

BOARD OF DIRECTORS

SPORTS CAR CLUB OF AMERICA BOARD OF DIRECTORS | Aug. 23, 2010

The Board of Directors seeks member input on the following proposal regarding the National Club Racing program and the National Championship Runoffs. Please provide input to this proposal through <http://www.crbscca.com/>.

Directionally, the Board believes unanimously that, going forward, the National Championship Runoffs should be an event that showcases the "Best of the Best." In reviewing past and current criteria and operations of the event, the Board recognizes that, while the event continues to provide excellent competition and a worthy platform to crown Champions, the event has focused on widespread inclusion of late instead of the "Best of the Best" concept.

With this in mind, the Board proposes the below criteria for Runoffs invitations beginning with the 2011 season.

Qualifications for Runoffs

- Must start 4 races/2 in Division
- Must finish 4 races regardless of Division
- Assuming participation levels have been met, a driver has three ways to earn a Runoffs invitation. A driver must meet at least one of these three criteria to receive an invitation. They are:
 1. Drivers finishing in the top three of their Division in their class in the current season.
 - Places far greater importance on the Divisional Championships and local National races
 2. Drivers finishing in the top 50% of the Nation-wide point standings in the current season
 - Example: 100 drivers score points in a class in the current season, the top 50 will receive an invitation
 - Rewards drivers that may not have made the top three in their Division but have proven that they are among the "Best of the Best" by scoring high in the Nation-wide points.
 - This percentage could be adjusted in the future to become more exclusive. This percentage would be set prior to the beginning of the National racing season and held throughout that season.
 3. Drivers scoring enough Nation-wide points that would have placed them in the top 50% of the previous year's standings for that class.
 - Example: 100 drivers score points the *previous* year, with the 50th place driver scoring 35 points. Any driver scoring 35 points in the current season will receive an invitation.
 - This will give drivers who race early in the year (SE, SW, SP) a defined point level to earn an invitation since these drivers will not be able to predict that early in the season if their effort would result in a top-50% finish.
- Classes may have a cap on the number of race starters based on track length.
 - o Cars may need to qualify in order to take the green flag for the race.

Additionally, the Board proposes to change the Runoffs qualifying minimum from 120% to 115% of the pole time

- o Requires a higher standard of performance at the Runoffs

National Racing Classes

The Board approved a motion Aug. 21, 2010 that it will not grant any waivers of the 2.5 National Class sunset rule this year.

The Board recognizes that actions in recent years regarding the birth and sunset of classes in both Regional and National level racing have been inconsistent in practice and, at times, not consistent with the GCR.

In evaluating past decisions and the results of these decisions, the Board wishes to further evaluate criteria that foster healthy classes with good competition throughout the National racing program. This can be through the existing 2.5 rule, a set number of National classes (potentially less than the current 29) or a combination of the two.

CONTENTS

BOARD OF DIRECTORS	1
CLUB RACING	3
CRB Minutes	3
Technical Bulletin	15
Court of Appeals	17
Time Trials Admin. Council	None
SOLO	21
SEB Minutes	21
RALLY	23
RallyCross	23
RoadRally	25
QUICK LINKS	29

The Board recognizes that National classes are not universally healthy and supports the enforcement of criteria to both remove low-subscribed classes and establish new classes in the Regional program with the ability to gain National status through success across the country.

The Board believes that, from this point forward, new classes should earn National status through Regional racing success, much like the path of Spec Miata, and not simply have that status granted.

The Board seeks member input on:

- A maximum number of National Classes (if there should be a limit and what that limit should be)
- The criteria for determining that number of classes
- The current GCR Article 9.1.12, which deals with the 2.5 minimum participation level for National Class status.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | Aug. 3, 2010

The Club Racing Board met by teleconference on August 3, 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; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager, Club Racing; Ryan Miles, Technical Coordinator, Club Racing. In addition to those items covered in Technical Bulletin 10-09, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at <http://www.crbscca.com/>

GCR

1. #1219/#1234/#1259 (Timothy Gerrity/Stevan Davis/Stevan Davis) Letter #494 Impound waiver and lap records
In response to member input on the previous rule change proposal for section 5.9.3.D (letter #494, May Fastrack), the CRB withdraws that proposal in favor of the following:

Delete section 5.9.3.D completely.

Add a new section 3.8.6 as follows:

"A driver may refuse all event/series awards by notifying the Chief Steward before his race. He must meet all other GCR requirements, including impound. He may earn a lap record and, provided he finishes, he may receive license credit for the race."

Add a new section 5.10.4.8, as follows:

"A driver not competing for event/series awards will be listed on the final results in the correct finishing position with a notation citing 3.8.6. No points will be assigned, if any would have been earned. An earned lap record remains intact."

2. #1272/#1285/#1348 (Rick Balderson/Nick Hallman/Rick Balderson) Input on modifying GCR 3.3.B
In response to member input on proposed changes to 3.3.B (letter #423, February Fastrack), the CRB withdraws that proposal in favor of the following:

Change section 3.3.B to read as follows:

"B. Organizers of SCCA sanctioned races may be any of the following:

1. *One or more SCCA Regions,*
2. *An SCCA Division,*
3. *SCCA Club Racing."*

3. #2388 (CRB) Change required items on race results
In 5.10.4.B.4, change as follows: "~~and~~, car make and model, *and sponsor information.*"

In 5.10.4.B.5, change as follows: "*and* accident reports,~~and sponsorship.~~"

[These changes are for the benefit of members who report expenses for tax purposes.]

FORMULA

FA

1. #2165 (Matt Miller) Allow removal of camera mount flange from roll hoop of Swift 016
In 9.1.1.A. Table 2, Swift 016, to allow the removal of the camera mount, add the following to the Notes after "**Dimensions:** Reference Appendix A illustrations provided by Swift Engineering. All dimensions of the car within this table and Appendix A shall have a tolerance of + or - 0.2 inches. The bodywork may not be modified in shape or size; however, replacement bodywork may be supplied by sources other than Swift.":

"Exception: In Appendix A illustrations 1 and 3 the un-dimensioned camera mount on the roll bar above the 37.83 height dimension may be removed. If the camera mount is removed the faring must be re-shaped to continue the contour lines of the roll bar below the 37.83 height dimension."

FF

1. (Multiple) Input on #1121 in June Fast Track Aluminum Calipers
Based on member comments, the recommended rule in the July Fastrack for FF/FC brake calipers is amended to remove the restriction that all pistons in a given caliper must be of the same size. The resulting proposed rules will then be:

Replace 9.1.1.B.6 with:

“Unrestricted, except:

- a. Maximum of 4 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.*
- b. Brake rotors are restricted to ferrous material.”*

Replace the first paragraph of 9.1.1.D.10 with:

“Unrestricted, except:

- a. Maximum of 4 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.*
- b. Brake rotors are restricted to ferrous material.”*

FF/FC

1. #2228 (Richard Pare) FF/FC Rules clarifications
The CRB received a proposed revision of the FF/FC construction rules. The Formula and Sports Racing Advisory Committee reviewed and revised the submission and recommended presenting it to the membership. [Only sections of the FF and FC specifications with revisions are shown.]

D. FORMULA F PREPARATION RULES

NOTE: Contained herein are the 1986 Formula F chassis construction requirements (~~see D.7 and D.8~~) *which are required for Formula Continental. Sections D. General Restrictions, D.4, D.5, D.7, D.8, D.9, and D.10 are required for Formula Continental also.*

[Add the following after Definition section.]

General Restrictions

- a. The use of carbon fiber and/or Kevlar reinforcement, titanium, ceramic, high strength composites and similar materials is prohibited, unless specifically permitted. The use of the word “unrestricted” in any section does not indicate their allowance.*
- b. The use of materials other than those specified in section 9.1.1.D.a above for seals, bearing and bearing liners, thread locking systems, windscreens, mirrors, instruments, wiring, electronic systems, electrical systems, cooling, hydraulic and oil systems, etc., is permitted.*

D.4. Transmission

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

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

D.5. Final Drive

Any final drive unit may be used except:

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

D.6. Clutch

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

D.7 Chassis/Frame

Formula Ford 1986 construction requirements as of January 1, 1986 as revised January 1, 2010 *201x*. All new Formula F and *FC* cars are to be built to the specifications covered in D.7 and D.8. (~~Also required for Formula Continental.~~) *Exceptions*

specific to FC are stated in the FC rules.

