

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 6, 2010

The Club Racing Board met by teleconference on April 6, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Todd Butler, BoD guest director; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager Club Racing; Kevin Yaghoubi, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-05, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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

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

GCR

1. #318 (Todd Butler) App B.1.2.H.1 Events
In Appendix B.1.2.H, replace "~~1. No more than 1/4 of the regions within in the division object.~~" with "1. A simple majority of regions within the division approve."

2. #427 (Club Racing Board Item) 6.7.2 Session Stoppage
Revise 6.7.2 as follows:
"6.7.2. Assistance During Race Session Stoppage
~~No R~~ Replenishing or assisting cars is allowed after a *practice or qualifying session is stopped and before it is restarted, but not after a race session is stopped and before it is restarted.*"

To make the intent of 6.7.2 clear, the addition of an Administrative Glossary item for "session" is needed. In Appendix A, add new item 17 and renumber succeeding items:
"17. *Session – A session begins when the first race car in the Race Group exits the grid onto the racing surface and ends when the last running race car exits the racing surface. If the session is a race, see 6.10.3.A. for time limits.*"

3. #494 (John Nesbitt) Impound Waiver and lap records
Modify the proposed change to 5.9.3.D in the March Fastrack as follows:
5.9.3.D. Impound Waiver
Before his race, a competitor may request a waiver for post-race impound at a Regional event from the Chief Steward. The competitor will not be eligible to earn event points, *trophies or lap records.*

4. #499 (John Nesbitt) Extend 6.10.6 to cover all non-compliance
Change 6.10.6, as follows:
Lap Record Official lap records are set during races; not practice or qualifying. A driver whose car is ~~disqualified-penalized~~ for non-compliance may not set a lap record at that event.

PRODUCTION

1. #925 (Blake Meredith) Add another carb to the allowed list
In 9.1.5.E.1.b.1, add an item to the Weber type carburetor list: "7. *EMPI*"

SUPER TOURING

1. #239 (James Rogerson) Allow OEM ABS
In 9.1.4.M, add a new item: "12. *Anti-Lock Braking Systems (ABS) are permitted on cars utilizing the OEM brake components as supplied.*" Delete 9.1.4.1.C.3 and renumber subsequent sections. Delete 9.1.4.2.D.3

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TOURING

1. #732 (Brett Mars) Accusump
In 9.3.1, delete "Touring". [This has the effect of allowing accumulators (e.g., Accusumps) in all Touring classes.]

CAR RECLASSIFICATIONS

1. #392 (Joel Lipperini) Reclassify the 1999 & 2000 Honda Civic Si to ITA
Reclassify the 1999-2000 Honda Civic Si to ITA at 2890 lbs. [Reclassification is based on information that the recent weight assignment in ITS is too light to be achievable. ITA proposed weight is consistent with similar ITA cars.]
2. #503 (Tim White) Reclassify Omni GLH to ITB
Reclassify the Dodge OMNI GLH to ITB at 2430 lbs. [Except for the body, this car is identical to the Shelby Charger already classed in ITB.]

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

1. #145 (Leo Baker) Reconsider 6.11.2. 'Yellow Flag' wording
Adding the requirement for "move over" to the yellow flag directions to drivers may create more safety issues than it will resolve in some situations. If competitors are over driving incidents, the race officials should communicate that to the Chief Steward via race control.
2. #319 (Multiple) Prohibit SRF with FV
The GCR recommends that if the SRF class is to be combined with any other classes that they should be small sedan classes. Regions should attempt to abide by this recommendation.
3. #516 (Kirk Knestis) Implement an Escape Time requirement
There has been no proven need for this requirement in Club Racing.
4. #535 (Paul Gauzens) Consider to change to Start Procedures
The size of groups, track lengths and layouts would make it very difficult to administer the rule as proposed (no passing until start line).
5. #893 (Lewis Gauper) Clarification of nose numbers
GCR Section 9.3.29.A. states that numbers are to be legible. If a Race Official cannot perform their duties due to the placement or design of race numbers, then those numbers should be considered non-compliant with the GCR.
6. #907 (Rick Haynes) Request roll cage analysis
The CRB responded to a similar request in the October 2008 Fastrack. The CRB stands by that response.

GRAND TOURING

GTL

1. #781 (John Spencer) Raise L16 sir sizing .5mm to 25.5mm
A re-examination of the entire GTLite class will take place before the end of the year (2010). Your input will be considered as part of that effort.

IMPROVED TOURING

1. #763 (Bill Stevens) Please reword the IT airdam rule
The current wording is adequate.

PRODUCTION

FP

1. #927 (Bob Coffin) Request for VW Scirocco vented brake rotor
The VWs in FP with solid brake rotors are properly specified based on the weights of these cars.

TOURING

T1

1. #825 (John Buttermore) Allow ARE Dry Sump Oiling System
The CRB will continue to monitor the situation.
2. #901 (Chris Ingle) Reduce the weight of the LS3 Corvette to 3350
This weight of this car is appropriate as specified.
3. #695 (Peter Basica) 2010 Camaro Front and Rear Sway Bars
The car needs to be raced before an evaluation can be made.

T2

1. #736 (Richard Kulach) Weight reduction of 370Z from current classification
The car needs to be raced before an evaluation can be made.
2. #894 (Don Knowles) Allow the T2 Solstice to run brakes equivalent to other T2 cars
The current specification is appropriate.
3. #914 (Sam Ryan) Subaru STI rear strut hat
There is no demonstrated need for this change.

