

BOARD OF DIRECTORS

SPORTS CAR CLUB OF AMERICA BOARD OF DIRECTORS | Aug. 20-22, 2010

The Board of Directors of Sports Car Club of America met Aug. 20-22 at the National office in Topeka, Kan. Attending were: Todd Butler, Philip Creighton, R.J. Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis, Bob Lybarger (via Conference call), Marcus Merideth, Lisa Noble, Dick Patullo, John Sheridan, Jerry Wannarka. Also present from the staff were Jeff Dahnert (President), Colan Arnold (VP Membership and Region Services), Howard Duncan (VP Competition Programs Department), Rick Ehret (VP Finance), Terry Ozment (VP Club Racing), Eric Prill (VP Marketing & Communications), Aimee Thoennes (Executive Assistant) and Robert Wildberger (SCCA Pro Racing President). Also attending were Doug Gill (SCCA Tech), Bob Dowie (CRB) and David Nokes (Stewards).

Meeting Minutes:

Call to order: 0910 Noble.

Executive Session 0910

Only BoD Present

End of Exec Session: 0940

Open BoD Meeting: Begins 0940

Approval of Minutes from May BoD

Motion: Langlotz/Gordy - To approve minutes. Approved Unanimous

Presidents Report- Dahnert:

Meeting with Haymarket on website redesign. On track for end of year.

Report on ACCUS meeting on economic impact of motorsports. Exec summary reviewed and is public.

Report built from granular regional level and this data can be made available via request thru Topeka to assist Divisions/Regions. Mobil 1 formal announcement of sponsorship. Thru end of 2010 calendar year, working to extend.

Doing very well on sponsorship side compared to budget. Dahnert believes due to changed attitude towards SCCA and better/more work on our (SCCA) part. Up 36% from last year and 12% over budget.

Wannarka comment/question, can we get more involved in any of the manufacturers driver development ladder program? Dahnert, it is under discussion.

Wannarka, how is restructure of Tech Dept working out? Solo and Club collapsed into one area and physically co-located. Doug Gill manager. Per Dahnert change beneficial, and working well. Good synergy between the members. Good contributions to CRB.

Break 1005-1015

SCCA Pro Racing - Wildberger

Report on debt reduction. Continues to pay off debt.

Pro has been in the black since 2007 and still continuing. Profit/loss for 2010 near break even.

New business model starting in 2008 as services organization vs owning a series. Exception is TA, and Pro SRF/FE which are Pro owned and operated.

9 Pro Series in 2010.

3 WC, TA, MX5, VW TDI, Pro SRF and Pro FE, F2000.

VW in last year of 3 year contract.

WC car count starting to come back up with the new class added.

TA lowest car count was 5 cars at Lime Rock to high of 19 at Road America. Multiple ideas on how to improve class and car counts discussed.

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Pro SRF/FE, decent numbers for turnouts and car counts, depending on venue. Good relationship with SCCA Enterprises. Plan to continue to build and run Pro only weekends but not exclusively.

Finance Report: Ehret

Revenue targets met for July close, slightly above budget.
Year to date still on target and meeting budget.
Unbudgeted sponsorship received is a plus.
Good discipline in maintaining operational costs.
Insurance is the only area where revenue falls significantly below budget. Rationale is lots of doubles and second entries, while car count may be up these negatively impact insurance.

Budget and Finance Report: Lewis

Pro and Club resources allocation: Working discussion on allocation between SCCA Club and Pro in resource and support. Need to work fair and equitable arrangement. About 75% of the way there. Needs to clearly show Club is not supporting Pro.
Also covered under allocation is allocation of resources based on member interest (racing, solo, rally).
Investment Account: Lewis has done some research and will propose some updated language and policy around investments. Will bring some proposals forward for BoD to review next meeting.
Corporate Insurance: Insurance renewal coming up. Need to investigate options, market is different now. Recommendation to re-constitute an Insurance Committee to look at alternatives again. Note that Insurance is driven by loss ratios.

Motion: Lewis/Sheridan - Reactivate insurance committee to review status and recommend course of action. No more than 3 people. Chairman to appoint members. Committee to work with Treasurer (Lewis) Approved, unanimous.

Question, can we reduce costs of meetings for committees etc by using technology (eg video)? Arnold to look into technology options available and make recommendations. Also need to eval number of face to face meetings needed.

Lunch 1215

Solo/Rally/Foundation Report: Duncan

Rally - actions from RallyCross Board on recommendations to handle some vacancies. Approval requested to appoint as new members of the RallyCross Board:

- Ken Cashion Colorado Region
- Warren Elliot New England Region
- Stephen Hyatt, WDC Region

Motion: Kephart/Creighton - To approve as recommended. Approved, unanimous.

Possible location for RallyCross nationals next year identified. Needs to be checked out. Current RallyCross model is to try to rotate sites.

Solo - Need to replace a resigning member in SEB. SEB recommendation is Richard Holden.

Motion: Patullo/Noble - To appoint Richard Holden to SEB for remainder of 2010. Approved Unanimous

Solo Nationals- Trend noticed of people entering later but still entering. Several events reaching record or near record entries. New equipment for Pro Solo has allowed efficiencies and allowed us to raise the entry count.
Working on enhanced promotional plan for Pro Solo and National Tour

Tire Rack agreement extended for another 2 years.

Class selection for Hall of Fame begins shortly. Nominations underway. Need volunteer committee members to review.

Foundation report: Report in BoD agenda. Foundation works closely with Tire Rack Street Survival. Foundation looking for a person to fill slot oriented towards fundraising and grant writing.

Member Services: Arnold

Membership up slightly for July and overall up for the year.
Stats show that if 100 people join year zero, only 15 renew by year 4.

Staff built documentation "What does my region get by being in SCCA". Multiple talking points. Draft was presented on Jumbo and Large Region Development conference calls.

Charter Renewal Requirements discussed. Changed Federal requirements, will have all 501c4 organizations file tax returns,

proposal is regions would have to file past year tax return (vs current requirement is return for 2 years ago and if over \$25K)
Discussion over minimum region participation (meetings, events, etc) and how to assist small or inactive regions.

Action Required: BoD requests that proposed Charter Renewal Requirements with explanatory letter be sent to Regional Executives to solicit input.

Technology: What Can I do with My Car: 80-90% click thru rate which is good.
Automated sanction system, still underway. Will allow regions to apply for and receive sanction online.
Solo first Nov/Dec, Club Racing early 2011.
Runoffs tech/network setup underway.
Working on project to track Stewards actions, should help with consistent application of penalties.
Multiyear comp license still on the table but not completed.

Marketing and Communications: Prill

Tracking 12% ahead of budget for contingency programs in 2010.
Also tracking ahead of budget for sponsorship revenue.