- a. The chassis *and all bulkheads* shall be of steel *tube and panel* space-frame construction *only*. ~~Forward-facing braces that protect the driver's legs and feet shall extend from the front roll hoop to the front bulkhead. (The front bulkhead is defined as the transverse section of the frame immediately ahead of the pedals and drivers feet.)~~

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

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

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

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

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

Further reinforcement of the frame structure shall be in accordance with the allowances specifically stated herein. No other methods of reinforcement will be allowed. No panels or components other than the required and optional load bearing panels may be attached to the chassis for structural purposes.

The chassis shall carry a mandatory load-bearing floorpan, and may incorporate optional load-bearing bulkhead panels on the main and dash hoops and the front bulkhead immediately ahead of the driver's feet. The optional bulkhead panels may be attached in the same manner as the floorpan fastening and use the same material requirements.

At a minimum, the floorpan shall extend from the rear main hoop bulkhead to the front bulkhead. Floorpan material is restricted to heat treated aluminum alloy, minimum thickness .060 inch, and/or steel sheet, minimum 18 gauge.

At a minimum, the floorpan shall be attached to the chassis lower rails at or adjacent to its full perimeter by any combination of welding, bonding, riveting, or bolting. The centers between any two adjacent fasteners shall be no more than 6 inches apart. The floorpan may not "wrap up" on to the chassis sides to any point above the top surface of the lower main frame rails.

The floorpan may be constructed in more than one section. For its entire length, the floorpan shall consist of substantially flat panel(s) in plane(s) approximately parallel to the ground plane (not counting chassis "rake"). In addition, "stepped" or sloped floorpans ahead of the dash hoop are permitted, however, the maximum vertical distance from the point of attachment to the base of the main hoop to the point of attachment at the front bulkhead shall be 25.4mm (1 inch).

- b. The area between the upper and lower main frame tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by *at least* one of the following methods to prevent the intrusion of objects into the cockpit.
1. Panel(s): minimum of either .060 inch heat treated aluminum (6061-T6 or equivalent) or 18 gauge steel, *securely* attached to the outside of the main frame tubes. No other material types will be allowed for these panels.
 2. Reinforced body: at *a* minimum, consisting of *a minimum of* two layers of 5 ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. (5 *or more* layers are highly recommended.)

~~For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels).~~

The material *steel tubes* used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material (*equal or greater material stress area and yield strength*).

- c. A firewall(s) that seals the drivers' compartment (cockpit) **and from** the engine compartment is required. Forward facing ducts may be installed to deliver air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver.
- d. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels, may be ~~non-ferrous~~ *metal*, of any shape, and attached to the frame in any manner.
- e. *Instruments may be mounted in non-metallic panels (e.g., composite or plastic) securely affixed to the dash bulkhead.*
- ef. Impact Attenuators: See GCR 9.4.5.G. *Additional attenuators are highly recommended.*
- fg. No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.

D.8. Bodywork

For the purposes of this section, bodywork includes all panels external to the chassis/frame and licked directly by the airstream. This includes panels above or below the floor pan, and the bottoms of any side pods, *but does not include any brake ducts.*

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

Length: 60cm (23.62 inches)

Width: 45cm (17.72 inches)

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

Bodywork shall be of glass fiber construction, and may incorporate honeycomb, wood, or foam coring for purposes of maintaining its shape under aero loading. Kevlar reinforcement is permitted.

- b. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended.
- c. Bodywork (including undertrays, floor pan, spoiler and any attached components except for suspension components) shall not exceed a maximum width of 95cm (37.40 inches). No part of the bodywork, rear spoiler, or exhaust system shall extend more than 100cm (39.37 inches) behind the centerline of the rear axle nor exceed in height a horizontal plane 90cm (35.43 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage and engine air box are not included in these restrictions. Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal section. *Undertrays and floorpans may extend laterally past cockpit sides, sidepods, and engine compartment enclosures, but only up to the 95cm maximum allowed width.*

There shall be no forward facing gaps or openings in the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. *Primarily vertical air diverters forward of the main hoop (e.g., "bargeboards") that stand away from the bodywork and are attached to (or through) the bodywork or floorpans/undertrays shall be considered as creating forward facing gaps and are not permitted.*

All bodywork shall be firmly attached to the chassis.

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

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

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

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

- d. It is the intent of these rules to minimize (not eliminate) the use of “ground effects”. A reference area is defined by the full width of the lowest surfaces of the car licked by the air stream between the front axle centerline and the rear of the rear tires. These surfaces may include the floor pan, undertrays, side pod bottoms and any essentially horizontal bodywork that is included in the lowest surfaces licked by the air stream. Within this reference area, the lowest surfaces licked by the air stream must be flat with a total vertical tolerance of 2.54cm.. An undertray beneath the engine, bell housing and/or gearbox is not required.

(For FF only) No part of *the* bodywork is allowed to have any down-turned fences or intermediate strakes. ~~and~~ **No** bodywork below the horizontal centerline of the differential and to the rear of the rear tires may be wider than 16 inches.

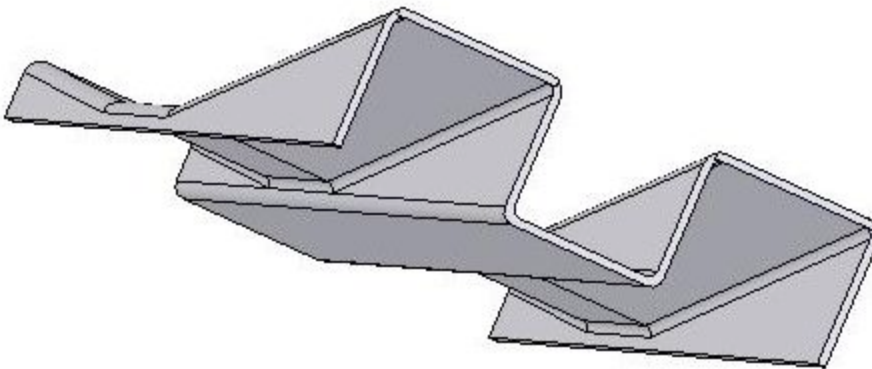
The perimeter of any reference area surface that transitions upward to any bodywork may use a maximum 1 inch radius.

Mirrors and any primarily vertical bodywork (e.g., cockpit sides) that extend laterally past the outer edges of the floor pan and/or undertrays are not subject to the reference area restrictions.

Fairings for streamlining suspension pickups are not subject to the reference area restrictions; however, such fairings shall be symmetrical about their horizontal axis.

Measurement for compliance of the defined *reference* area shall be performed as follows:

1. A non-flexible straight-edge bar shall be placed against the lower surface of the reference area in a suitable section (unworn and flat enough to prevent rocking of the bar) from which the bar can be oriented to measure all parts of the reference area. The competitor shall be responsible for the availability *and condition* of such a surface. The bar shall be of sufficient length to reach all portions of the reference area from that surface.
2. All measurements shall be taken vertically from the bar to the reference area surfaces. The total maximum vertical distance (additive upward and downward) from the bar to any part of the reference area surfaces shall be 2.54 cm. Skid blocks and or rub strips are not included in this measurement.



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

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

- e. It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. All ducted air for heat exchangers shall pass through those heat exchangers.
- f. Carbon fiber is not permitted in any external bodywork. Cockpit interior panels, internal ductwork, air intakes and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.
- g. Fuel cell vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit.

D.9. Suspension

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

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

Front and rear hub carriers shall be only steel, or aluminum *or magnesium* alloy for cars manufactured after January 1, 1983. (~~applies to FF only~~)

Springs shall be steel only.

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

Shock absorbers: Design: unrestricted; casing material: steel *and/or* aluminum alloy.

~~All components that are not defined as chassis/frame or suspension are unrestricted, unless otherwise restricted by these rules or the GCR. Titanium is prohibited. Carbon fiber is prohibited~~

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

D.10. Brakes

~~Unrestricted, except that calipers shall be cast iron, and rotors are restricted to ferrous material.~~

Unrestricted, except:

- a. *Maximum of 4 pistons allowed per caliper. All pistons in a given caliper must be of the same size. Calipers must be ferrous or aluminum alloy.*
- b. *Brake rotors are restricted to ferrous material.*
- c. *Rotor hats must be metal.*

Forward facing brake cooling ducts may be installed, but shall serve no other function or purpose.