T3

1. #909 (Jim Leithauser) Weight reduction for BMW Z4 3.0si
The weight of the car appears to be appropriate as specified. The car must be raced before reconsidering it.

PREVIOUSLY ADDRESSED

1. #969/#1016 (Evan Kesselman/Robert Johns Jr) Clarification on letter 698
See April Fastrack. The allowance is correct as stated. The CRB intends that no AS cars will run with openings in the hood.
2. #850 (Chris Jr. Ronson) Please allow C5's to use stock rear wheels in the front.
See April Fastrack.

NO ACTION REQUIRED

GCR

1. #133 (Tom Masterson) Make the transition from Track Trials to Racing much easier
The Chief Driving Instructors Committee and the Time Trial Administrative Council are actively working together to develop criteria for Time Trial events to count towards a portion of the Club Racing Novice Permit requirements.
2. #865 (Paul (Frank) Diring) Sunroofs rules question
In 9.3.19, in the sentence: "Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops." the word "open" after "including" applies to all of Targa tops, sunroofs and T-tops.
3. #1089 (James Libecco) SFI certification/Impact Race products
Thank you for your input. Please watch for future announcements on this matter.
4. #1159 (BoD Action Item) 15 year old novice permit rules
Requests for exceptions to the GCR requirements will be handled on a case-by-case basis by the Vice President for Club Racing in concert with the Divisional Driver Licensing Administrator. Decisions by the Vice President for Club Racing are final.

FORMULA

FF

1. #754 (Wren Keith) Institute the Fit engine as voted on
Thank you for your input. Please refer to Bob Dowie's letter in the March Fastrack.
2. #814 (Tim Dunn) Restrictor Plate in Formula Ford
Thank you for your input. Please refer to Bob Dowie's letter in the March Fastrack. We hope you will reconsider leaving your car in the barn and give the process time to work.

3. #871 (Steve Staveley) Allow Vintage FF to run with CFF and FF
Vintage FF cars that meet current FF and safety rules can run as FF or CFF or in another CFF-like class.

FV

1. #853 (Chris Zarzycki) Clarification on FV spindle change
Thank you for your input, the rule is adequate as written.

GRAND TOURING

GT1

1. #758 (Rich Sloma) Please fix GT-1 aerodynamic rule "clarification"
Any T/A approved modifications may be retrofitted to any T/A approved body.

IMPROVED TOURING

1. #728 (David Youngren) Support for ITAC Process
Thank you for your support.

ITR

1. #734 (Peter Keane) Review weight of ITR Toyota Supra
Weight appears to be assigned correctly compared with other cars in ITR.
2. #826 (Kevin Ladnier) Porsche 944 Disenfranchisement
No errors are apparent with respect to this classification.

SUPER TOURING

STO

1. #568 (Jerry Onks) World Challenge/STO ABS Clarification
Yes, ABS systems are allowed in STO if used as supplied. See 9.1.4.1.C.3.

AS

1. #884 (David Ray) Request exception to wheel size limitation
Mr. Ray has been provided sources for proper sized wheels.

RESUMES

1. #740 (Danny Doern) ITAC Resume
Thank you for your resume. Mr Doern has been added to the ITAC.

CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2010

NUMBER: TB 10-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/10 unless otherwise noted.

GCR

- #858 (Greg Amy) Roll Cage Rules Error
In 9.4.G.6, first sentence, delete "minimum".
- #917 (CRB) Correct 9.3.26.A
In 9.3.26.A, first sentence, change "gasoline or" to "gasoline or *diesel fuel*".
- #1131 (Fred Peterson) Fire Systems
Correct 9.3.23.B by inserting ", *Spec Miata*" after "Touring".

Formula

FF

- #820 (Richard Pare) Rules discrepancy - FF/FC
Correct 9.1.1.D, by changing "~~D.6 and D.7~~" to "*D.7 and D.8*".

Grand Touring

GT3

- #841 (Chad Bacon) Addition of 5SFE to GT3 motor lineup
In 9.1.2, GT3, add the Toyota 5S engine family. SIR and weight are consistent with published GT3 chart (December Fastrack).

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
5S	DOHC	87.0 x 91.0	2164	Alum, Crossflow	4	31mm SIR	2130	

Improved Touring

ITA

- #286 (Brendon Butler) Class the 2002 Honda Civic Si in Improved Touring
In 9.1.5, ITA, add:

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
Honda Civic Si (2002-2005)	4 cyl. SOHC	82.5 x 86.4 1998	(I) 36.5 (E) 32.0	10.3:1	107.2	15	3.062, 1.769, 1.212, 0.921, 0.738	(F) 262 vented (R) 259 solid	2840	

- #640 (Randy Schneiderheinze) Classify Audi Coupe Quattro
In 9.1.5, ITA add:

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
Audi Coupe Quattro (90-91)	5 cyl. SOHC	86.0 x 86.0 2309	(I) 32.0 (E) 28.0	9.8:1	100.4	15	3.55, 2.11, 1.43, 1.03, 0.84	(F) 276 vented (R) 245 solid	3055	Center differential must remain stock.

ITB

- #874 (Josh Sirota) Classify Fiat 124 Coupe 1756cc in ITB
In 9.1.5, ITB, add the Coupe to the 124 Spider spec line. Change "~~Fiat Spider 1.8~~" to "*Fiat 124 1800 (Spider & Coupe)*". [The two body styles are mechanically identical.]

