver cars: In Modified vehicles with only one seat, rules to accommodate the second driver should be developed. Further discussion tabled until next meeting.

2. Jayson Woodruff email (heavy equipment): This is regarding equipment rentals for RallyCross programs across the country. Ken Cashion suggested that equipment requirements at a site could burden and potentially curtail RallyCross program success. Howard Duncan suggested providing a list of equipment suppliers as a resource to RallyCross programs across the country, noting that price structuring tends to vary across all providers depending on demand and supply.

3. RXB discussion and vote on rules proposals: After the required membership input, the Rules Committee presented the following rules proposals to the RXB for approval. Voting results are included, with accepted proposals being referred to the BOD for final approval to the 2012 RallyCross Rules. One rule concerning fuel requirements was not submitted with the proper changes. It will be rewritten and submitted at the next RXB meeting:

- Adding the new class of Modified Rear Wheel Drive with its consequential changes to the Modified Class structure:

6.2.E. Rally Modified Categories

Modified Front Wheel Drive (MF)
Modified Rear Wheel Drive (MR)
Modified All Wheel Drive (MA)

PASSED. Unanimous.

- Allowing scoops and wings in Prepared Categories:

6.2.D.20. Addition of rear wings and hood scoops/vents is allowed provided that either 1) it is a production part which is standard or optional equipment of a US model of the vehicle or 2) it is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted. Rear wings may be removed so long as the vehicle retains any federally mandated third brake light.

PASSED with the removal of the last sentence. Unanimous.

- 6.3.G. (additional text proposed) A space-saving wheel designated by a manufacturer for temporary low speed use and for transiting a short distance may not be used for competition regardless of the type of tire installed.

In favor: Ricker, Blakely, Sealander, Elliott, Hyatt. Opposed: Cashion. PASSED.

(text continued) Wheels originally designed for OHV/UTV vehicles or similar will only be allowed per the Safety Steward and event organizer's discretion. All documentation of a manufacturer's load capacity ratings for the purpose of allowance is solely the responsibility of the competitor.

In favor: Ricker. Opposed: Cashion, Blakely, Sealander, Elliott, Hyatt. FAILED.

(text continued) Tires offered for two, three or four wheeled motorbikes are not allowed. This includes motocross, dual-sport and ATV tires that are not designed to withstand cornering side-loads that can be generated by an automobile of substantially higher curb weight.

PASSED. Unanimous.

- 6.2.C.14 Rally Stock Class:

A. For front anti-roll bars:

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

B. Rear anti-roll bars may not be removed, replaced, or modified in any way.

In favor: Cashion. Opposed: Blakely, Sealander, Elliott, Hyatt. Abstained: Ricker. FAILED.

- 6.2.C.14 Rally Stock Class: The front sway bar may be replaced. A replacement front sway bar may serve no other purpose than originally intended by the vehicle manufacturer and must be stock diameter for the make, model and year of the vehicle. In the case where the front sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained. Likewise, the front sway bar may not be removed if the vehicle was originally equipped with a sway bar.

In favor: Blakely, Hyatt. Opposed: Cashion, Sealander, Elliott. Abstained: Ricker. FAILED.

- 6.2.D.21 (add section requiring catalytic converters in Rally Prepared Category) Any high flow catalytic converter(s) are allowed. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter. Vehicles not equipped with a catalytic converter as original equipment are not required to have one.

In favor: Ricker, Blakely, Sealander, Elliott, Hyatt. Opposed: Cashion. PASSED.

- 6.2.D.22 (add section allowing the replacement of radiators in Rally Prepared Category) Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:
 1. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
 2. Radiator must mount to OE radiator mounts.
 3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage).

In addition, the engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.

PASSED. Unanimous.

- (Addition of a paragraph to 5.3) M2 and M4 cars will be run during daylight hours, between sunrise and sunset.

In favor: Elliott. Opposed: Cashion, Ricker, Blakely, Sealander, Hyatt. FAILED.

- (Change to 6.2.E.3.d, requiring all running light remain on vehicles to accommodate for low light winter event running) Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, and trim may be removed. All light must remain and must function as originally intended by the vehicle manufacturer. Side mirrors are not required.

FAILED. Unanimous.