B. FORMULA CONTINENTAL PREPARATION RULES

Formula Continental is a restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.

Description: Single seater racing cars as defined by these regulations.

~~All newly constructed cars shall meet the 1986 construction rules for Formula Ford cars as revised January 1, 2010, except as allowed in these Formula Continental preparation rules.~~

Formula Continental construction is governed by the Formula F rules in 9.1.1.D.1 General Restrictions, 9.1.1.D.4, 9.1.1.D.5, 9.1.1.D.7, 9.1.1.D.8, 9.1.1.D.9 and 9.1.1.D.10 as revised January 1, 201x. Any additions and/or exceptions specific to FC are as stated herein.

B.1 Chassis

The chassis shall be of tubular steel construction with no stress-bearing panels except bulkhead and undertray; curvature of the undertray shall not exceed 2.54cm (1 inch). Monocoque chassis construction is prohibited. Stress-bearing panels are defined as: sheet metal affixed to the frame by welding, bonding, rivets, bolts, or screws which have centers closer than 15.24cm (6 inches). Body panels cannot be utilized as stress-bearing panels, except as required for 1986 construction rules. The use of composite materials using carbon and/or Kevlar reinforcement is prohibited.

No engine oil or water tubes are permitted within the cockpit.

It is not permitted to construct any suspension member in the form of an asymmetrical airfoil or to incorporate a spoiler in the construction of any suspension member. Symmetrical streamlining of suspension members is permitted.

Shall comply with 9.1.1.D.7 with the following additions/exceptions.

Additions/Exceptions: none.

B.2. Bodywork and Airfoils

Shall comply with 9.1.1.D.8 with the following additions/exceptions:

See Table 4. (*Both front and rear wings/airfoils are a requirement for this class.*) **Kevlar reinforcement is permitted.** The use of composite materials using carbon reinforcement is prohibited, except as permitted herein.

The use of "ground effects" is limited. Deviation of the undertray may not exceed 2.54cm (1") in the area between the rearmost point of the front tire to the frontmost point of the rear tire. Diffuser undertrays are permitted.

Cockpit: Forward-facing roll bar/roll cage bracing and required padding will not be considered in the dimensions shown in the table.

"Dive Planes", downturned fences and vertical strakes are allowed. "Bargeboards" are not allowed.

Wings, airfoils, and spoilers may incorporate provisions for manual external adjustment. Provision for adjustment by the driver or remotely while the vehicle is in motion or stationary is not permitted.

The reference area of 9.1.1.D.8.d shall extend from the rearmost point of the front tires to the frontmost point of the rear tires.

Diffuser undertrays are permitted to the maximum bodywork width, but any portion within the reference area must comply with the reference area measurement rules.

B.5. Suspension

All parts shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings and bushes, spring caps, abutment nuts, anti-roll bar links, shock absorber caps, and nuts. Titanium is prohibited.

Springs: Steel only.

Shock Absorbers: Steel or aluminum alloy body.

Shall comply with 9.1.1.D.9 with the following additions/exceptions:

B.6. Brakes ~~Unrestricted (with the below restrictions)~~

Brake rotors and calipers must be ferrous.

Shall comply with 9.1.1.D.10 with the following additions/exceptions:

Additions/Exceptions: none.

B.9. Transmission

- a. The gearbox shall contain not more than four (4) forward gears and include an operable reverse gear, capable of being engaged by the driver while normally seated. The ratios are unrestricted.
 1. The use of automatic and/or sequentially shifted gearbox is prohibited.
 2. Electronic assisted gear change mechanisms and electronically controlled differentials are prohibited.
 3. Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The sole

~~exception are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts). All change gears must be located in the case aft of the final drive.~~

~~b. Rear wheel drive only is permitted.~~

~~c. Final drive ratio is unrestricted.~~

~~d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.~~

Shall comply with 9.1.1.D.4, D.5, with the following additions/exceptions:

Additions/Exceptions: none.

B.12. Converted Formula F

Cars shall reapply for homologation as Formula *Continental* cars and meet the 1986 construction rules for Formula F (9.1.1 *Sections D. General Restrictions, D.4, D.5, D.7, D.8, D.9 and D.10.*

GRAND TOURING

GT2

1. #1794 (Ron Tambourine) Allow Transaxles in GT2 RX-7/RX-8
In 9.1.2, GT-2, add to Mazda RX7/RX8 Notes: *"May run transaxle with 100 lb. weight penalty."*

IMPROVED TOURING

1. #1767 (CRB) Rule changes to authorize weight changes for old listings
The IT Advisory Committee has recommended to the CRB certain changes and additions to 9.1.3.C. These are intended to accomplish the following goals:
 1. Reinforce the idea that there is a "process weight" based on physical attributes of the vehicle, as well as possible performance-based adjustments. It is only the performance-based part of the weight that can be manipulated as time goes on.
 2. Specifically allow changes to listings made before the last large scale ("Great") realignment. However, since these listings have been around for some time and there may be some racing history (something not possible with new listings) consideration of that history is permissible and an adjustment could be assessed with a restart of the adjustment period.
 3. Make it clear that errors may be corrected even when the normal adjustment period has expired. Examples of errors are if a car is known to make much more than expected horsepower or perhaps a math error was made during the initial classification.
 4. Maintain the "no guarantee of competitiveness" clause. During the first four years of a listing, there is a reasonable attempt to make sure it is reasonably competitive. But after that, other than in the case of an error, the escape clause which follows this text in the rules would be the only way to change that weight, and that clause is only likely to be exercised in the case of an over-dog. It is not the intent to use such adjustments at this time, however, it is understood that it might be necessary in some rare cases.
 5. The effect of all of these changes would be that some old listings (cars not changed during the last realignment and that haven't been changed since) can now have the same new-car process applied to them. This would not require the adjustment of all cars at once. The determination of the most recent weight-assignment date can be easily determined by searching Fastrack. Any such adjustments restart the adjustment period so there would be 4+ years to make additional adjustments if it turned out that the process doesn't properly estimate their potential.

In 9.1.3.C, replace the third paragraph with the following:

"During the initial vehicle classification process, the Club shall assess vehicle performance factors such as – but not limited to – manufacturer's published specifications for engine type, displacement, horsepower, and torque; vehicle weight; brake type and size; suspension design; and aerodynamic efficiency. Based *only* on such *clearly measurable physical* factors, a minimum allowable weight shall be established. At the end of the second, third, and fourth *full* years of classification, the vehicle's racing performance relative to other vehicles in its class ~~shall~~ *may* be evaluated. If the Club deems that, in the interest of fostering greater equity within a class, a vehicle should be reclassified to another Improved Touring class, such a reclassification ~~shall~~ *may* be made. Alternatively or additionally, if the Club deems that an upward or downward revision in the minimum allowable weight is warranted, such a "performance compensation adjustment" ~~shall~~ *may* be made. ~~Any performance compensation adjustments made after the second and third years of classification shall be provisional.~~ At the end of a vehicle's fourth *full* year of Improved Touring classification, ~~an assessment of class equity shall be made and the vehicle's minimum weight shall be established.~~

Cars with weights assigned prior to 1/1/2005 may have their weights reassigned using the same process that is used for new listings. Should this occur, the assessment clock will start anew. Racing history of this particular model may be considered at this time and an adjustment may be included in the new minimum weight, and the adjustment may be reconsidered at the end of any of the first four full years of competition.

If at any time an error is discovered in the physical factors used to assess a vehicle's weight or an error was made during the application of the weight-assignment process, the error may be corrected. Should such an error correction occur, the assessment clock will start anew. Racing history of this particular model may be considered at this time and a performance compensation adjustment may be included in the new minimum weight, and the racing history of this model may be evaluated for an adjustment at the end of any of the first four full years of competition after the correction is made."

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

1. Call for Advisory Committee members

The CRB requests that members who would be willing to serve on one of the category Advisory Committees submit a brief statement of interest. The statement should include a summary of SCCA racing experience and any other pertinent personal background information. Please state the committee on which you wish to serve. (Members who have previously submitted resumes need not respond again.)