Super Touring

None.

Production

EP

- 1. #903 (Michael Helm) Increase Carb choke size from 36mm to 42mm
In 9.1.5, EP, Toyota MR2, change choke sizes from “~~36mm~~” to “40mm”.

FP

- 1. #916 (Ken Alderson) Incorrect Track Spec – Opel GT
In 9.1.5, FP, Opel GT, correct the track specification from “~~52.9/54.4~~” to “53.4/54.6”.

American Sedan

- 1. #888 (Jim Wheeler) Valve seat specification correction
In 9.1.6.D.1.m, replace “~~The valve angles must not extend off the seat into the aluminum or cast iron casting at the top or bottom of the seat.~~” with “The maximum diameter of the cut in each valve seat is .250 inches greater than the diameter of its valve head.”

Showroom Stock

SSB

- 1. #845 (John Bauer) Correct SSB Toyota Matrix Spec Line
In 9.1.7, SSB, correct Toyota Matrix GT (2002) model and years to “Toyota Matrix XRS (03-08)”

SSC

- 1. #339 (CRB) Classify the Kia Forte Coupe
In 9.1.7, SSC, add:

SSC	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Kia Forte Coup and Sedan LX/EX (2010-)	86.0 x 86.0 1998	2649	1560/ 1565	17 x 6 Alloy	205/55	3.308, 1.962, 1.189, 0.905, 0.702	4.188	(F) 280 Vented (R) 262 Solid	2790	
Kia Forte Coup and Sedan SX (2010-)	88.0 x 97.0 2359	2649	1560/ 1565	17 x 7 Alloy	215/45	3.267, 1.931, 1.636, 1.216, 1.027, 0.829	4.063 (1, 2) 2.955 (3, 4, 5, 6)	(F) 300 Vented (R) 262 Solid	3170	

- 2. #846 (John Bauer) Correct SSC Toyota Matrix Spec Line
In 9.1.7, SSC, Toyota Matrix (2002) correct model and years to: “Toyota Matrix Base and XR (03-08)”.

Spec Miata

None.

Sports Racing

None.

Touring

T2

- 1. #735 (Richard Kulach) Classify Nissan 370Z NISMO edition
In 9.1.10, T2, add:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Nissan 370Z NISMO Edition (2010-)	95.5 x 86.0 3696	2550	19 x 9 (F) 19 x 10 (R)	245/40 (F) 275/35 (R)	3.79, 2.32, 1.62, 1.27, 1.00, .79	3.69	(F) 356 x 33 Vented (R) 350 x 20.3 Vented	3500	May convert 370Z to NISMO Edition at NISMO Edition weight.

- 2. #813 (Ken Payson) T2 996 model years
In 9.1.10, T2, Porsche 911/996 (98-03), change model years to “(98-05)”.
- 3. #1168 (Multiple) Nissan 370Z suspension kits
In 9.1.10, T2, Nissan 370Z (09-10), add to Notes: “5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed.”
- 4. #336 (CRB) Classify the Hyundai Genesis Coupe
In 9.1.10, T2, add:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Hyundai Genesis Coupe (2010-)	96.0 x 87.0 3778	2819.4	19 x 8 (F) 19 x 8.5 (R)	225/40 (F) 245/40 (R)	3.848, 2.317, 1.623, 1.233, 1.000, 0.867	3.538	340.4 disc (F) 330.2 disc (R)	3240	Track Pack allowed

T3

- #336 (CRB) Classify the Hyundai Genesis Coupe
In 9.1.10, T3, add:

T3	Bore x Stroke (mm)/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Hyundai Genesis Coupe (2010-)	86.0 x 86.0 1998	2819.4	19 x 8 (F) 19 x 8.5 (R)	225/40 (F) 245/40 (R)	4.229, 2.467, 1.671, 1.233, 1.000, 0.794	3.909	340.4 (F) 330.2 (R)	3200	35mm Turbo Inlet Restrictor required; Track Pack allowed

- #704 (Sam Ryan) 05-07 Cobalt update
In 9.1.10, Chevrolet Cobalt SS (05-07), add to Notes: *"May be updated to (08-09) specifications (i.e., may convert supercharged car to turbocharged car), but all drivetrain and suspension components must be updated to later model; VIN will be disregarded for this conversion."*

In 9.1.10, Chevrolet Cobalt SS (05-07), change weight from "~~3000~~" to "2950", and change tire size from "~~215/45~~" to "225/45".
- #840 (Michael Sullivan) Reduce weight of 04-08 RX-8 to that of the 09
In 9.1.10, T3, Mazda RX-8 (04-08), change weight from "~~2980~~" to "2920".
- #910 (Jim Leithauser) Additional wheel size for BMW Z4
In 9.1.10, T3, BMW Z4 3.0si Coupe (07-08), change maximum wheel size to "18x8 (F&R)".

TIME TRIALS ADVISORY COMMITTEE

TTAC MINUTES | April 14, 2010

The Time Trials Administrative Council met via conference call on 04/14/2010 at 7:30 PM CST. The following members participated:

TTAC Chairman / NEDIVMatt Rowe
GLDIV.....Jerry Cabe
SWDIV.....Kent Carter
NPDIV.....Dave DeBorde
CNDIVTony Machi
National Staff Liaison.....Deanna Flanagan
BOD LiaisonTodd Butler
BOD LiaisonMarcus Meredith
BODMike Lewis
Exec Steward Liaison.....Bob Horansky

These minutes are presented in topical order rather than the order discussed.