- (As an option to the previous two proposals, the RXB proposed the following addition to section 6.3, Vehicle/Driver Safety) 6.3.Q. All vehicles must have adequate operable forward lighting to participate in night or low light events.

In favor: Cashion, Ricker, Blakely, Sealander, Hyatt. Abstained: Elliott. PASSED.

- 6.3.P (replace as required by the SCCA) All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

PASSED. Unanimous.

- 6.2.C.13 (proposed rewording) Shocks/dampers may be replaced with OEM or aftermarket replacement units intended for the specific year make and model used. The stock spring must be used as it was on the OEM unit. The spring perch must be factory welded to the damper or use the exact attachment method and position as OEM. Adjustable dampers must have no more than two separate external shock damping adjustment controls. Remote reservoir shocks are only allowed if they are exact OEM units.

In favor: Cashion, Ricker. Opposed: Blakely, Sealander, Elliott, Hyatt. FAILED.

The meeting was adjourned at 9:23pm CDT.

Next meeting: November 2, 2011

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS COURT OF APPEALS

JUDGEMENT OF THE RALLYCROSS COURT OF APPEALS

Christy Carlson and Jim Rowland
October 9, 2011

FACTS IN BRIEF

The RallyCross National Championship Protest Committee of Stephen C. Hyatt, Brent Trail, and Jon Simmons met at the end of competition on Saturday October 8, 2011 to hear the protest from Jim Rowland, driver of car 93 in PF. The protest and \$50.00 fee was received at 17:11

Mr. Rowland protested the way the course was watered and the "inequity" to competition that it caused.

The committee decided the following-

The all the times from run group 2 for the first run will be voided. Secondly, run group two will be given an additional run on Sunday October 9, 2011.

This decision was based on the following-

1 The organizers changed the way the course was watered for run group 2 compared to the rest of the event. By allowing the water truck to finish watering the course after the parade lap and having no delay from the water truck leaving the course and the first car given the start signal, the course was in a condition which did not allow for a competitive run.

2 This was based on the past precedent from the 2010 RallyCross National Championships.

The protest committee wants to make it clear that the use of a water truck is not why this protest was found in Mr. Rowland's favor but the inconsistent application and use of the water truck.

Mr. Rowland protest was well founded and his fee will be returned.

DATES OF THE COURT

The SCCA RallyCross Court of Appeals (COA) Charles Wright, Brent Carlson and Tom Nelson, met via phone October 9, 2011 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Christy Carlson and Jim Rowland, received Oct 9, 2011.
2. Decision from Protest Committee of October 8, 2011.

FINDINGS

Based on the facts presented, the Court of Appeals rules that the protest committee decision should stand. This is largely based on the attempt (by the protest committee) to provide competitors in the Prepared classes with as close to a similar course as possible. We agreed with that concept and believe that the only method that would be fair to all competitors is a rerun.

DECISION

The Court of Appeals dismisses Ms. Carlson's appeal and returns it unheard. Protest fee is to be refunded.

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | Oct. 4, 2011

The *RoadRally* Board (RRB) met via conference call on Tuesday, October 4, 2011.

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

Chairman Wakemen called the meeting to order at 7:40 pm CST. The September 12, 2011 RRB Minutes were approved. (Hanson/Lanz)

Proceedings

1. Rally Liaison updates

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

2011 Rallies / Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie
Arizona, Desert Sands, NC (Feb 26) - English
Arizona, Gullible's Travails, NC (Feb 27) - English
Pittsburgh, Steele Haul, NC (May 14) - English & Ames
Pittsburgh 1, NC (May 15) - English & Ames
St. Louis, Wilderness Trail, NT (July 16) - Van Vleet
St. Louis, Daniel Boone, NC (July 17) - Hanson
CAST In Stone, NT (July 30) - Hanson
Hurdle, NGTA (Aug 13) - Lanz
Oktoberally, NC (Sept 17) - English
Badger Trails, NT (Sept 18) - Van Vleet
USRRC 2011 California, NGTA, 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. RRB Chairman for 2012

Discussion: Wakemen is still considering staying on for a third year. English will consider being secretary for next year.

3. New RRB Members for 2012

Discussion: We currently 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.