2. GT2 Panoz Esperante GTS

The Panoz company is no longer supporting these cars for a spec series. Thus, engines and other components will no longer be sealed. The CRB advises the owners of these cars that all of the current specifications will continue to be enforced, but that the formerly sealed components are subject to inspection in the same way other cars in the class are. The *Competition Rules* and the *Tech Guide* for these cars will be updated prior to the Runoffs to reflect the new situation. A new, detailed engine specification will be added.

NOT APPROVED BY THE CRB

GCR

1. (Multiple) National Race Scheduling

The CRB received a request to allow National races to be scheduled after the Runoffs and before the first of January under specific conditions. The CRB asked for member comment on this request. The CRB's GCR Advisory Committee discussed the positive and negative impacts of the request. The Advisory Committee considered not only the impacts of such a change for drivers but also for race officials. After balancing all considerations, the recommendation of the Advisory Committee was to continue with the current rules. The CRB concurs and will not recommend this plan to the BoD.

GRAND TOURING

GT1

1. (Multiple) GT1 weight adjustment

The CRB asked members to comment on the desirability of an across the board 3% decrease in the weight of all GT1 cars in the interest of increasing component reliability. Based on member input, no rule change will be proposed. Thanks to all who responded.

GT2

1. #1796 (Ron Tambourine) Eliminate weight penalty for Downing Bodywork
The current weight penalty is appropriate as listed.

SUPER TOURING

STU

1. #1293 (Kenneth Martin) Allow 52" wide rear wings
48 inches is the maximum wing width. See proposed 2011 rules for clarification.

PRODUCTION

EP

1. #569 (Scott Taylor) request for an update to the specs for the 914-6 in E-Production

The proposed specifications for the car include an engine that was not delivered with the car by the manufacturer. Thus, the proposed classification is inconsistent with class philosophy.

SHOWROOM STOCK

SSC

1. #1949 (Steven Simpson) Allow SSC cars to disable ABS
Not in class philosophy.
2. #2220 (Ken Fitzgerald) Reduce the SSC Toyota Celica GTS weight by 100 lbs to 2810
This car is classified appropriately as currently specified.

TOURING

T1

1. #2052 (William Wade) Eliminate restrictors from Ferrari F360 Challenge cars
Thank you for your input. The current restrictor is appropriate.
2. #2053 (William Wade) Improve Ferrari F360 Challenge car OEM brakes to allow slotted rotors
This car is appropriately classed as specified.
3. #2187 (Carl Fung) Make power steering reservoir open
Check with other Corvette drivers; fill to "low" level.

T2

1. #1750 (Christopher Childs) T2 Lotus Final Drive
This car is appropriately classed as specified.

T3

1. #1735 (Aaron Stehly) Please add Sway Bars to VW GTI Spec Line
This car is appropriately classed as specified.
2. #2076 (Jim Leithauser) Update to weight request. Please read before July decision.
The weight is appropriate as specified.
3. #2144 (Rob Piekarczyk) Allow Mazdaspeed 3 Sport Spring kit
This car is appropriately classed as specified.

PREVIOUSLY ADDRESSED

FORMULA

F5

1. #1880 (David Vincent) Suggested Rules Change #1297:
Thank you for your input. See July Fastrack for response.

GRAND TOURING

GTL

1. #1877 (Mark Ward) Further clarification of the rear wing rule.
See July Fastrack Tech Bulletin, letter #1797.

IMPROVED TOURING

1. #2028 (Eric Parham) Crank position sensors (CPS) and Crank-Fire ignitions
Thank you for your input. See August Fastrack. This issue was closed with no recommendation for change.
2. #2221 (Robert Kliffel) Allow relocation of battery
See June 2010 Fastrack letter #1187 (not recommended).

NO ACTION REQUIRED

GCR

1. #1230 (Ray Dormandy) Comments on proposed GCR changes (multiple topics)
Thank you for your input on these items.

FORMULA

FF

1. #2394 (CRB) Additional response to letter #1772
The CRB offers the following additional explanation to its previous response to letter #1772 in the August Fastrack.

Formula F rule 9.1.1.D.7 requires a "stress bearing floorpan" from the front bulkhead to the rear roll hoop bulkhead and

allows it to be constructed in multiple panels. It may not have a curvature of more than 1 inch. This rule further defines a stress bearing a panel to be: *sheet metal affixed to the frame by welding, bonding, rivets, bolts, or screws which have centers closer than 15.24cm (6 inches).*

To satisfy the floorpan requirement, the panels must 1) be affixed to the frame in the aforementioned fashion; 2) extend from the front bulkhead to the rear roll hoop bulkhead; and 3) abide by the 1 inch curvature allowance. This does allow a step in the chassis floorpan from the dash bulkhead to the front bulkhead; however since the step in the floor pan is limited to the 1 inch allowance, it follows that the chassis rails would also have to abide by the 1 inch allowance because the floorpan must be properly attached to the chassis rails.

GRAND TOURING

1. #2134 (John Havnen) Please classify 2001 late model Ford Taurus in GT category
This car may already compete in Regional competition in several classes. Contact your local region for help determining proper class.

GT2

1. #1795 (Ron Tambourine) Allow 6 speed transmission
The writer is referred to 9.1.2.F.4.e.10. 6 speed transmissions are already allowed.

GTL

1. #2101 (Mark Ward) Please review 1800 cc engine restrictor sizes
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.
2. #2002 (Charles Leonard) Remove SIR Nissan A-Series engines, and increase overbore
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.
3. (Multiple) Support letter #2002
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.

SUPER TOURING

1. #935 (Chris Childs) MX-5 Cup Cars cages in Club Racing
To ease crossover competition, the Club Racing Board confirms that the *Racing Cages* roll over structures installed in current Pro Racing MX-5 Cup Cars meet the requirements of the GCR. The roll cages can be identified by a *Racing Cages* identification plate on the passenger side of the horizontal bar in the main hoop. Thus, it is not necessary to drill holes to verify the tubing thicknesses. [This confirms Racing Memo 10-12.]
2. #2251 (Jason Berkeley) DO NOT Add ST Light - We have too many classes!
Thank you for your input. It will be considered with other member comments on the proposed rules.
3. #2277 (Travis Nordwald) Opposition to STL
Thank you for your input. It will be considered with other member comments on the proposed rules.
4. #2263 (Kent Carter) Removal of safety structures in ST cars
Thank you for your input. It will be considered with other member comments on the proposed rules.

STO

1. #2159 (Matt Miller) Waive hood pin requirement
See proposed 2011 rules.

STU

1. #1775 (Kurt Omensetter) Allow 3.8 L V-6 in STU
This has been included in the proposed rules for 2011.

TOURING

T1

1. #2156 (Brian Bates) Corvette Grand Sport Brake Pads
Brake pads are open.

T3

1. #2167 (John Costello) T3 class-wide adjustments

Thank you for your inputs. They will be considered as the class progresses.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2010

NUMBER: TB 10-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/10 unless otherwise noted.

GCR

- #2390 (CRB) Add explanations for Appendices I and J

Add at the beginning of Appendix I (before heading for 9.4) *"This appendix is present so that cages in cars with logbooks from 2007 and earlier can be verified for compliance with the construction rules required at the time the car was built."*

Add at the beginning of Appendix J (above the heading for 18): *"This appendix is present so that cages in Production cars with logbooks from 2004 and earlier can be verified for compliance with the construction rules required at the time the car was built."*

Formula

None.

Grand Touring

None.

Improved Touring

ITR

- #391 (Chuck Allard) Classify the Porsche 911S
In 9.1.5, ITR, add:

ITR	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
Porsche 911S 2.0 (1969)	6 cyl. SOHC	80.0 x 66.0 1991	(I) 45.0 (E) 39.0	9.8:1	89.3	75	3.09, 1.88, 1.31, 1.04, 0.79	(F) 282.5x20 vented (R) 286.0x20 vented	2365	Other transaxle gear sets that can be shown through factory documentation to have been available for factory order on a new car are allowed.