Comments regarding items addressed in these minutes should be directed to timetrials@scca.com.

Old Business

- a) Marketing / Branding of Time Trials – Logo concepts provided to National for review

New Business

- a) Discussion on state issued driver license requirements for Level 1 & 2
- b) Time Trials experience as partial credit for club racing licensing proposal. Kent Carter to develop initial proposal for review at next meeting for coordination with club racing.
- c) Topics for TTSC discussion
 - i) Minimum official requirements for “smaller” events
 - ii) State Issued of SCCA Issued license requirements for Level 1 & 2 events
- d) Discussion on use rental companies or national for pool of transponders for Time Trials events. Further information to be investigated on rental programs.

Minutes submitted by: Matt Rowe - TTAC Chairman

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | March 24, 2010

The Solo Events Board met by conference call March 24th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Divisional Steward Dave Newman; Dick Patullo and Bob Lybarger of the BOD; Mari and Eric Clements; Doug Gill, Nancy Downing, and Brian Harmer of the National Staff. Absent was Iain Mannix. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

Comments regarding items published herein should be directed to seb@scca.com.

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The event chairs, Eric and Mari Clements, reviewed the current list of recommended Chiefs with the SEB.
- The revised Supplemental Regulations were discussed and approved.
- The Sound policy was discussed. Competitors are reminded to be familiar with the requirements of Appendix I and the Nationals Supplementals. This policy is being implemented for 2010 at Pro and Tour events as well as at the National Championships in Lincoln.

SAFETY

- The following rule change proposal has been recommended by the PAC and is published here for member comment:
 - Change 3.3.2 to read as follows:

"3.3.2 Roll Bars

Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars in the Stock, Street Prepared, Street Touring, and Street Modified categories, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. *The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place.*

Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car."

Note: this proposed wording also removes the sentence about the intent being to require rollbars with slicks. The PAC believes that sentence causes a good deal of confusion and doesn't add to the content of the rules.

GENERAL

- The previously-published proposal to amend Section 4.9 has been updated, and is now stated as follows:

"4.9 MINIMUM PARTICIPATION LEVEL FOR NATIONAL CLASSES

In three consecutive years at the Solo National Championship a class must field a combined total (Open and Ladies) of at least seventeen (17) entrants or nine (9) different vehicles, or for the following year that class will be reviewed for action by the SEB. Changes to be considered may include, but are not limited to:

- a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category*
- b) addition of new makes/models*
- c) consolidation with another class or a portion thereof*
- d) restructuring*
- e) elimination*

This is not intended as the only criterion for class adjustments, additions, consolidation, restructuring, or elimination; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account participation levels at other events such as National Tours when making decisions regarding the need for changes."

Comment: Due to the above proposed change and its implications, class B Modified is not considered by the SEB to be subject to 4.9-based changes for 2011.

- The SEB and SPAC are recommending the following rule change proposal, which is published here for member comment:

- Add a new definition to Section 12, as follows:

“12.17 Strut Bar

A transverse member connecting the front/rear or upper/lower suspension mounting points. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. A two-point strut bar fastens only at the left and right suspension mounting points. A three-point strut bar has a third attachment point to the chassis. All connections to the vehicle must be bolted; no connection point to the chassis can be welded.”

STOCK

- The following rule change proposal has been recommended by the SAC and is published here for member comment:

- Add as a new subsection 13.2.G (and re-letter subsequent sections accordingly):

“G. Alternate shift knobs are allowed.”

STREET TOURING

- The following rule change proposal has been recommended by the STAC and is published here for member comment:

- Change 14.3 to read as follows:

“14.3 TIRES

Tires must meet the eligibility requirements of the Stock category, with the following additional restrictions:

A. *Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars.* Low volume and/or specialty tires will be specifically excluded below.

B. Tires may have section widths up to and including the following:

ST, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) - 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

C. Tires must have a minimum UTQG tread wear rating of 140 and a minimum molded tread depth of at least 8/32”, as manufactured

D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa”

Note: The previous exception in 14.3 regarding “excluding 13.3.F” has been removed. Each tire model must thus be sold in at least four rim diameters with a total of at least six sizes.

- The following rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is published here for member comment:

- Change 14.2.G to read as follows:

“G. Strut bars (see *Section 12*) are permitted with all types of suspension, *subject to the following constraints*:

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A three-point strut bar may be removed, modified, or substituted; substitution may be with either a three-point or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the factory location.*
3. *Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”*