Discussion with Haymarket on website, and SportsCar magazine.
Staff changes at Haymarket noted, no issues, just a change in who we work with.
Planning for survey in SportsCar on what readers want to see in SC.
Conceptual idea on possible "yearbook or annual" publication. Something that would be developed and sold by Haymarket but with revenue shared with the Club.
Website redesign planned to begin October and target is end of year to launch, no later than Convention.
Intent (with Haymarket) to help bring in Racer.Com news to help bring in general motorsports news to scca.com
Need more contributors for regional SCCA content, Marketing and Communication can take (and welcomes) articles from the field.

Runoffs will be webcast again this year and available on DVD later. Speedcast (same company as last year) will broadcast.
Technology will be Flash.(Sorry Apple users).

Social Media: Both Facebook and Twitter going live before Solo Nationals. Will have links off SCCA webpage.

Liaison Reports:

SEB- Lybarger/Patullo. Open slot due to resignation filled by Richard Holden (earlier motion). SEB held face to face in KS last month. SEB just started using the new CRB-like letter system. Several BoD members planning to attend Solo Nationals (Labor Day week).

CRB- Merideth/Sheridan. CRB letter process is working well and keeping things documented and focused. Ad-hoc advisory committees, questions about change over and tenure on committees and CRB in general. Discussion coming Saturday over rules change vs competition adjustment definitions.

TTAC-Merideth/Butler. Biggest issue working is what to advise/recommend for TT experience towards racing school license requirements, some debate about should TT be feeding ground for road racing. Ozment, looking for TT to work on some kind of recognition program. TT has been working on TT specific logo.

RRB-Lewis/Butler. Working on RRB-specific safety steward video, looking for a place to post.

RXB-Creighton/Kephart. Important to continue getting qualified RXB members. Short efficient meetings. No issues to report.

Stewards-Gordy. Written report in agenda. Stewards making good progress in directions identified for improvement, standardizing penalties, fun, fair, safe and working with regions to ensure successful events. Recommending David Nokes as Chair of Stewards for re-appointment.

COA-Jones/Langlotz. COA doing a good job and being thorough in researching issues. Some concerns over COA vs senior stewards on appeals. Only 12 appeals to date (about 1/2 of last year so far).

Foundation-Lybarger. Foundation report in briefing agenda by Jim Turley, Foundation Chair.

RE/Operations-Langlotz. REs on Jumbos get benefit out of face time with BoD. Request that this continue.

Planning Committee Report: Kephart

Planning Committee recommends that member input be solicited based on these proposed Runoffs qualification requirements.

The full proposal will go out in September Fastrack. BoD approves sending out for comments.

Top 3 in each Division plus top 50% in national points. National points can be prior year (gives drivers a target goal) or current year.

Agreed to leave the number of races: 4 starts, 2 in Division, 4 finishes, Up to 7 races count, only 3 out of Division.

Discussion on fewer classes, enhance competition, ease or marketing, fewer rules.

Need for stable rules sets.

Discussion on points structure, national points vs points per GCR for finishing position.

Proposed changes as above would not materially impact the number of entries and those qualifying for the Runoffs in the past.

Planning Committee recommends that member input be solicited based on the concept proposed. This will go out in September Fastrack. BoD approves sending out for comments.

Club Racing Report: Ozment

Highlights: Propose elimination of the National Administrator of Specialty positions. Position has been difficult to get traction. Impact is change to how Chief's of Runoffs will be selected. Solution is succession plan as developed for CS at Runoffs. Some cost savings, not providing travel for NAs. Qualified members could still be used in field for training etc. Proposal is to come back to BoD with change in Ops manual to accommodate this in December. Provides for decentralization of specialty function and report into Divisions.

Discussion about how or if there should be a driver representative in SOM hearings and with COA to address perception issue of bias in favor of Stewards. Needs to be discussed and addressed. Will discuss with Exec Stewards and solicit input.

Event Simplification task force, enhancing training of specialties to help attract. Looking at online and potential accreditation.

Task Force On Event Simplification: Dec is targeted meeting to reach agreement. October meeting to review more contentious items. Overall no radical restructure required. Create Best practice/event sharing sessions at Nat Convention, encourage customer orientation direction, determine desired level of customer service. Specialty leadership training, Stewards and number of Steward positions discussed, Steward evaluations, driver participation in hearings, scheduling. Reminding the BoD that actions at BoD level impact Regions

Runoffs data: 561 entries to date. First two, 15 year-old entrants, both in FE. 24 drivers entered in 2 classes. Review of BoD schedule of events at Runoffs. CRB Town Hall meeting schedule reviewed.

Runoffs 2011 Planning: Solo nationals moving up 1 week, possibility of moving Runoffs up to 9/13-18. Need to review. This would potentially impact Labor Day Regional Events and those competitors entered in both the Solo Nationals and Runoffs. BoD sentiment is stick with current date window, and do not move up.

Event data comparison for nationals reviewed, 2008, 2009 and 2010 to date looking at number of Nationals, distribution between Divisions and spacing throughout the year.

Runoffs 2012 - Need to start discussing process. Current contract runs thru 2011. Need to determine if we want to extend current venue or pursue new venue. Some discussion about possibility of Austin.

Waiver requests for Runoffs participation:

Motion: Patullo/Creighton - That the BoD grant no driver qualification waiver requests for the Runoffs for 2010:. Approved. Unanimous.

Creighton: Issue raised for Nationals in SE Div. Florida needs a waiver to Appendix B 1.2.D to hold more than 3 national events (2 separate tracks). Atlanta Region needs a waiver to run 3 nationals as well Appendix B 1.2.D, but all on same track configuration (Appendix B 1.2.E) as well.

Motion: Creighton/Langlotz To approve waivers for Appendix B 1.2.D for Florida and Appendix B 1.2.D and E for Atlanta. Approved All BoD except Sheridan opposed.

Much discussion on concurrent regional/national races. Current RMDiv experiment is underway. Report on first event was positive. Discussion on continuing waivers to allow or make changes to GCR for region option.

Action required: Club racing to prepare list of GCR changes required to support this change for 2011 and to propose sanction fee structure for concurrent R/N racing. Present to BoD October. In short term for early 2011 planning, 2 waiver requests:

Motion: Jones/Merideth - To approve waiver to allow SW Div to hold 4 concurrent RR/NN races (similar to current RMDiv experiment). Motion Approved. Approve: Merideth, Creighton, Langlotz, Jones, Lewis, Butler, Kephart, Sheridan, Gordy, and Lybarger. Oppose: Noble, Wannarka, Patullo

Motion: Creighton/Langlotz - To approve Florida region to run a concurrent Regional/National (single) in June 2011. Motion Approved. Approve: Merideth, Creighton, Langlotz, Jones, Lewis, Butler, Kephart, Sheridan, and Gordy. Oppose: Noble, Wannarka, Patullo . Lybarger abstain.