ITR	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
Porsche 911S 2.2 (1970-71)	6 cyl. SOHC	84.0 x 66.0 2195	(I) 45.0 (E) 39.0	9.8:1	89.3	75	3.09, 1.77, 1.22, 1.08, 0.75	((F) 282.5x20 vented (R) 286.0x20 vented	2505	Other transaxle gear sets that can be shown through factory documentation to have been available for factory order on a new car are allowed.

ITR	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
Porsche 911S 2.4 (1972-73)	6 cyl. SOHC	84.0 x 70.4 2341	(I) 46.0 (E) 40.0	8.5:1	101.2	75	3.18, 1.77, 1.125, 0.82, 3.27, 1.94, 1.26, 0.96, 0.75	((((F) 282.5x20 vented (R) 286.0x20 vented	2630	Other transaxle gear sets that can be shown through factory documentation to have been available for factory order on a new car are allowed.

- #1754 (Ronald Earp) Classification of 2005 V6 Ford Mustang
In 9.1.5, ITR, add:

ITR	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
Ford Mustang (2005)	6 cyl. SOHC	100.4 x 84.4 4010	(I) 46.1 (E) 39.1	9.7:1	107.1	76	3.75, 2.19, 1.41, 1.00, 0.72	(((((F) 292.1x30.5 vented (R) 299.7x19.0 vented	2955	

ITS

- #1952 (Elias Harik) Class request for 2000 MR2 Spyder (ZZW30 chassis)
In 9.1.5, ITS, add:

ITS	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>Toyota MR2 Spyder (2001-03)</i>	<i>4 cyl. DOHC</i>	<i>79.0 x 91.5 1794</i>	<i>(I) 32.0 (E) 27.5</i>	<i>10.0:1</i>	<i>96.5</i>	<i>15</i>	<i>3.166, 1.904, 1.392, 1.031, 0.815;</i>	<i>((F) 253.0x20 vented (R) 262.0x16 vented</i>	<i>2275</i>	

ITA

- #2026 (Eric Parham) Corrections and Weight Review
In 9.1.3, ITA, Volkswagen Scirocco 16V (86-88), correct the rear brake diameter from ~~239~~ to **226** and delete ~~Bosch-K-Jetronic Fuel Injection~~ from the Note. [Weight will not be adjusted at this time.]

Super Touring

None.

Production

EP

- #2331 (Richard Barlow) Track correction Nissan 240-SX/S13
Effective immediately, in 9.1.5, EP, Nissan 240-SX / S13, correct track from ~~1524/1524 (60.0/60.0)~~ to **1572/1567 (61.9/61.7)**.

American Sedan

None.

Showroom Stock

None.

Spec Miata

- #2404 (CRB) Tie rod ends
Add a new subsection, 9.1.8.C.4.n: "**All cars 1990-1997 are permitted to use the "R" model tie rod ends part # N021-32-280A**". [This allowance is implied; this addition makes it explicit.]

Sports Racing

None.

Touring

T2

- #2210 (Richard Kulach) 350Z header request #1264/BMW Z-4 correction
In 9.1.9, T2, BMW Z4 M Coupe (2007), correct Notes by changing "~~header~~" to "**manifold**". [The 350Z header request remains not recommended.]

T3

- #2122 (CRB) Cobalt (05-07) competition adjustment
In 9.1.10, T3, Chevrolet Cobalt SS (05-07), change weight from ~~2950~~ to **3025**. In Notes, add: "**Stage Two Supercharger kit, part #17803229 (includes Belt -#12597993 and Injector kit -#12597995) permitted.**"

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Laurence Kim Wilcox vs. SOM COA Ref. No. COA 10-08-NP

July 15, 2010

FACTS IN BRIEF

On June 23, 2010, following the Group 7 race at the "Sunoco" Double Regional held at Mazda Raceway Laguna Seca, Laurence Kim Wilcox, driver of Spec Miata T # 62, refused to allow disassembly and inspection of his car per directive from the Chief Steward, resulting in the filing of a Request for Action (RFA). The Stewards of the Meeting (SOM) Bill Blake, Bob Hatcher, Stan Laskin, and Richard Templeton, Chairman, met, reviewed evidence and testimony, and determined Mr. Wilcox was in violation of GCR 7.4.D. (Refusing to allow teardown in Mechanical Protest, Request for Action or Chief Steward's Action) In accordance with the GCR, the SOM suspended Mr. Wilcox's competition license for six (6) months, fined him \$250.00, and assessed six (6) penalty points against his license. Mr. Wilcox appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Jack Hanifan, Chairman, met on July 8, 2010 and July 15, 2010 to hear, review, and render a decision on the appeal. Michael West, SOM Chairman, was unavailable for the hearings.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Laurence Kim Wilcox received on June 22, 2010.
2. Official Observer's Report and related documents received July 2, 2010.
3. E-mail statement from Richard Templeton, received July 5, 2010.
4. Laurence Kim Wilcox's competition license and \$250.00 remittance received July 12, 2010

FINDINGS

The Chief Steward had ordered mechanical compliance inspections for certain car classes. All competitors were notified at registration that the Compliance Inspection List was posted and available for review at Registration and at Impound:

Mr. Wilcox willfully refused to allow disassembly and inspection of his car per directive from the Chief Steward. The Scrutineers and SOM fully explained the procedure and what would happen if he did not comply. His willful failure to comply automatically invoked the penalties set forth in GCR 7.4.D. (Automatic Penalties).

Mr. Wilcox submitted no new evidence to support his assertion that the penalty was too harsh and the process was not fair.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Wilcox's appeal is not well founded and his appeal fee will be retained by SCCA. Mr. Wilcox's suspension began July 15, 2010 (date of this ruling).

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Sedat Yelkin vs. SOM COA Ref. No. 10-09-CN

July 29, 2010

FACTS IN BRIEF

On June 27, 2010 at the June Sprints National at Road America Assistant Chief Steward Kevin Coulter filed a Request for Action (RFA) with the Stewards of the Meeting (SOM) to investigate the contact between FA # 40 (Keith Grant) & FA #75 (Sedat Yelkin) at corner 5. In addition, Keith Grant, FA# 40, filed a protest against Sedat Yelkin, FA # 75, for violation of GCR 6.11.1 A-D. (Rules of the Road - On Course Driver Conduct). The SOM Fred Cummings, Larry Dent, and Jim Rogaski, Chairman, met, decided to combine the two actions, reviewed the evidence, took photos of the vehicles, and heard testimony regarding the incident. The SOM upheld the RFA and the protest, and gave Mr. Yelkin a position penalty that moved Mr. Yelkin from first to eighth. Two (2) penalty points were assessed against Mr. Yelkin's competition license. Mr. Yelkin appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Steve Harris, Rick Mitchell, and Jack Hanifan, Chairman, met on July 8 and July 29, 2010 to review, hear and render a decision on the appeal. Michael West (COA Chairman) and Jack Marr (COA Member) recused themselves from this hearing.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Yelkin, received July 1, 2010.
2. Official Observers Report and related documents, received July 6, 2010.
3. Video from Road America Security Cameras, provided by Mr. Yelkin, received July 6, 2010.
4. Notes from David Nokes, SOM, received July 10, 2010.
5. Email from Earl Hurlbut, Chairman SOM, received July 13, 2010.
6. Letter from Mr. Grant, received July 17, 2010.

FINDINGS

With his appeal, Mr. Yelkin provided new evidence (Video from Road America Security Cameras) to support his contention that his contact with Mr. Grant occurred after Mr. Grant lost control on his own and spun. The video was of poor quality and short duration. In addition, it was a compilation from two different cameras and only showed the cars as they approached the turn and then as they exited with Mr. Grant spinning off to driver's right and Mr. Yelkin continuing. The video did not show contact between the cars and did not confirm or deny Mr. Yelkin's statement of the facts. Therefore, there is insufficient evidence to overturn the decision of the SOM.

DECISION

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

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Joel Lipperini vs. SOM COA Ref. No. 10-10-CN

July 15, 2010

FACTS IN BRIEF

On Friday, June 26, 2010 at the June Sprints at Road America, following the day's activities, Joel Lipperini was stopped by Road America security as he walked the racing surface. He was informed that walking the racing surface was against the track's policy. He complied and exited.