STREET PREPARED

- The following listing change has been recommended by the SPAC and is published here for member comment:
 - Change the ASP Porsche listing which currently reads "911 GT3" to read as follows (two separate lines):
 - 911 GT3 (996) ('04-'05)
 - 911 GT3, GT3RS (997) ('06-'10)
- Per the SPAC, the following previously-published (January 2010) proposed moves have been withdrawn:
 - Datsun 240/260/280Z from BSP to DSP
 - Honda Civic/CRX ('84-'87) from CSP to DSP
- The following groups of class change proposals has been recommended by the SPAC and are being published here for member comment:
 - Move from ASP to BSP:
 - Mazda
 - Rx-7 ('93-'95)
 - Porsche
 - 911 non-turbo
 - 911 Club Sport
 - Carrera 2/4
 - 914/6
 - 924 turbo & N/A
 - 944 turbo & N/A
 - 968
 - Toyota
 - MR2 turbo & N/A ('91-'95) *Note: remove N/A from CSP*
 - Move from BSP to CSP:
 - BMW
 - M3 (E46)
 - M3 (E36)
 - Datsun
 - 240Z
 - 260Z
 - 280Z
 - Honda
 - S2000
 - Mazda
 - RX-8
 - Move from CSP to DSP:
 - Mercedes
 - 190 ('84-'93)
 - Audi
 - TT 1.8T, FWD & Quattro ('98-June '06)
 - TT 3.2L, Quattro ('98- June '06)
 - TT 1.8T, 2.0T, 2.5T, FWD & Quattro (August '06-'10)
 - TT 3.2L Quattro (August '06-'10)
 - Change the listing in BSP for the following cars to have this form:
 - Datsun & Nissan
 - 280ZX, 280ZX Turbo, 300ZX, 300ZX Turbo ('84-'96)
 - The following rule change proposals have been recommended by the SPAC and are published here for member comment:
 - Add new subsection 15.2.P as follows:
 - "P. Interior rear view mirror and sun visors, and their mounting hardware (provided it serves no other purpose), may be removed or replaced."*
 - Add to the end of 15.2.M as follows:
 - "A clutch pedal stop may be added."*

- Change the fourth sentence of 15.9.C to read as follows:

“Longer or *or shorter battery* cables may be substituted to *facilitate* relocation.”

- The following rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is published here for member comment:

- Change 15.2.C to read as follows:

“C. Strut bars (see *Section 12*) are permitted with all types of suspension, *subject to the following constraints*:

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A three-point strut bar may be removed, modified, or substituted; substitution may be with either a three-point or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the factory location.*
3. *Except for standard parts, no connections to other components are permitted. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis. Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.*”

STREET MODIFIED

- The SMAC has recommended the following rule change proposal, which is published here for member comment:

- Change 16.1.S to read as follows:

“S. OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. *Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may serve no other purpose. All associated hardware may be removed, replaced or modified.*”

- SM competitors should note that the proposed changes elsewhere herein to Section 12 and 15.2.C also affect this category.

PREPARED

- The SEB has approved Zack Barnes as a new member of the PAC.
- The PAC has reviewed EP results for the 2009 Nationals and determined no weight adjustments will be proposed at this time. However, the PAC is requesting member feedback on potential changes to EP weight formulas and/or new car listings, to increase participation in the class. In particular, the PAC is interested in ways to encourage participation by newer vehicles.
- The PAC has reviewed the input regarding the following previously-published changes and is recommending SEB approval:
 - Change the listings in GP for Saab Sonett 1500, 1600, and 1700 to specify 16x7 maximum wheel sizes. (ref. 09-677)
 - Change 17.2.F to read as follows (ref. 09-633):

“F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps*, *intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver’s safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, and *superchargers* may not intrude into the clearance areas authorized herein.”

MODIFIED

- The MAC is still seeking member comment on the possibility of permitting Legends (and perhaps Dwarf) cars to compete in F Modified, or possibly in D Modified. See the December 2009 Fastrack, page 60, for details.
- The MAC is seeking member comment on the possibility of permitting the unconstrained use of ABS systems in the Modified classes. This allowance could be implemented only for DM and EM, and/or for any of the other applicable classes. Possible implementations could include weight penalties.

FORMULA JUNIOR

- The SEB welcomes new KAC member Tom Reynolds.
- Per the KAC, the following rule change proposal, which would be effective immediately upon approval by the SEB, is published here for member comment (ref. 09-640):

- Change 19.2.A.1.b to read as follows:

"19.2.A.1.b Engines

1. Briggs & Stratton Raptor.
 - A. FUEL: Gas or Methanol
 - B. WEIGHT: 265 lbs *for gas-fueled karts* and 270 lbs *for methanol-fueled karts*.
 - C. OTHER: Balanced and blueprinted engines are allowed, but no Controlled Stock, Modified, Limited Modified or Open Motors
2. Yamaha KT-100, only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal
 - A. FUEL: Gas and Oil
 - B. WEIGHT: 305 lbs
 - C. CARBURETOR: Walbro WB3A.
 - D. EXHAUST: RLV SSX-V (4-hole).
3. Briggs and Stratton World Formula: As homologated except it is permissible to use an alternate chain/sprocket/gear (type 35).
 - A. FUEL: Gas
 - B. WEIGHT: 285 lbs
 - C. Battery may be removed
4. Rotax Mini-Max
 - A. FUEL: Gas and Oil
 - B. WEIGHT: 285 lbs.
 - C. Carburetor, clutch, radiator, and exhaust as supplied with engine from manufacturer. Exhaust and carburetor restrictors must *be* used in accordance with Rotax Mini-Max rules.
 - D. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.
 - E. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor."

Note: These changes essentially simply provide a weight adjustment of 10 lbs. across the board.

- The KAC has recommended the following change, which which would be effective immediately upon approval by the SEB, is published here for member comment (ref. 10-050):

- Change 19.2.A.2.b.3 to read as follows:

3. Comer K-80
 - A. FUEL: Gas and Oil
 - B. WEIGHT: 235 lbs
 - C. Carburetor, exhaust and clutch as supplied with engine from manufacturer.

- The KAC has proposed the following change, which is published here for member comment (ref. 09-714):

- Replace 19.1.D.2 with the following:

"2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a water-cooled single cylinder 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition and transmission parts must be CIK-FIA homologated except where otherwise specified. However, parts may be interchanged between model years of the SAME engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tires regulations of the SCCA Solo rules, Section 19.1, and incur a 35-lb. weight penalty.