Motion: Merideth/Sheridan To approve CRB Rules package (page 53 Agenda). This incorporates Fastrack changes published through May Fastrack. Approved: Unanimous

Motion: Sheridan/Merideth To accept CRB Novice permit requirement change:
The CRB extends the provision for 15 year-olds to obtain a Novice Permit without having a state operator permit or drivers license to others who do not hold such a permit or license. (This will be confirmed in the August Fastrack Tech Bulletin)
In Appendix C.2.7.A add at the end: " A Novice Permit applicant who does not meet the requirement of Appendix C.2.5.B.3 may apply to the Divisional Driver Licensing Administrator as in Appendix C2.6.A.
Approved: Unanimous

CRB Update - Dowie

Discussion on number of classes at Runoffs and number of classes overall. Discussion in Planning Committee. Work in process. Rules for the Runoffs are not in isolation from overall number of classes. 2010 Runoffs data will factor into discussion.

CRB struggling with number of classes and class consolidation.
BoD Consensus is to enforce the GCR including the 2.5 rule for national class sunset.

Motion: Patullo/Kephart: The BoD will grant no waivers for the 2.5 national class sunset rule. Approved: Merideth, Creighton, Langlotz, Jones, Lewis, Butler, Kephart, Sheridan, Gordy, Noble, Patullo, Lybarger. Abstain: Wannarka

CRB Rule changes vs competition adjustments. Proposal by Creighton/Wannarka/Merideth/Sheridan:

Rules / Specification changes and Competition Adjustments

Rule Change

- can sometimes affect an entire class
- can also apply to significant changes to one car in a class
- should have member input
- Traditionally presented for BoD approval at or before its October meeting effective January 1st of the following year.
- safety related items may be dealt with at any time

Competition Adjustments

- Purpose is to modify by increasing or decreasing the performance of a specific make/model of a car in order to better balance the class.
- Every effort should be made to limiting competition adjustments during the competition year to small changes as early as possible.
- First year cars have the following exception. The one year starts at the effective date of the classification. More adjustments to the newly classed car may be needed during this time for the good of the car or class. These adjustments include rim size, springs, shocks, and bars.
- Changes can be made at the end of the competition year effective January 1st of the following year, or any time up to the July Fastrack of the current year with an effective date of no later than July 1st.
- Changes limited to weight, tire size (not rim), and/or the diameter of the carburetor venturi or a restrictor in the throttle body of fuel injected models.
- These may be found on the appropriate vehicle specification line. Other than competition adjustments, spec line items are subject to the rules change process.
- Weight and induction changes may be considered a rules change if applied to a mature established class or one with restricted specifications (SM, FC are examples of this)

Errors and Omissions

- No change to CRB Ops manual

Clarifications

- No change to CRB Ops manual

Motion: Merideth/Sheridan - to change SCCA Ops manual and CRB Ops manual to reflect above clarification of rules changes vs comp adjustments. Approved, Unanimous

Discussion on length of tenure for CRB advisory committees. BoD in general would like to see more turnover in the advisory boards, but with structured succession. Advisory committees pretty much manage their own affairs and report up to CRB for ratification.

Stewards Update: David Nokes - Chairman of Stewards

Multiple number of new programs and actions initiated.

SIT programs to bring in new stewards, training programs for stewards, steward assignments, and customer service, creating a database of steward actions/penalties stewards newsletter, meeting transparency for Exec Steward meetings, annual evaluation and feedback. Internal steward survey reflected the need overall quality improvement.

Today CoA decisions expire at end of year unless incorporated into GCR. Discussion on how to systematically link CoA results to CRB and CGR changes to formally incorporate or modify for GCR inclusion. CRB Chair, Exec Steward Chair, CoA Chair to work and recommend.

Discussion about driver advocates/representatives in court hearings.

The Board gave a strong endorsement for the direction that Mr. Nokes is going with the Stewards Program and for the programs he has initiated. Chairman Wannarka extended a special thanks for all of the traveling he has done and the many events he has attended.

3:35 Executive Session

3:50 Executive Session Ends

In executive session, The Board unanimously approved the appointment of David Nokes for another year as Chairman of the Stewards Program.

Matrix actions of meeting will be reviewed and distributed.

Next meeting Oct 14-17 in Topeka.

Motion: Merideth/Noble To Adjourn. Approved Unanimous.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | Sept. 7, 2010

The Club Racing Board met by teleconference on September 7, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were John Sheridan, BoD liaison; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-10, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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

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

GCR

1. #1631 (Richard Pare) RE: Letter #856 Forbid active aero :
Based on member input, the CRB amends its prior proposed rule as follows:

Add a new item to Appendix F, "*Active Aerodynamic Devices: No active aerodynamic devices are permitted. These include, but are not limited to, those that allow any degree of freedom in relation to the entirely sprung part of the car (chassis/monocoque), movable or hinged skirts, or that can be adjusted from within the cockpit. Adjustment of aerodynamic devices may only be made by mechanical changes performed from outside the car.*"

2. #2614 (CRB) Suspension components materials
Modify 9.3.44 as follows: "**SUSPENSION AND STEERING** Suspension and steering shall be of suitable design and in good working order. Four wheel steering is prohibited. *Unless specifically permitted, non-metallic suspension control arms, locating links, toe/steering links and pushrods are prohibited.*"

SUPER TOURING

STO

1. #1462 (Randy Van de Loo) Allow Mustang to update rear suspension to IRS
In 9.1.4.1.F, add the following to the Notes for all Mustangs: "*OEM independent rear suspension is permitted.*"

[Note to Mr. Van de Loo: there is not a 50 pound penalty for IRS; there is a 50 pound weight allowance for a live axle.]

2. #1878 (Matthew Miller) Allow OEM Fuel Tank on 2003-2010 Vipers
In 9.1.4.1.F, add to the Notes for all Vipers: "*OEM fuel tank may be used.*"

SPORTS RACING

S2

1. (Multiple) New Mazda Engine for S2 and transmission changes
The CRB recommends adoption of the Mazda MZR engine subject to the specifications published in the July Fastrack and the addition of a 1.205 inch per port plate restrictor and an approved ECU map (to be published on the SCCA web site upon approval of the BoD), effective 11/1/10. [Adjustments to the restrictor size will be made as necessary. On track performance will be carefully monitored.] The CRB thanks all the members who submitted letters on these proposed rule changes.

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

GTL

1. #2577 (CRB) Revised weight and restrictors

The table below shows the planned weight and single inlet restrictor sizes for all restricted GTL engines in 2011. The weight assignments are based on 0.5 lbs/cc with 1800 lbs for a 1400cc engine as the baseline, rounded to the nearest 5 pounds. No changes have been made to the currently unrestricted engines, except for the 1399cc BLMI engine variant which will now be restricted. Please see the notes at the end of the table for additional information.