On Saturday, June 27, Mr. Lipperini sought the advice of the Chief Steward, Mike Smith, who confirmed this policy. However, that evening, Mr. Lipperini again tried to walk the racing surface and was again stopped by Road America security. Following a confrontation, Mr. Lipperini exited the racing surface and Road America staff reported the incident to the Chief Steward.

On Sunday, June 28, the Chief Steward submitted a Request for Action (RFA) to the Stewards of the Meeting (SOM) Mike Beaumia, Pax Lemmon, Dave Nokes and Ron Poth. After hearing testimony and reviewing evidence, the SOM found that Mr. Lipperini violated GCR 2.1.5. (Failing to obey a direction from an official) and suspended Mr. Lipperini's competition privileges for sixty (60) days and assessed six (6) penalty points against his competition license. Mr. Lipperini is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Steve Harris and Jack Marr, Chairman, met on July 15, 2010 to hear, review, and render a decision on the appeal. Michael West, CoA Chairman, was unavailable for the hearings.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Joel Lipperini including witness statement from Jamie Wasiewicz received July 7, 2010.
2. Official Observer's Report and related documents received July 7, 2010.
3. E-mail statement from Dave Nokes, member of the SOM Committee that heard the RFA, received July 12, 2010.

FINDINGS

While the event Supplemental Regulations do not state that individuals are prohibited from walking the racing surface, by attempting to do so a second time after being informed of track policy by both the Chief Steward and Road America security, Mr. Lipperini violated GCR 2.1.5.

In his appeal Mr. Lipperini asserted he was given conflicting information regarding Road America's prohibition on walking the track's racing surface without permission. However, the new evidence he submitted was not sufficient to overcome the preponderance of evidence used by the SOM.

DECISION

The Court of Appeals agrees with the SOM finding of violation of GCR 2.1.5.

Upon review of all evidence, the Court modifies the penalty to thirty (30) days suspension beginning June 28, 2010. Upon completion of this suspension, Mr. Lipperini is placed on probation for a period of sixty (60) days beginning July 28, 2010. Six (6) penalty points are to be assessed against Mr. Lipperini's competition license.

Any race results earned by Mr. Lipperini while racing under GCR 8.4.3.C (Stay of Decision) from June 28, 2010 through July 27, 2010 are void and the official results are to be revised accordingly.

Mr. Lipperini's appeal is considered well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Rob Rice vs. SOM COA Ref. No. 10-11-NP

July 29, 2010

FACTS IN BRIEF

On Sunday morning July 4, 2010 at the Double National at Portland International, Rob Rice (# 40 FB) filed a protest against Lucien Pancea (# 7 FB) for violation of GCR 6.11.1.C & D. (On Course Driver conduct) for body contact made during their race. The Stewards of the Meeting (SOM), Steve Archer, Skip Yocom and Gary Meeker, Chairman, met, reviewed evidence, heard testimony and penalized Mr. Pancea three (3) finishing positions and assessed two (2) penalty points against his competition license. Mr. Rice felt Mr. Pancea's penalty was too lenient, but did not appeal the decision.

During afternoon qualifying, Mr. Rice approached Ron Pierce, crew for Mr. Pancea who was standing in pit lane, and allegedly berated him in a highly charged verbal torrent. Mr. Pierce filed a protest against Mr. Rice citing GCR 2.1.7. (Acting in an unsportsmanlike manner). The SOM met, reviewed the evidence and heard testimony from multiple witnesses regarding this incident. Mr. Rice declined an opportunity to provide testimony to the SOM. The SOM upheld the protest, found Mr. Rice in violation of GCR 2.1.5. (Failure to obey an official) and GCR 2.1.6. (Refusing to cooperate...with the SOM). The SOM suspended Mr. Rice's competition privileges for six (6) months and assessed six (6) penalty points against his competition license. Mr. Rice is appealing this SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Hanifan, Jack Marr and Michael West, Chairman, met on July 29, 2010 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Rice, received July 14, 2010.
2. Official Observers Report and related documents, received July 20, 2010.
3. Email from SOM Chairman Gary Meeker, received July 22, 2010.
4. Email from SOM Skip Yocom, received July 28, 2010.

FINDINGS

Mr. Rice did not appeal the decision of the SOM in the metal to metal contact between himself and Mr. Pancea in the morning race. However, the SOM Chairman, Gary Meeker, asked that the information on that incident be forwarded to the COA as background information.

Following review of all of the witness statements submitted involving the appealed action, it is clear that Mr. Rice's actions were in gross violation of the standards of sportsmanship expected at an SCCA event.

In his appeal, Mr. Rice offered no new evidence or information that was germane to his case. The COA found insufficient evidence to overturn the SOM decision to suspend Mr. Rice's competition license for six (6) months and assess six (6) penalty points to his competition record.

DECISION

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

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | July 28, 2010

The Solo Events Board met by conference call July 28th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Richard Holden; MidDiv Divisional Solo Events Steward Marlene Obenaur; Dick Patullo of the BOD; Nancy Downing, Doug Gill and Brian Harmer of the National Staff. 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 via the website www.sebscca.com.

GENERAL

- The SEB thanks Iain Mannix for his service to the Club as an SEB member.
 - The following rule change proposal is being published for member comment:
 - Change the first sentence of 3.3.3.B.9 to read as follows:

“No excessive fuel, oil, water, or brake fluid leaks should be observed.” (ref. #2178)
 - The following revised version of a previously-published rule change proposal is provided here for member comment:
 - Change the title of 7.9.2 to “Displaced or Downed Pylons On Course”

Also change the second sentence of 7.9.2 to read as follows:

“If the competitor stops, he or she must proceed off course and will then be granted a rerun.”
- Also move the second paragraph of 7.9.2 to become a new third paragraph of 7.4, and reword its second sentence to read as follows:
- “Failure to exit the remainder of the course at an appropriately *reduced* speed (generally 70-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner *in order to avoid impeding the progress of the car following, and to ensure the event remains on schedule.*”
- Also change the first sentence of 7.4 to read as follows:
- “Reruns will be granted only for timing failure, object on the course, *or red flag*, and will not be given because of mechanical or other failure of the competitor’s car.”

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The following wording change is being made to subsection O (Sound Policy) of the Supplemental Regulations:
 - Change the third sentence of the fourth paragraph to read as follows

“If the driver declines any “repair action” or the “repair” is deemed inadequate by the Chief Steward or representative, the driver will forfeit subsequent runs in the vehicle until an adequate “repair action” is completed.” (ref. #2207)
- Note: this wording change will also be implemented in the Solo Rules, Appendix I, in the seventh paragraph under VIOLATIONS.

SAFETY

- The following group of rule change proposals (ref. #1412) is submitted here for member comment:
 - In 3.3.3.B.9, replace the sentence beginning “All oil lines passing through...” with the following:

“All oil lines passing through the driver/passenger compartment shall be made of metal braided hose *or equivalent (for example nomex, kevlar or nylon braided hose)* with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).”
 - In 16.1.D.3.a, replace the two sentences beginning with “Any fuel line(s) may be used...” with the following:

“Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal, or of metal braided hose or of metal braided hose *or equivalent (for example nomex, kevlar or nylon braided hose)* with AN Series threaded couplings; or entirely covered and protected with a metal cover.”

- In 17.10.E.1, replace the two sentences beginning with "Any fuel line(s) may be used..." with the following:

"Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal or metal-braided hose *or equivalent (for example nomex, kevlar or nylon braided hose)* with AN Series threaded couplings or entirely covered and protected with a metal cover."

STREET TOURING

- The SEB has approved the addition of KJ Christopher to the STAC, and has approved Nick Jackson as the new STAC Chair.
- The SEB thanks Pat Washburn for his service to the STAC.

STREET PREPARED

- Per the SPAC, the previously-published proposal (May Fastrack) to split the Porsche 911 GT3 listing in ASP into separate lines for the 996 and 997 is being withdrawn. (ref. #1698).
- The following rule change proposal has been recommended by the SPAC and is published here for member comment:
 - Add to the end of 15.10.A as follows:

"Any power steering fluid cooler may be added." (ref. #1858)

PREPARED

- The following listing change proposals have been recommended by the PAC and is published here for member comment:
 - Change the wheel sizes for all variants of the Saab Sonett in GP from 16x6 to 16x7 (ref. 09-677)
 - Change the wheel sizes for the Saab 93/96 Sedan (see below) in GP from 16x6 to 16x7 (ref. 09-677)

NOT RECOMMENDED

- SP move of Honda CRX to FSP (ref. #1789) Per the SPAC, member feedback has already rejected the move of these cars to DSP. It is expected that moving them to FSP would also be strongly opposed.
- XP Forced induction multiplier (ref. #1446) This is under consideration for possible future action, and will be revisited following the Solo Nationals.