- a. Cylinder: Polishing, grinding and cleaning of the port area are allowed. Resurfacing of cylinder mating surfaces is allowed. Reed block, reed cage and reeds are open. No ports may be added. Total exhaust duration must

- not exceed 199 degrees.
- b. Cylinder Head: Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4 cc.
 - c. Induction: Air box required and must meet current or prior CIK homologation. The carburetor must meet current or prior CIK homologation, and not exceed 30.6 mm maximum bore.
 - d. Exhaust Pipe: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer. Must also have the CIK homologation stamp on the pipe.
 - e. Exhaust Silencer: Make and manufacturer are open spec. Must meet sound requirements.
 - f. Transmission: Transmission components must be standard parts. This means that if an aftermarket part is substituted, it must be of similar dimensions as the original part. The weight of the replacement part will not be less than the standard part. The outside diameter and tooth count of the replacement gears must be the same as the standard part. Grinding or polishing transmission parts to provide a better mesh is legal.
 - g. Ignition: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer.
 - h. Spark Plug: Must be stock, commercially available spark plugs. The body of the spark plug (electrodes not included), tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber. Dimensions: length 18.5mm; pitch X 1.25. Note this is checked with gasket or temp sending unit in place.
 - i. Crank, Rod and Flywheel: Crank, Rod, and Flywheel assembly must be standard parts. No modifications will be made to the assembly. Therefore, the machining, boring, or polishing of counter balances or rod, machining for the purpose of weight reduction, heavy metal balancing or altering crank pin location are all expressly prohibited. Sanding or polishing the crankshafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing and small end bearing, piston, piston pin, ring and clips are all non-tech items.
 - j. Cooling: an electric water pump may be added to allow circulation of coolant while stationary. The pump, battery and associated plumbing shall serve no other purpose.
 - k. Shifting: Mechanical gearbox control only. No ignition interrupt systems are allowed.”

NOT RECOMMENDED

- Rear sway bar allowances (ref. 10-072) *Comment:* Regions are reminded that they can create their own classing structures, since the preparation level rules and class listings are not among the mandatory sections noted in 1.1. Regional programs are encouraged to do this to meet the needs of their constituencies and encourage program growth.
- Braided brake lines (ref. 10-105) *Comment:* See above re: 10-072

TECH BULLETINS

1. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:
Audi S4 ('10) BS
2. Stock: The Subaru STi Special Edition is covered by the existing listing in BS. (ref. 10-202)
3. Street Prepared: The DSP BMW listing which currently reads “328 & 300 (E46 chassis, non-M3)” is updated to read “323, 325, 328, 330 (E46) (except M3)”. *Note:* The 323 and 325 (E46) are presently not listed; this is a new listing for those models.
4. Street Prepared: The following new listing, effective immediately upon publication, is added to Appendix A:
BMW Coupe & Roadster (Z4) BSP
5. Prepared, Errors and Omissions: The PAC has determined that its 2009 wording change to 17.2.S unintentionally failed to continue the existing allowance of material substitutions for OE removable roof panels. To address that oversight, the fourth sentence of 17.2.S is corrected to read as follows:
“Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver’s door window opening, *with the exception that factory-original removable panels (e.g. T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch in any direction.*”
6. Prepared: Per the PAC, front splitters and spoilers are permitted in all Prepared classes, and are subject to the 17.2.O allowances and limitations for front spoilers. *Note:* Appendix A includes additional splitter allowances for XP. (ref. 10-132)
7. Modified: All references to FSCCA should be changed to FE. All references to SRSCCA should be changed to ESR.

ROADRALLY BOARD

ROADRALLY BOARD MINUTES | March 11, 2010

The *RoadRally* Board (RRB) met via conference call on Thursday, March 11, 2010.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Mark Johnson and Lois Van Vleet. Todd Butler, Board of Directors Liaisons and Pego Mack, National Office were also in attendance. Michael Lewis and Eva Ames were not in attendance.

Chairman Wakemen called the meeting to order at 7:40 pm CST.

The Final January 31, 2010 RRB Minutes were approved. (English/Johnson)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates in **bold** below.

2. 2010 Liaisons

Assignments: The following have been appointed 2010 Rally Liaisons:

California, NT-NC Rallies (January) - Lois Van Vleet

Steel Haul, NC (April) - Jeanne English

New England, NC (February) - Rick Beattie (at December RRB Meeting)

Arizona, NC Rallies (March) - Jeanne English

Steel Haul NC (April) - Jeanne English

Rally to the Race NGTA (May) - Jim Wakemen

? Escape to Wisconsin, N? (June) - ???

Chippewa Trail (June 12), **NT-NC-NGTA?**(June) - Mike Thompson

St. Louis Rallies (July?) - Lois Van Vleet & Eva Ames

Cast in Stone NT (July 31st) - Mark Johnson

Arizona Rallies, NT (**Aug? Nov???**) - Dave Kolb?

Hurdle 2010 NGTA (Aug) – Sasha Lanz

Badger Trails, NT (Sept) - Lois Van Vleet & Eva Ames

Oktoberally, NC (Sept) - Jeanne English

USRRC NGTA (Oct) - Sasha Lanz

USRRC NT - Jim Wakemen & Mark Johnson

USRRC NC - Jeanne English

3. BOD Liaisons to rally

Discussion: How do we get the BOD out on some rallies? Michael Lewis is in Cal Club and English will be inviting him to a 'Friday Niter'. Send flyers/invitations in the mail to invite them to upcoming rallies.