3-4-5 Valve Restricted Engines					2 Valve Crossflow Restricted Engines				2 Valve Non-Crossflow Restricted Engines			
Disp	Valves	Current/ New Restrictor	Current/ New Weight	Make/Engine	Disp	Current/ New Restrictor	Current/ New Weight	Make/Engine	Disp	Current/ New Restrictor	Current/ New Weight	Make/Engine
1299	4	24/23	1830/1750	suzuki	1397	25/24.5	1850/1800	amc	1397	25/25	1780/1800	nissan a14
1335	3	24/23	1769/1770	honda en	1488	25/24.5	1850/1845	nissan e15	1399	unrest/25	1708/1800	blmi
1342	3	24/23	1800/1770	honda ew	1490	25/24.5	1830/1845	mazda	1438	25/25	1902/1820	fiat
1488	3	24/23	1900/1845	honda ew	1493	25/24.5	1880/1845	vw air cooled	1452	25/25	1880/1825	toyota
1493	4	24/23	2000/1845	honda d15	1496	25/24.5	1880/1850	saab	1457	25/25	1850/1830	vw
1497	4	24/23	2000/1850	honda fit	1508	25/24.5	1850/1855	alfa	1471	25/25	1850/1835	vw
1587	4	24/23	2000/1895	toyota 4ag	1558	25/24.5	1918/1880	lotus	1486	25/25	1750/1845	toyota 5k
1587	4	24/23	2040/1895	toyota 7afe	1570	25/24.5	1910/1885	alfa	1488	25/25	1850/1845	nissan a15
1590	4	24/23	2000/1895	honda d16	1573	25/24.5	1918/1885	bmw	1493	25/25	1780/1845	blmi
1590	4	24/23	2000/1900	honda d16a	1584	25/24.5	1880/1890	vw air cooled	1498	25/25	1815/1850	fiat
1595	4	24/23	2000/1900	honda b16a	1588	25/24.5	1897/1895	toyota 2tc	1499	25/25	1902/1850	ford
1596	4	24/23	2000/1900	nissan sr16ve	1592	25/24.5	1918/1895	fiat	1587	25/25	1902/1895	toyota 4a-c/l/c
1597	4	24/23	2000/1900	ford	1597	25/24.5	1910/1900	dodge	1588	25/25	1910/1895	vw
1597	4	24/23	2000/1900	mazda	1597	25/24.5	1910/1900	mazda	1595	25/25	1918/1900	nissan l16
1597	4	24/23	2000/1900	nissan ga16	1597	25/24.5	1918/1900	nissan e16	1715	25/24.5	1920/1960	dodge
1598	4	23/23	2000/1900	blmi W10B16	1598	25/24.5	1902/1900	ford	1715	25/24.5	1950/1960	vw
1762	4	24/22.5	2050/1980	toyota 7afe	1598	25/24.5	1918/1900	ford	1770	25/24.5	1920//1985	nissan l18
1769	4	24/22.5	2050/1985	nissan qg18dDe	1608	25/24.5	1920/1905	fiat	1780	25/24.5	1950/1990	vw
1780	4	24/22.5	2050/1990	vw	1679	25/24	1900/1940	vw air cooled	1781	25/24.5	1920/1990	dodge
1780	5	24/22.5	2050/1990	vw 058/06a/06b	1679	25/24	1920/1940	porsche	1897	25/24.5	1920/2050	opel
1794	4	24/22.5	2050/1995	toyota 1zz	1696	25/24	1920/1050	saab				
1796	4	25/22.5	2050/2000	ford zetec	1715	25/24	1920/1960	dodge				
1796	4	24/22.5	2050/2000	toyota 2zz	1756	25/24	1920/1980	fiat				
1797	4	24/22.5	2050/2000	honda b18	1756	25/24	1920/1980	lancia				
1797	4	24/22.5	2050/2000	nissan mr18de	1770	25/24	1920/1985	toyota 3tc				
1809	4	24/22.5	2050/2005	nissan ca18de	1779	25/24	1920/1990	alfa				
1834	4	24/22.5	2050/2015	honda b18+	1781	25/24	1950/1990	dodge				
1839	4	24/22.5	2050/2020	ford	1795	25/24	1920/2000	porsche				
1839	4	24/22.5	2050/2020	mazda	1795	25/24	1950/2000	vw				
					1809	25/24	1920/2005	nissan ca18				

Notes:

Bore and stroke variants of base engine configurations shown as separate entries

Currently unrestricted engines unchanged (except 1399cc blmi)

Mazda 12A - 25.5mm SIR at 2000 lbs. (was 27mm at 1950)

Yugo classification deleted (will be restored upon request of competitor wishing to run it)

NOT APPROVED BY THE CRB

FORMULA

F5

1. #2425 (Jim Murphy) Restrict HP by mandating 93 octane gas

There is generally no method available for tech inspectors to determine the octane of fuel. Thus, the proposed rule is unenforceable.

FM

1. #2262 (Darryl Wills) Insulated Fuel Lines
Insulating fuel lines is not permitted in FM. From 9.1.1.F.3, The Intent of the Rules:
It is the explicit intention of these rules and regulations to prohibit innovation and alteration of the cars except as provided by these regulations or supplements.

IMPROVED TOURING

1. #628 (Raymond Blethen) Classify 1981 - 1987 Audi 4000 Quattro
We have been unable to get the complete technical data for this car.
2. (Multiple) Oppose ABS
There is no effective way for scrutineers to check "stock" ABS.
3. #2380 (Timothy Mincey, Sr.) Use of a stronger, safer, cheaper, rear lower control arm
Alternate control arms are not consistent with IT philosophy.

SUPER TOURING

STO

1. #1210 (William Haney) Homologate all F430 Challenge cars
Carbon brakes are not within class philosophy.

STU

1. #2401 (Matthew Miller) allow roadster production windshield rule in STU
Not permitted per ST rules.

STL

1. #2449 (Steven Simpson) increase wheel width to 8" for proposed STL class
Thank you for your input.

PRODUCTION

1. #2354 (Scott Lunder) Allow undercut intake and exhaust valve stems in LP
The requested change is not consistent with class philosophy. Although undercut valves are readily available for some cars, this does not hold true for all cars. Additionally with the ready availability of custom valves at little or no additional cost, even where most valves available for a particular car are undercut, requiring a competitor to run a stock dimension valve stem will not impose any significant cost penalty.
2. #711 (Jeff Babcock) classification of VOLVO 122-S
Despite a request no VTS sheet had been submitted for this car.