4. National Class Conference Call Report - Hanson

Discussion: Two proposals came up: First, use experience-based classes, within which there are no equipment classes... basically you can run with any equipment. The second was Bruce Gezon's proposal of an APP Class... running with modern equipment with the exception of 798's and 547 Alpha. Hanson added that we need to coming up with classes that will move people up faster and not using Lifetime points as classes. There is a lot of debate to consider and Hanson will put some thoughts down on paper and will send to the RRB members for review for the next RRB Meeting. More conference calls are needed for brain storming further on this subject. Wakemen added that the worst idea could trigger a good idea. Further discussion could be at the USRRC Town Hall Meeting. Pego will find out how often these conference calls can be.

5. Rulebook Status – English Summary

Discussion: The Rules committee argued that the Multiple Events proposed statement ruling should be in the Policy Manual and not in the RRR's or RFO's. English read the statement recommended from the Rules Committee. Next years Calendar person will need to contact the RRB if he/she receives a multiple event to calendar. Deena and the Calendar person should be in close communication on these events to calendar. A statement can be on the published calendar also and on the website.

6. Concerns Tracker

Discussion: Wakemen reported there are still troubles.

7. Rally Triple Annual Award

Discussion: Lanz wants RoadRally to have the same Triple Annual Award that Solo and Racing have. We currently have

USRRC Champion and National Series Championship. Maybe the third one should be a Regional or Divisional Championship. Argument was 'not all regions have a championship'. A new name for it will have to be decided for next year, not this year. 'Triple Max' or Triple Zero'? And it will have to be approved by the BOD.

8. RRB DropBox

Discussion: Lanz sent out an email on the DropBox to the RRB members. DropBox is used to drag files to the DropBox that will send to mailing members DropBox. Downside would be you can only send files, no communication or verbage connected to it. You would have to send an email to tell others that they have a file in their DropBox. This was used to send Lanz's Tool Kit files to Pego for website upload publication. This will be discussed further for use next year.

9. Photo Contest - Lanz

Discussion: Lanz thinks that from a publicity standpoint, there should be a Photo Contest again. Photos would have to be sent in next year for a 2013 Convention Award. Lanz suggested that it should be changed to include photos of interesting cars that are entered in rallies instead of cars on rallies or checkpoint photos. Awards could be given out for different categories... rally, cars, people etc. Rick Beattie might be willing to help us out. Pego suggested using judges outside of SCCA.

10. Newsletter Report

Discussion: Ames was not on the meeting... no report.

11. Forum Items

Discussion: Items reported were: Conference Call discussions. APP Class. Pego recommended that the APP Class should start at the Regional level first.

12. Applications for 2012 USRRC

Discussion: The RRB is looking for applications for the 2012 USRRC.

13. Convention 2012

Discussion: Tabled until the November meeting.

Old Business

No nominations for the Robert Ridges Award have been received yet. It does not have to be given out every year. It should be mentioned at the USRRC Town Hall Meeting in California. English will add it to the USRRC GI Schedule.

New Business

Lanz reported that Westberg contacted him wanting to create an At-Large region or The Rally Region rather than run in their own region. People who are upset with their local region rally program can opt out of their region and join 'The Rally Region'. Pego needs to take to Headquarters to see if it can be done. It would add another layer, budget expense, board members etc to the RoadRally Program. We need to find out what it would involve to get it developed. Wakemen added that anyone who is down on their region can join South Jersey Region anytime.

And eliminate DIYC's. Sanction exceptions should not be given on this rule. Further discussion is needed on the Regional level and the National level. Van Vleet added that some rally committees must have DIYC's due to limited number of control workers. This was tabled until the November meeting. English also added that the RRR's covers the use of DIYC's thoroughly and is sufficient. Nationals using DIYC's usually isn't a problem, but having DIYC's on a regional event isn't good when there are novice teams who don't know how to use them.

Next meeting – Tentative for Tuesday, November 8, 2011 at 7:30 pm CST, via conference call and pending confirmation from Pego.

The meeting was adjourned at 9:16 pm CST. (Lanz/English)

Submitted by; Lois Van Vleet, RRB Secretary.

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

2011 Runoffs home page: <http://www.scca.com/events/index.cfm?eid=3128>

SOLO

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

2011 Tire Rack SCCA Solo National Championships home page: <http://www.scca.com/events/index.cfm?eid=3022>

RALLY

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/events/index.cfm?eid=3263>

EVENT CALENDAR: <http://www.scca.com/events/>