4. Safety Stewards & Trainers

Discussion: Johnson reported that he received the Training video from Pego and said it was ancient and needs to be modernized. More emphasis must be on the 'why this is important' along with the check list. Route instructions and the General Instructions are important along with the safety location of the check point crews. Safety must be emphasized thoroughly. Another check would be to run the event with a novice – they sometime see things differently than the rallymaster. Johnson emailed out a new list of video requirements to the RRB to review.

If someone wants to be a Trainer, they need to send a request to the RRB for approval.

5. Diversity – brought it up to the BOD, what do we do about it?

Discussion: If we are going to be reaching out to diverse groups to join SCCA, the publicity committee should be involved. Mentioning it in eBlast is another way to start introducing SCCA.

6. Lifetime Points for NGTA – a 2011 Rules Change proposal

Discussion: English made a motion to make NGTA Rallies a permanent series and give them Lifetime Points effective 2011. Lanz seconded it and it passed. This proposal will be posted for member comment.

7. USRRC/National Championship

Discussion: Anyone can run the USRRC, but to win the National Championship you must qualify to run the USRRC. Experience levels or E, L or S trophies? The current system of Year-End Awards would go away making the USRRC the determining factor

for the National Champion for the year. Johnson made a motion for the qualifier to be 25 points in any combination Course, Tour or GTA. GTA must pick a class (E, L or S) to compete in. The committee could give out additional class trophies for each rally if they want to. SCCA would pay for the overall trophies (pending approval from the BOD). English seconded it. It passed and will be posted for member comment.

Further discussion: Last years champions automatically qualify for the USRRC. Rallymasters and workers would get 10 points maximum included in 25 point qualifier.

Subject to budget approval of the BOD; USRRC Organizers (4 cars) would automatically qualify and get free entry for the next two USRRC; up to 8 people automatically qualify for the next two USRRCs. These people names must be given to SCCA within 30 days after the USRRC (for which they were organizers).

Tie breaker for the weekend? Probably would not happen.

8. Lifetime Points for National Rallymasters & Precheckers

Discussion: No, you must compete for Lifetime Points.

9. New Categories for Lifetime Points

Discussion: Tabled until April RRB Meeting.

Old Business

New Business - Johnson reported that there is a new movement at headquarters to redesign or improve the SCCA website. Todd Butler verified that.

Pego Mack will be moving back to New England the end of March.

Action items - Wakemen to post the 2011 proposed RRR changes to the SCCA website.

Next meeting

Monday, April 5, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:45 pm CST.

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD

ROADRALLY BOARD MINUTES | April 5, 2010

The *RoadRally* Board (RRB) met via conference call on Monday, April 5, 2010.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Mark Johnson, Eva Ames and Lois Van Vleet. Todd Butler, Board of Directors Liaisons and Lisa Noble and Pego Mack, National Office were also in attendance. Michael Lewis was not in attendance.

Chairman Wakemen called the meeting to order at 7:38 pm CST.

The Final March 11, 2010 RRB Minutes were approved. (Lanz/English)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates are in ***bold italics*** below.

2010 Liaisons

Assignments: The following have been appointed 2010 Rally Liaisons:
California, NT-NC Rallies (January) - Lois Van Vleet

Steel Haul, NC (April) - Jeanne English
New England, NC (February) - Rick Beattie (at December RRB Meeting)
Arizona, NC Rallies (March) - Jeanne English
Steel Haul NC (April 24) - Jeanne English & Mark Johnson
Rally to the Race NGTA (May) - Jim Wakemen
Chippewa Trail (June 12) NT-NC-NGTA - Mike Thompson
St. Louis Rallies (July 10-11) - Lois Van Vleet & Eva Ames
Cast in Stone NT (July 31) - Mark Johnson
Hurdle 2010 NGTA (Aug) – Sasha Lanz
Badger Trails NT (Sept 4) - Lois Van Vleet & Eva Ames
Oktoberally, NC (Sept 5) - Jeanne English
USRRC NGTA (Oct 22-24) - Sasha Lanz
USRRC NT - Jim Wakemen & Mark Johnson
USRRC NC - Jeanne English

2011 Liaisons:

Covered Bridge, NT? (Nov 6?) - Jim Wakemen
Arizona Rallies, NT (Nov?) - Dave Kolb?

2. Safety Stewards & Trainers

Discussion: Due to Johnson's unforeseen work load problem and the short time span from the March 11th RRB Meeting, he is still working on a list of what the SS Training Video should include and promised it will be available by October. Johnson asked if the video could be uploaded to the SCCA website. Pego will check with headquarters. Johnson suggest that it could be on You-Tube also.

A request for two new Safety Stewards in the Northeast was approved.

3. 2011 RRR Proposed Changes – posted March 27th to the Forum.

Discussion: The 30 day posting of the proposed RRR changes is not up yet. Pego needs 2011 Proposed Rule changes by the middle of July, for the August BOD Meeting.

Noble suggested that the rules/posting timeline should be posted to the website for everyone to see.

Discussion: GTA Lifetime Points as a separate list or added to the existing Lifetime Points List. It was assumed that it will not be a separate list.

4. USRRC/National Championship

Discussion: tabled until the May RRB meeting due to the late posting to SCCA Forum and still within the 30 day posting period.