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED

GCR

1. #1110/#1215/#2238 (John & Corey Fergus/Joe Moran/Bart Wolf) S2 Runoffs Schedule / class combinations
There were no satisfactory alternatives to allow the requested change.
2. #1153/#1815 (Chris Childs/David Mead) Please do not run STO and T1 or STU and T3 together
There were no satisfactory alternatives to allow the requested changes.
3. #1357 (Aaron Stehly) Split STU and T3 run groups for 2010 Runoffs
There were no satisfactory alternatives to allow the requested change.
4. #1395/#1397 (Evanthe Salisbury/Gayle Lorenz) App B.1.2.H.1 Events - response
Thank you for your input. Based on member input, the CRB has decided to withdraw its recommended change to Appendix B.1.2.H.1 and to leave the current rule in place unchanged.
5. #1504/#1769 (Tom Burdge/Douglas Ogrin) Debris flag
Thank you for your input. The CRB referred your suggestions to differentiate between fluid on course and other debris to be signified by different surface flags for review by the Executive Stewards and the National Administrator of Flagging and Communications. They have completed their reviews and have concluded that the current Debris flag provides sufficient warning that there is a change in course condition. The CRB concurs.

6. #2246 (Reed Kryder) Driver Schools
Your suggestions have merit and the CRB has forwarded your comments to the SCCA Drivers School Committee for consideration.
7. #2247 (Steve Introne) Review of class and number requirements (for spacing between)
The intent of the rule is to ensure that a car's numbers are legible to all race officials.
8. #2427 (John Cooper) Please maintain the technical nature of post race compliance check
Thank you for your inputs. Your comments will be forwarded to the Executive Stewards for their review. The current GCR language is intended to provide flexibility for compliance checking of cars. It is left to the discretion of the Chief Steward and the Chief of Tech to determine what items are inspected.

FORMULA

1. #2226 (Steve Lathrop) Homologation
Homologation of formula and sports racing cars is an examination of basic safety requirements for the category or class based on information provided by the car builder. The homologation process does not imply that a car is compliant with all the rules of a specific class. After homologation, the car may be presented for tech inspection at which time other safety items are examined and some rules compliance checks may take place. However, compliance to the rules of a specific class is ultimately determined by competitors in the class who may use the mechanical protest process if they believe a car is non-compliant to the rules of the class.

FC/FF

1. (Multiple) aluminum brake caliper input
Thank you for your input. The recommended rule change will be submitted to the BoD.

F5

1. (Multiple) Support for item #1297 - Update F500 thermostat rule
Thank you for your input. The recommended rule change will be submitted to the BoD.

IMPROVED TOURING

ITR

1. #2477 (David Karably) wheel size
The wheel diameter rules have not changed. ITR is allowed any wheel up to 17".

SUPER TOURING

STO

1. #2255 (John Slinkard) world challenge cars must run their spec tire type and size
Thank you for your input.
2. #2414 (Rodney Williamson) STO table is missing in Fastrack
Thank you for your input. The existing table was not copied in the ST rewrite. An updated table will be included in the final submission to the BoD.

STU

1. #2306 (Carolyn Kujala) Regarding proposed changes for 2011 (ST ABS Rule)
ABS brakes are not permitted in STU for 2010, but will be permitted in 2011.

STL

1. #2249 (Bill Smith) Clarify OEM Brake rule in STL
If a vehicle is determined to have a deficit in the braking capability, then alternate parts bin brakes from the same vehicle manufacturer may be approved.
2. (Multiple) Support for STL class
Thank you for your input.
3. #2419 (Alan Leshner) Support for STL/Question
Thank you for your input. ST rules allow engine swaps. In the case you cite (Neon), you may put the dual cam engine in your car. There are no weight allowances for camshafts.
4. #2450 (Steven Simpson) proposed STL class, leave brakes open
Thank you for your input. Alternate brake allowances are being researched

5. #2632 (John Costello) Oppose STL
Thank you for your input.

AMERICAN SEDAN

1. (Multiple) Proposed rule for AS transmissions
Thank you for your input. The recommended rule change will be submitted to the BoD.
2. (Multiple) Proposed roll cage rule change
Thank you for your input. The recommended rule change will be submitted to the BoD.

RESUMES

1. #2560 (Pete Taylor) Resume' for ad hoc committee
Thank you for submitting your resume. It will be kept on file.

CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2010

NUMBER: TB 10-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

GCR

1. #2485 (Club Racing Board) Remove "Abandonment"
In 3.2.1, delete "Abandoning,".
In Appendix H, delete "Abandoning, 21"
[This terminology is no longer used.]

Formula

FC

1. #2008 (Ron Boltik) Zetec engine rules clarification request
Although it may seem there is ambiguity in section GCR 9.1.1.B.4.a, taking the sentences separately as intended keeps the rules simple and the GCR from becoming too lengthy. GCR 9.1.1.B.4 states "The philosophy of the Zetec engine in FC is to allow limited engine rebuilds but no performance modifications to the engine." GCR 9.1.1.B.4.a, first sentence "The cylinder head may not be ported, polished, or machined." clearly is in reference to intake and exhaust ports. Further in 9.1.1.B.4.a "the cylinder head may not be surfaced or milled beyond the minimum thickness allowed", surfacing and milling are machining operation and in this context they are clearly in reference to the cylinder head to block interface, and are normal operations allowed by "limited engine rebuilds" and not in conflict with the first sentence.

However, to make this section clearer, replace 9.1.1.B.4.a, first sentence with: "The cylinder head may not be ported; ~~or polished; or machined.~~ *Machining the cylinder head is not permitted except as specified in these rules.*"

FF

1. #469 (Andy Slankard) New FF Kent Block by Ford Racing
Provisional approval was given to a new alternate block for the Kent engine (see Member Advisory in the April 2010 Fastrack). The required inspection and testing has been completed successfully.

In 9.1.1.D.1.b, add a new section as follows:

"4. The Ford Racing block, part number M-6010-16K, is permitted as a replacement part."

Grand Touring

GT2

1. #2356 (Phillip Leonard) Allow alternate induction on MGB GT V8 & RV8
In 9.1.2, GT2, Engines, BLMI, add to Notes: *"Alternate induction: Holley P/N 0-80507-1 (390 CFM) on unrestricted manifold with a mandatory plate between the carburetor and plenum of 0.060" flat steel or aluminum plate with four (4) 1 1/16" holes. Spacer is unrestricted. The restrictor plate shall be positioned within 4" of the throttle butterflies. All inducted air shall pass through the specified restrictor plate."*

Improved Touring

1. #2500 (Josh Sirota) Extend model years for existing listings
Effective 1/1/2011, in 9.1.3, update the model years for the following listings:

ITR

Acura RSX-S -- through '04
BMW E46 325 -- through '06
BMW E46 330 -- through '06
BMW Z4 2.5 -- through '05
Ford Mustang V6 -- through '04
Honda S2000 2.2 -- through '06
Mazda RX-8 -- through '06
Toyota Celica GTS -- through '05

ITS

Mazda Miata -- through '05
Nissan Sentra SE-R Spec V -- through '06

ITA

Mazda3s -- through '06 [Note change in model designation from "Mazda3" to "Mazda3s" to differentiate it from the Mazda3i which is not currently classed.]