TECH BULLETINS

1. Stock: Per the SAC, the previously-published (April Fastrack) new listing in BS for the Audi TTS is corrected to read as follows (ref. #2083, 2097):

Audi
TT-S ('09-'10)
2. Street Touring: Per the STAC, the fifth sentence of 14.2.E is clarified to read as follows (ref. #1600):

"The modification may serve no other purpose (e.g. air intake, brake ducts, etc.)." Note: The superfluous "intent" clause in the original statement has been removed.
3. Street Prepared: A splitter which is visible when the front of the car is viewed directly from above does not meet the requirements of 15.2.I.1. (ref. #1869, 1920)
4. Street Prepared: Per the SPAC, 15.5.C does not allow replacement of an upper arm attachment point. The upper shock mount bracket in a '99 Camaro is also the upper control arm bracket and may not be modified or replaced. (ref. #1417)
5. Street Prepared: Per the SPAC, the ASP listing for the Porsche 911 GT3 is clarified to read as follows (ref. #1698):

Porsche
GT3 (996, 997 all)
6. Prepared: Per the PAC, the Mitsubishi Evolution listing in FP is corrected to read as follows (ref. #1800):

Lancer Evolution ('03-'06)
7. Prepared: Per the PAC, the following new listing (ref. #1280) is added to class GP:

Saab
93/96 Sedan
843cc (2-stroke) 1200 16x6 60/60
8. Prepared: Per the PAC, the 2010 listings for the Saab Sonett in GP are corrected to read as follows (ref. 10-016):

Saab
Sonett

1498cc	1600	16x6	60/60
1699cc	1800	16x6	60/60

RALLYCROSS BOARD

RXB MINUTES | August 9, 2010

The RallyCross Board (RXB) met via conference call August 9. Attending were Bob Ricker, Mark Utecht, Tom Nelson, and Karl Sealander. Also in attendance were Bill Kephart, Board of Directors liaison, 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 8:03pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Tom reported that the Safety Committee is continuing to work on the new Safety Steward Training and hopes to have it done in time to include with the 2011 RallyCross Rules. The Committee is also working on a revised Incident Report.
2. RallyCross Rules Committee (Mark Utecht): See RallyCross Rules motions under new business.

Old Business

1. Annual RallyCross Award: Mark Utecht presented the following description of the award: *"The RallyCross Contributor of Distinction award will be presented annually at the SCCA National Convention. This award shall be presented by the RallyCross Board to recognize an individual or group that has made an extraordinary contribution to the sport of SCCA RallyCross. This award shall normally recognize contribution over time. The award recipient can make their contribution as a competitor, organizer, worker, administrator, etc. The contribution of the winner shall have had a positive impact on the program nationwide."* The RXB agreed that the award needed a better name and will solicit one from the RallyCross forums.
2. New RXB member request: Bob Ricker presented three names for new members of the RXB. Motion: To invite Warren Elliot, Steven Hyatt, and Ken Cashion to join the RXB. Utecht/Sealander – Approved. All
3. New member of RallyCross Rules Committee: Motion: Accept Jon Simmons as a new member of the RallyCross Rules Committee. Ricker/Sealander – Approved. All
4. Points Keeper: Mike Byington has accepted this position. The RXB agreed to rename the position as SCCA RallyCross Data Manager.
5. National Championship: Bob Ricker informed the RXB that he would not be attending the National Championship as planned. Pego Mack will make other arrangements for the event's Chief Steward.

New Business

1. InsideLine: The RXB discussed the latest issue of InsideLine and the absence of RallyCross information. It is agreed that RallyCross needs presence in all InsideLine editions.
2. Letter regarding convertible with roll cage: The RXB received a letter requesting a RallyCross Rules exception for a convertible vehicle with a roll cage. The RXB agree unanimously that no exception would be granted because of the possibility of the cage sinking into soft soil/surface thereby increasing the chance of head and/or neck injury.
3. 2011 RallyCross Rules: The RallyCross Rules Committee submitted their changes to the RallyCross Rules for 2011. The RXB addressed each of the changes individually.

Motion: "5.2.K It is required for emergency purposes that a public telephone, cellular telephone, or ham radio be available at the event site or at a known nearby location. It is recommended that the event chairman (or designee) contact local authorities if the location is in a rural area to inform them of the event. ~~It is recommended that all events have an ambulance and/or an EMT onsite.~~" Utecht/Sealander – Approved. Yes: Ricker, Utecht, and Sealander. No: Nelson.

5.3 COURSE SAFETY AND LAYOUT RULES. When laying out a course, the size of the vehicles competing should be taken into consideration. The dimensions specified in the following rules are only minimums. Courses must be tight enough to allow vehicles to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Rally Stock category vehicles and should not normally exceed 60 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for Rally Stock category vehicles; however, the maximum speed in turns for any vehicle should not normally exceed 40 mph. The fastest portions of the course shall be those most remote

from spectators and obstacles. In addition, the course design should allow for periodic changes to accommodate developing ruts or hazards. See Article 5.1 for further information regarding RallyCross course safety. The course, as laid out, must contain no large holes, deep ruts, or other dangerous features. Dips or berms that could get a vehicle airborne must not be included. The course boundary shall not normally pass closer than 25 feet from solid objects. Negative cambered turns must be avoided. A long straight (over 100 feet) must not terminate in an extremely sharp turn (i.e., a short radius U-turn). *As there are no minimum requirements for ground clearance, approach angle or suspension travel in any class, course conditions should allow stock vehicles to complete the entire course through the entire event without causing damage to the vehicle.* The event Safety Steward must continually monitor course conditions. If conditions deteriorate to a point that the course no longer complies with these rules, competition will be halted and the course altered to comply with the rules. Competitors should be aware, that with the emphasis on safety, the course may change during the event at any time. To the extent possible, these changes should be made at times during the event that will allow minimum inconvenience to the competitors." No motion made. Not approved.

Motion: "6.2.C.2 Tires must be DOT approved. Tires marked 'For competition only', 'Not for street use' or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. ~~Tires must be the original size plus/minus 20mm cross-section and 5% aspect ratio.~~ No studded tires are permitted unless ice or snow is present. Studded tires may not be homemade using bolts or screws. Only street legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc)." Utecht/Nelson – Approved. All

Motion: "6.2.C.4.b Mud flaps ~~may only be made of urethane and other flexible plastic derivatives (i.e. no carbon-Kevlar)~~ *must be flexible.*" Utecht/Nelson – Approved. All

Motion: "6.2.C.12 Any type wheel may be used provided it complies with the following: Wheels must be of the same diameter and width as the OEM wheel. Wheel offset (backspace) must be within 0.3.7594" (9:510mm) of original equipment wheel offset." Utecht/Nelson – Approved. All

Motion: "6.2.D.18 Any clutch disc, *flywheel* or pressure plate may be used." Utecht/Sealander – Approved. All

Motion: "6.2.E **Rally Modified Categories** Modified Two ~~Front~~ *Front* Wheel Drive (M2*F*) *Modified Rear Wheel Drive (MR)* Modified All Wheel Drive (M4)" Utecht/no second – Not approved.

The meeting was adjourned at 9:29pm CDT.

Next meeting: September 13, 2010

Submitted by Karl Sealander, RXB Secretary

ROADRALLY BOARD

RRB MINUTES | July 19, 2010

The *RoadRally* Board (RRB) met via conference call on Monday, July 19, 2010.

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

Chairman Wakemen called the meeting to order at 7:39 pm CST.