5. New Categories for Lifetime Points

Discussion: Tabled until the May RRB Meeting.

Old Business - Lanz reported working on a photo website 'Picasa' for anyone to post rally pictures to. Pego will send a list of organizer names to Lanz.

New Business - English reported that the notice of Postings to the SCCA's website is not working. Lanz is to check it out further and make sure it is fixed.

Ames reported on the new eBlast system. A links from the Calendar and Region Rally websites for events can be applied. The eBlast publication will be named the 'Lead Car'.

Action items – All members to read the SCCA Forum RRR Changes discussions.

Next meeting

Monday, May 3, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 8:27 pm CST. (Lanz/English)

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | April 12, 2010

The RallyCross Board (RXB) met via conference call April 12. Attending were Bob Ricker, Chairman, Tom Nelson, Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance were Philip Creighton, Board of Directors liaison, and Howard Duncan and Pego Mack from the National Office.

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

Chairman Ricker called the meeting to order at 8:20pm CDT.

Minutes from the March 8, 2010 RXB meeting were approved. (Utecht/Ricker)

Committee Reports

1. RallyCross Safety Committee (Tom Nelson):
 - a. Safety Steward Training: New program improvements will use the Solo training for the classroom session and a RallyCross specific manual. The Solo training is good for dealing with spectators, but there are obvious course differences that necessitate a RallyCross-specific manual.
 - b. A question was brought up about licensing of Safety Stewards and, more specifically, about the removal of those Safety Stewards who are not doing a good job. Pego Mack said the Divisional Stewards make such decisions. She also used RoadRally as an example of putting underperforming Safety Stewards on probation.
 - c. Mark Utecht warned of the danger of a berm as contributing to rollovers even when the berm material is soft. Berms should be removed from the course regardless of the softness of the material.
2. RallyCross Rules Committee (Mark Utecht):
 - a. Mark Utecht reported that the member comment period is drawing to a close. He reported that some member comments have been emailed directly to the RXB that he will post to the forums.
 - b. Jon Olschewski has submitted his resignation from the Rules Committee because of his job responsibilities in Afghanistan. This necessitates the search for a new Rules Committee member. Pego Mack suggested asking the Divisional Stewards for suggestions.
 - c. Pego Mack suggested the RXB implement waiver verbiage in the RallyCross Rules that would remove a competitor from competition if the event waiver were not signed (as suggested to her by the Solo Safety Committee). Although not a risk management requirement, she feels it would be a good idea. Mark Utecht will present the idea to the Rules Committee.

Pending Business

1. Annual RallyCross Award: Brent Blakely is continuing to research the history of RallyCross. The name of Mike Haley was suggested as a possible name for the award.
2. New RXB member request: Since the last RXB meeting, three résumés for a position on the RXB have been received. Of those three, the RXB has requested a teleconference interview with Warren Elliott. This interview is planned for the beginning of the April 29 meeting.

New Business

1. Howard Duncan took some time to address the RXB concerning the following staffing changes at the SCCA national office and other items. 1) Technical Services has now merged into one department servicing RallyCross, RoadRally, Solo, and Club Racing combined, with Doug Gill as General Manager. 2) Pego Mack has now relocated to Connecticut and is an independent contractor for the SCCA. She no longer does Regional sanctioning (Deena Rowland) and will be focusing on program growth and development. She will be seeking sponsors for the National events and would like any references be sent to her. 3) In a recent Board of Directors meeting, the concept was introduced of providing a development fund for RallyCross. The Board of Directors has requested a letter from the RXB outlining the areas of greatest need and possible uses of such a fund.
2. Mark Utecht pointed out that the date for the RallyCross National Championship is in conflict with the Ojibwe Forest Rally. It appears Rally America has changed the date. The concern is that overlapping schedules may force some competitors to choose between the two events. Pego Mack will contact Rally America about the conflict.
3. With the Eastern States RallyCross Championship approaching at the Detroit Region's Adrian site, the question was raised of whether the site's past safety issues have been addressed. Pego Mack said the organizers have promised her that the

jumps have been removed. It was emphasized that there are other hazards at the site that should also be watched.

4. Pego Mack wants an e-blast implemented for RallyCross, which is similar to the format used by *The InsideLine*, and suggested the RXB find someone with the technical skills to implement it. Mark Utecht suggested Mike Byington. Bob Ricker said he also knows someone who might be able to do it. He will contact both.
5. In an effort to better understand the RallyCross market and how cars should be classed, it has been suggested that the RXB appoint a points keeper to compile all regional RallyCross results, including car details, classing, and times. It should be someone with a mathematical and statistical understanding so as to provide more statistically relevant numbers. This item was tabled until next month's meeting.
6. Phil Creighton from the Board of Directors offered his feelings that RallyCross will be a sport for the youth and that the RXB should keep that in mind as they plan for the future.

The meeting was adjourned at 10:16pm CDT (Utecht/Ricker).

Next meeting: April 29, 2010

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>
Forms: <http://www.scca.com/contentpage.aspx?content=45>
Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>
Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>
Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>
General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>
2010 Runoffs Home Page: <http://www.scca.com/runoffs>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>
Rulebook: <http://www.scca.com/contentpage.aspx?content=61>
2010 Tire Rack Solo National Championships Home Page: <http://scca.com/event.aspx?hub=3&event=15171>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>
Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/event.aspx?hub=6&event=14461>

EVENT CALENDAR: <http://www.scca.com/events.aspx?hub=10>