Toyota Celica -- through '05

ITB

MINI Cooper -- through '06

ITR

1. #1723 (R David Jones) Classify 2006 Mazda MX-5

Effective 1/1/2011, in 9.1.3, 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
<i>Mazda MX-5 (2006)</i>	<i>4 cyl. DOHC</i>	<i>87.4 x 83.1 1998</i>	<i>(I) 35.0 (E) 30.0</i>	<i>10.8:1</i>	<i>97.7</i>	<i>17</i>	<i>3.815, 2.260, 1.640, 1.117, 1.00a0, 0.832</i>	<i>((F) 290.0x22 vented (R) 280.0x10 solid</i>	<i>2440</i>	

2. #2346 (Josh Sirota) Please classify the '06 Honda Civic Si for 2011

Effective 1/1/2011, in 9.1.3, 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
<i>Honda CivicSi (2006)</i>	<i>4 cyl. DOHC</i>	<i>88.0 x 98.0 1998</i>	<i>(I) 35.0 (E) 30.0</i>	<i>11.0:1</i>	<i>104.3</i>	<i>17</i>	<i>3.267, 2.130, 1.5.17, 1.147, 0.921, 0.659</i>	<i>((F) 296.0x26 vented (R) 270.0x14 solid</i>	<i>2555</i>	

ITS

1. #1638 (Mark McCaughey) Classify 2005 Toyota Corolla XRS in ITA

In 9.1.3, 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 Corolla XRS (2005)</i>	<i>4 cyl. DOHC</i>	<i>82.0 x 85.0 1796</i>	<i>(I) 34.0 (E) 29.0</i>	<i>11.5:1</i>	<i>102.4</i>	<i>16</i>	<i>3.166, 2.050, 1.481, 0.916, 0.725</i>	<i>((F) 275.0 vented (R) 254.0 solid</i>	<i>2590</i>	

2. #2236 (Steven Simpson) add 06 cobalt ss to ITA for 2011

Effective 1/1/2011, in 9.1.3, 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>Chevrolet CobaltSS (2006)</i>	<i>4 cyl. DOHC</i>	<i>88.0 x 98.0 2384</i>	<i>(I) 35.25 (E) 30.25</i>	<i>10.9:1</i>	<i>103.5</i>	<i>17</i>	<i>3.58, 2.02, 1.35, 0.98, 0.69</i>	<i>((F) 296.0x26 vented (R) 270.0x14 solid</i>	<i>2605</i>	<i>Non-supercharged</i>

3. #2345/#2504 (Josh Sirota/Jim Remy) Please classify the '06 Pontiac Solstice for 2011

Effective 1/1/2011, 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>Pontiac Solstice (2006)</i>	<i>4 cyl. DOHC</i>	<i>88.0 x 98.0 2384</i>	<i>(I) 35.25 (E) 30.25</i>	<i>10.9:1</i>	<i>95.1</i>	<i>18</i>	<i>3.75, 2.26, 1.37, 1.00, 0.73</i>	<i>((F) 296.0x26 vented (R) 278.0x12 solid</i>	<i>2905</i>	

ITC

1. #2368 (Vincent Bellotti) Classed for ITC

In 9.1.3, ITC, add:

ITC	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 Tercel (91-94)</i>	<i>4 cyl. DOHC</i>	<i>72.9 x 89.9 1456</i>	<i>(I) 31.0 and 24.0 (E) 31.0</i>	<i>9.3:1</i>	<i>93.7</i>	<i>13</i>	<i>3.545, 1.904, 1.233, 0.885</i>	<i>((F) 238.0x17 vented (R) 207.0 drum</i>	<i>1930</i>	

2. #2484 (Eric Budwit) Request for official classification of the 1.6i MX-3
 In 9.1.3, ITC add:

ITC	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>Mazda MX-3 (92-93)</i>	<i>4 cyl. SOHC</i>	<i>78.0 x 83.6 1598</i>	<i>(I) 29.5 (E) 23.54</i>	<i>9.0:1</i>	<i>96.3</i>	<i>13</i>	<i>3.42, 1.84, 1.29, 0.92, 0.73</i>	<i>((F) 258.0x22.2 vented (R) 200.0x35 drum</i>	<i>2070</i>	

**Super Touring
STO**

1. #1728 (Al Wicht) Rule change #325 gives WCGT cars an unfair advantage
 In 9.1.4.1.2.a, clarify the last sentence as follows: "Any OEM non-functional, decorative vents/ducts/*scoops* may be made to be functional provided the exterior body appearance is not modified."

STU

1. #2078 (Bob Maples) Turbo inlet restrictor sizes
 Add the following turbo inlet restrictors to 9.1.4.2.b.5: "*34mm at 2340 lbs, 36mm at 2620 lbs, 38mm at 2915 lbs, 40mm at 3235 lbs.*"
2. #2173 (Chris Taylor) Allow 13B 2-bbl carb
 In 9.1.4.2.b.4, clarify 13B induction as follows, "*12A and 13B* induction: ..."

Production

EP

1. #653 (Erik Madsen) Boxster VTS for EP competition inclusion
 In 9.1.5, EP, add:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc/(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Porsche Boxster (97-99)</i>	<i>2</i>	<i>2650 * 2716 ** 2783</i>	<i>6 Cyl. DOHC</i>	<i>85.5 x 72.0</i>	<i>2480</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 33.3 (E) 28.1</i>	<i>Fuel injection</i>	<i>95.1</i>	<i>61.42 / 63.58</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Porsche Boxster (97-99)</i>	<i>18 x8</i>	<i>5</i>	<i>(F) 298 vented (R) 290 solid</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500".</i>

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Michael Devins vs. Review Committee COA Ref. 10-04-RI

August 27, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On July 31, 2010 Michael Devins requested a Rules Interpretation (RI) under the 2010 GCR Paragraph 8.1.4. (Compliance Review) and FA Paragraphs 9.1.1.A. and 9.1.1.A.1.g.10. relative to the question that “the width of the floor in a Formula Atlantic is not controlled” and “since many of the FA floors include tunnels the assumption is the width of the tunnels and aerodynamic devices between the front and rear tires are also not controlled and up to the designer/builder. David Nokes, SCCA Chairman of Stewards, appointed a Review Committee consisting of Bob Corbitt, Ken Patterson and Tom Brown, Chairman, to review and render a decision on the request. The Committee met and called Mr. Devins to better understand the request. The results of that conversation instructed the committee to determine the maximum widths allowable per the GCR for specific parts behind the front wheel and ahead of the rear wheel. These parts are:

1. **The width of the floor.**
2. **The width of tunnels incorporated in, or attached to the floor.**
3. **The width of aero devices between the front wheel/ahead of the rear wheel.**
4. **The width of the air foil shown in a picture Mr. Devins supplied of a Swift 016.**

On the four issues the Review Committee issued the following judgment:

1. The floor has been defined as the part of the car supporting the seats and separating the cockpit from the underside. It is noted that the FA bodywork cannot exceed 51.18 inches. Also noted that the parts exposed to the air stream above the belly pan cannot exceed 51.18 inches. Thus, if the body width was narrower than 51.18 inches, the “floor” would be exposed to the air stream and still limited to 51.18 inches.
2. The tunnel is an aerodynamic device exposed to the air stream. The tunnel portions that are in a plane above the floor will be considered body work and subject to a maximum width of 51.18 inches. *The Review Committee’s interpretation of portions of the tunnel below the plane of the floor are not considered body work and, within the area of the front and rear wheels, not limited to a maximum of 51.18 inches.* (based on the definition of “body” (GCR page 124...“above the belly pan”) and the maximum width of 51.18 inches applies to the body . (GCR 9.1.1.A.1.g.2.) The GCR does not specify a limit on the width of the aerodynamic devices below the floor in the area between the front and rear wheel.
3. All aerodynamic aids between the front and rear wheels above the plane of the floor are considered bodywork and subject to a maximum width of 51.18 inches. *The Review Committee’s interpretation of the rule is that any aero device **below the plane of the floor** would not be considered body work for the reasons cited above and thus not limited to the maximum width of 51.18 inches.*
4. The air foil shown in the picture submitted by Mr. Devins appears to be above the plane of the floor and thus meets the definition of “bodywork” and limited in width to 51.18 inches.

In accordance with GCR 8.1.4. (Compliance Review), the judgment of the Review Committee is automatically submitted to the Court of Appeals for review.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr , Rick Mitchell, and Michael West, Chairman, met by conference all on August 19, 2010 and August 26, 2010 to hear, review, and render a decision on the appeal. Bob Dowie, SCCA Club Racing Board Chairman and Doug Gill, SCCA Technical Services Manager-participated in the August 26, 2010 conference call.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request for Ruling from Mr. Devins, received on July 31, 2010
2. E-mail statement from Tom Brown, received August 16, 2010.
3. Testimony from Bob Dowie, and Doug Gill, received August 26, 2010.

FINDINGS

1. Width of the floor.

The COA accepts the GCR definition of "Floor" to be the same as "Floor Pan". The definition is: "The section(s) of the car normally used as a supporting platform for the seats and to physically separate the interior (cockpit) area from the underside of the car." The cockpit is defined in the GCR as "The driver/passenger volume within a car in which driver control devices, gauges, and seating are provided." When the surface extends outside the limits of the cockpit, it ceases to be the floor. That surface will be defined as body and is limited to 51.18 inches. GCR 9.1.1.A.g.2.

2. Width of the tunnels incorporated in or attached to the floor.

Since the floor is just what the cockpit covers, the width of the tunnels would be the limit set by the body which is 51.18 inches. GCR 9.1.1.A.1.g.10. states that no part of the car will be below a horizontal line situated 0.4 inches (1cm) above the bottom of the chassis/monocoque. In addition, GCR 9.1.1.A.1.g.10. states that aerodynamic devices shall comply with the rules relating to body work.

3. Width of Aero devices between the front wheel / ahead of the rear wheel.

They are considered bodywork and are limited to 51.18 inches. GCR 9.1.1.A.1.g.10.

4. Width of the air foil shown in the picture attached to the initial request.

They are considered bodywork and are limited to 51.18 inches. GCR 9.1.1.A.1.g.10.

DECISION

The Court of Appeals modified the Review Committee ruling on the width of the tunnels below the floor as none are allowed below the floor, plus tunnels are aerodynamic devices and limited to the width of the bodywork. The Court of Appeals upholds the remainder of the Compliance Review Committee ruling.

Note; The picture supplied by Mr. Devins is of a Swift 016. The line specification for the Swift 016 states "The bodywork may not be modified in shape or size however, replacement bodywork may be supplied by sources other than Swift."

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

**Jay Novak vs. Compliance Review Committee CR 10-05-RI
August 26, 2010**

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On August 12, 2010, Jay Novak requested a Compliance Review under the 2010 GCR Paragraph 8.1.4. (Compliance Review). and FCS Paragraph 9.1.1.J.13. (FE tires). He specifically asked for a determination of the legality of chemically treating tires used in the FE class.

David Nokes, SCCA Chairman of Stewards, appointed a Review Committee consisting of Michael Jennings, Bill Meddcalf, and Earl Hurlbut, Chairman, to review and render a decision on the request... On August 20, 2010, the Review Committee issued a judgment that FE tires are specified as to make, size and compound, and that no modifications are allowed including chemical treatment.

In accordance with GCR 8.1.4. (Compliance Review), the judgment of the Review Committee was automatically submitted to the Court of Appeals for review.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met by conference call on August 26, 2010 to hear, review, and render a decision on the appeal. Bob Dowie, Chairman SCCA Club Racing Board and Doug Gill, SCCA Technical Services General Manger participated in the call.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Copy of original compliance request from Mr. Novak, received .August 15, 2010.
2. Ruling of the Review Committee, received August 20, 2010.
3. Email from Earl Hurlbut, received August 24, 2010.

4. Testimony from Bob Dowie and Doug Gill, received on August 26, 2010.

FINDINGS

GCR paragraph 9.1.1.J.13. (FE tires) specifies the tire compounds to be used in the FE class. There is no provision for the alteration of the compound via chemical treatment or other means.

DECISION

The Court of Appeals upholds the decision of the Review Committee finding that the specified FE tires are to be run as delivered by Hoosier without any modification, including chemical treatment.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

**Jon Farbman vs. SOM COA Ref. No. COA 10-12-NE
August 12, 2010**

FACTS IN BRIEF

On July 10, 2010, following the Spec Miata (SM) race at the "Glen Double National" held at Watkins Glen International, Steven Miller, SM # 35, protested Jon Farbman, SM #31, for violating GCR 6.1.1.B. (Yellow Flag.....NO PASSING) by passing during a full course yellow flag condition. The Stewards of the Meeting (SOM) Roy Bergman, Bish Hines, Pax Lemmon, Susan Robishaw, David Nokes, Joe Willer, and Gene Kern, Chairman, met, reviewed video evidence, heard testimony, and found Mr. Farbman in violation of GCR 6.1.1.B. The SOM penalized Mr. Farbman with the loss of three finishing positions in class and assessed two (2) automatic penalty points against his competition license per GCR 7.4.A.6. Mr. Farbman appealed the penalty points' assessment.

(The Court notes that three other drivers were also protested by Mr. Miller for the same GCR violation. All were found to have violated the rule and each was penalized with loss of three finishing positions in class and two (2) penalty points against their competition licenses. None of the other competitors appealed the SOM decisions.)

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on August 12, 2010 to hear, review, and render a decision on the appeal. Jack Hanifan was recused from the hearing as he was an official at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Laurence Jon Farbman received July 21, 2010.
2. Official Observer's Report and related documents including Mr. Miller's in-car video, received August 12, 2010.