The Final May 24, 2010 RRB Minutes were approved. (English/Lanz)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates are in **red** 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, Rick Beattie

Cast in Stone NT (July 31) - Mark Johnson (received GI's and Sanctions sent)

Hurdle 2010 NGTA (Aug 7) - Sasha Lanz

Arizona Rallies 2-NT, (Aug 21-22) - Lois Van Vleet

Badger Trails, NT (Sept 4) - Lois Van Vleet & Eva Ames

Oktoberally, NC (Sept 5) - Jeanne English

USRRC, NGTA (Oct 22) - Sasha Lanz

USRRC, NT (Oct 23) - Jim Wakemen & Mark Johnson

USRRC, NC (Oct 24) - Jeanne English

2011 Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

2. Safety Video

Discussion: Johnson is make progress on it.

3. Rules Committee Update – English

May's Discussion: Rules Committee discussion: It was in the RFO's years ago that "If the RRB should sanction a Road Rally Championship (NCR/NTR/DCR/DTR) event concurrently with a non-qualifying Divisional event, the contestants competing in the qualifying Road Rally Championship event must be scored with ALL contestants within their class who are required to complete the entire event." This sentence was eliminated when Divisional rallies were eliminated. Now that Regionals are part of the National Championship, it should probably be put back. There is also the issue of perhaps 'double dipping' where points might be awarded for both the underlying events(s) as well as the national event. English also suggested that Lifetime Points only be awarded if there are x number of cars on the rally; 'x' to be 2? 5? 6? 10?

Discussion: The rule should be put back in the RRR's as Errors and Omissions... regional contestants who run the same routes, same number of controls as the nationals, should be merged for points.

English reported that they had a short Rules Committee meeting at the St. Louis Rallies, July 10-11th. Nothing was decided at that point.

4. Other Proposed Rule Changes for 2011

Discussion: A class with only one car, in a Regional Rally that enters a rally and does not finish the rally or turn in their scorecard, should not get Championship Points.

Discussion: Merging car classes for championship points were brought up. After reviewing Article 2.D and Article 4.B.4, it was determined that Article 4.B.4 (combining classes) should not be in the 2010 RRR's. We need to be very careful in rewriting the rules in regards to Articles relating to other Articles etc. English will discuss this further with the Rules Committee.

Pego needs all rule changes by the middle of September to meet the BOD deadline.

5. eBlast Update - Ames

Discussion: We need to build a buzz for the USRRC in eBlast. Ames is still working with Rick Myers at headquarters on a Rally email distribution list. Ames sent out a Rally e-Blast last Saturday to over 27,000 people, which included everyone on the 'main' distribution list. The problem is when a rally person un-subscribes to a main list 'Solo' eBlast... that rally person is then off the next main list 'Rally' eBlast mailing. Lanz reported that he loaded a regional rally flyer to his Facebook page and it automatically was linked to MotorsportReg.com. Ames will look into this Facebook interaction with MotorsportReg.

6. Weekend Membership Fees

Discussion: Lanz is still working on getting numbers of the regional events (Solo/Rally/Race), competitors and fee, looking for a way to reduce the Weekend Membership costs. Many regions charge \$5 for Rally and \$15 for Solo and Race. And weekend membership fees vary from region to region.

7. Publicity Committee Update - Lanz

Discussion: The committee recommends that a new Tab needs to be added to the SCCA Website called "Rally Masters Tool Kit" or rename the Tab "Forms/Tool Kit". This tab would include all the forms along with a brief paragraph on how to use them, hints, tip and examples. Pego said she could add it to the "Forms" page but not as a new Tab on the main menu page. Lanz will gather all the forms and documentation and will send to Pego to upload. Pego to check to see if the "Forms" tab can be changed.

8. GTA Rule Clarification

Discussion: GTA rules are listed in the RRR's.

Old Business – none

New Business

The members need to start thinking about the 2011 Convention Seminars and will be discussed further at the next RRB Meeting.

Van Vleet reported that a rally member raised a question on wording in the "SCCA Motorsports Obsession" pamphlet. He stated the confusing item as: Under the Memberships section: \$80 Regular Membership vs Adding a spouse would be an extra \$28 - totaling \$108 versus A Family membership of \$100 ??? Dick Patullo reported that the cost difference was just changed last May. This pamphlet is an old one. Van Vleet to notify the rally member that raised the question.

English reported that a contestant at a National rally wants the RRB to discuss the need to post Time Allowances along with the leg score on the Posted Scores/sheet for each contestant. Commenting that some contestants take many time allowances. All agreed that there are no rules that state time allowances can not be posted or a mark to indicate a time allowance. It would be a non-rule decision for a rally committee. And all agreed that Time Allowances are needed in the RRR's.

Action items – none

Next meeting

Monday, August 2, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:15 pm CST. (Lanz/English)

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD

RRB MINUTES | August 2, 2010

The *RoadRally* Board (RRB) met via conference call on Monday, August 2, 2010.

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

Chairman Wakemen called the meeting to order at 7:37 pm CST.

The Final July 19, 2010 RRB Minutes were approved. (All approved.)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates are in **red** 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, Rick Beattie
Cast in Stone NT (July 31) - Mark Johnson

Hurdle 2010 NGTA (Aug 7) - Sasha Lanz

Arizona Rallies 2-NT, (Aug 21-22) - Lois Van Vleet

Badger Trails, NT (Sept 4) - Lois Van Vleet & Eva Ames

Oktoberally, NC (Sept 5) - Jeanne English

USRRC, NGTA (Oct 22) - Sasha Lanz

USRRC, NT (Oct 23) - Jim Wakemen & Mark Johnson

USRRC, NC (Oct 24) - Jeanne English

2011 Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

2. Safety Video

Discussion: Johnson is making progress on it.

3. Rules Committee Update – English

English needs to meet with the Rules Committee soon. The following items that need to be discussed for possible 2011 Rule changes:

- The RRB decided in September 2009 that one car classes should not be merged with the other classes for determining championship points. Article 4.B.4 needs to be removed from the RRR's.
- Lifetime points for GTA Nationals. Minimum of GTA Nationals and/or people entering to count for lifetime points... to make it a valid point for lifetime points. English reported 2006 had 2 NGTA events, 2007 had 2, 2008 had 1, 2009 had 3, 2009 had 3 and 2010 has 5. Further discussion is needed.
- Regional contestants who run the same routes, same number of controls as the nationals, should be merged for points. This needs to be put back in the RFO's.
- Lifetime points only if x-number of cars in a rally. Further discussion is needed.
- A class with only one car, in a Regional Rally that enters a rally and does not finish the rally or turn in their scorecard, should not get Championship Points

Pego will set up a Rules Committee Meeting date and time.

4. eBlast Update - Ames

Discussion: Ames is asking for a USRRC Summary to publish. Pego recommended pulling verbiage from the SCCA Rally/USRRC section. Next publication will be out soon.

5. Publicity Committee Update - Lanz

Discussion: Lanz has meet with the committee and asked Pego for a new Tab. Pego said that SCCA cannot do that. Lanz is asking for a new 'Header' under the RoadRally/Rally section for incoming forms and documents.

Old Business

2011 Convention Program

Discussion: Ideas that were mentioned were: Novice School and New Rally Program. Lanz will do another Regional Seminar and How to Create a GTA Program. Another Foot Rally and Jeopardy Game Show is a must. Giving out the Foot Rally and Jeopardy Game awards out at the Solo/Rally Luncheon. Unveiling of the new Safety Steward Video seminar and potentially

signing up new stewards at the convention. Town Hall Meeting will be on Saturday. Putting a Map Rally on Google was suggested. Ideas were tabled until the next meeting.

New Business

Wakemen: We need to send out the USRRC Flyer to Regional Newsletters or some form of communication. An RE list is available for an emailing of a Flyer.

A safety issue was brought up on an Official Observers Report on a National Road Rally last June, reporting a check point control crew's tent was on the road making cars drive in the left lane of traffic.

English volunteered to re-write the Safety Handbook. Johnson will post the new Safety Steward Video for the RRB members to review before the convention, when it is done. Butler stated that SCCA does not allow anything to be posted on YouTube that is branded "SCCA", but maybe a link from SCCA's forum to an outside video sight to view could be look at. He will talk to Howard Duncan on how the best way to distribute the video. Some sites have size and time limits.

Action items – none

Next meeting – tentative (due to Labor Day – September 6th)

Tuesday, September 7, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:00 pm CST. (English/Johnson)

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/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>