FINDINGS

The SOM conducted a very thorough review of the evidence including providing all the protested drivers with an opportunity to see and comment on Mr. Miller's video. After reviewing the video all the protested drivers individually confirmed for the SOM they had indeed passed under a double yellow flag condition.

In his appeal, Mr. Farbman confirmed in writing that he did pass Mr. Miller under a full course yellow. He also stated that review of his own in-car video affirmed his infraction. He further stated that the loss of three finishing positions was fair and appropriate. However, he does not feel the assessment of two (2) penalty points against his competition license is fair and appropriate.

Penalty Points are a requirement that has been in the GCR since the early 1990s. Automatic Penalties as written (GCR 7.4.) imposes an absolute requirement and provides no latitude to the SOM or the COA to waive the penalty points

Mr. Farbman submitted no new evidence or argument to support his assertion that the assessment of two (2) penalty points against his license was too harsh, the process was not fair, or the GCR was not properly followed.

DECISION

The Court of Appeals upholds the decision of the SOM. In upholding the SOM, the Court also affirms the assessment of two (2) penalty points against Mr. Farbman's competition license. Mr. Farbman's appeal is not well founded and his appeal fee will be retained by SCCA.

Appellants are reminded that the Court of Appeals normally requires new evidence that was not available to the First Court as a basis for a well-founded appeal. Procedural errors by the First Court may also form a well-founded appeal. Simply asking for a second opinion without basis is not well-founded.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Matthew Green vs. SOM COA Ref. No. 10-13-GL

August 19, 2010

FACTS IN BRIEF

On Saturday afternoon July 31, 2010, at the Cincinnati IT Spec*Tacular double regional races held at Mid Ohio Sports Car Course, Matthew Green (ITB # 96) filed a protest against Charles Kane (ITS # 75) for violation of GCR 6.11.1.A-D. (On Course Driver Conduct) for body contact during their race. The Stewards of the Meeting (SOM), Fred McAninch and Dan Hodge, Chairman, met, reviewed evidence and heard testimony. As Mr. Kane had already left the track for the day, the SOM adjourned until Sunday morning at which time they heard additional testimony and concluded the hearing. They found the contact to be a "racing incident" and disallowed the protest.

Mr. Green is appealing the decision of the SOM as well as their decision to continue the hearing the next day. He also appeals the lack of action taken by the Chief Steward/Operating Steward.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Hanifan, Jack Marr and Michael West, Chairman, met on August 19, 2010 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Green, received August 11, 2010.
2. Official Observers Report and related documents, received August 16, 2010.
3. Email from SOM Chairman Dan Hodge, received August 16, 2010.

FINDINGS

Mr. Green offered no new evidence or information that was germane to the body contact portion of his case. The COA found insufficient evidence to overturn the SOM decision.

On Mr. Green's procedural issue, the COA found Mr. Kane had not been officially notified of the pending protest prior to his leaving the track on Saturday afternoon. GCR 8.2. requires that hearings be held "...as soon as practical." The SOM correctly applied the GCR and held the hearing when Mr. Kane returned to the track the following morning. The COA notes Mr. Kane fully cooperated with the SOM once he was notified of the protest.

As to the lack of action taken by the Chief Steward/Operating Steward, the Chief/Operating Steward has the authority to make that decision based on the situation. In addition, the decision by the Operating Steward to not take action was not protested by Mr. Green at the event, therefore it is not open to review by the COA.

DECISION

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

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

James Epting vs. SOM COA Ref. No. 10-14-NE
August 26, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On August 8, 2010, following the Group 5 race at the "MARRS VII" Regional held at Summit Point Raceway, Steven McWilliams, driver of ITA #35, protested James Epting, driver of ITA #57, alleging violation of GCR 6.11.1. (On Course Driver Conduct). The Stewards of the Meeting (SOM) Kathy McLeod, Jude Olivey, Larry Oliver, and John Walsh, Chairman, met, heard testimony, reviewed video evidence, and upheld Mr. McWilliams' protest. Mr. Epting was disqualified, placed on probation for three (3) race weekends, and three (3) penalty points were assessed against his competition license. Mr. Epting appealed the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Steve Harris, Jack Marr, and Michael West, Chairman, met on August 26, 2010 to hear, review, and render a decision on the appeal. Jack Hanifan was unavailable for this hearing.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

2. Appeal from James Epting, received on August 16, 2010.
3. Official Observer's Report and related documents, received August 22, 2010.
4. Email from John Walsh, received August 23, 2010.
5. Statement from John Walsh, received August 24, 2010.

FINDINGS

In his appeal, Mr. Epting asserts the video evidence used by the SOM was insufficient to establish that he (Mr. Epting) failed to adhere to GCR 6.11.1.A. Mr. Epting also asserts that Mr. McWilliams should have fallen in behind him as both cars exited Turn 5. He provided witness statements to support his second argument, one of which was a first person observation of the incident from a spectator and the other a recitation of what is the proper racing line for Turns 5 and 6 at Summit Point.

The Court reviewed all evidence used by the SOM and considered both witness statements submitted with Mr. Epting's appeal. The video evidence is most compelling and does not support Mr. Epting's argument that Mr. McWilliams had to automatically fall in behind Mr. Epting as they exited Turn 5. Mr. McWilliams took an accepted line through Turn 5 based on the fact that it was the first lap and traffic was heavy. Mr. McWilliams did not impede Mr. Epting and did not deviate from the line he established heading to Turn 6. However, the video clearly shows Mr. Epting making a pronounced move to his left to assume his preferred line through Turn 6 without fully considering other cars could be using that section of track. Mr. Epting's leftward move caused side to side contact between the cars and resulted in Mr. McWilliams exiting the track and impacting the tire barrier. The Court finds that Mr. Epting's arguments and additional evidence are not sufficient to overcome the evidence used by the SOM in arriving at their decision.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Epting's appeal is deemed 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

Michael J. LaMaina vs. SOM COA Ref. No. 10-15-NE
August 26, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On August 8, 2010, following the Group 8 race at the "MARRS VII" Regional held at Summit Point Raceway, Ted Cahall, driver of SM # 77, protested James LaMaina, driver of SM # 12, alleging violation of GCR 6.11.1. (On Course Driver Conduct). The Stewards of the Meeting (SOM) Kathy McLeod, Jude Olivey, Larry Oliver, and John Walsh, Chairman, met, heard testimony, and reviewed video evidence. However, the video evidence was viewed on a very small screen (3") and the SOM were unable

to conclusively determine if Mr. LaMaina was the individual that hit Mr. Cahall. The SOM held the protest open until the video could be viewed on a larger screen. The SOM Chairman viewed the video evidence on a larger screen on Monday, but the other members did not view the video again. The SOM reconvened via conference call on the following Thursday, when the Chairman described what he observed on the video. The SOM ruled that Mr. LaMaina's actions were in violation of GCR 6.11.1.A. and upheld Mr. Cahall's protest. Mr. LaMaina was moved to last finishing position in class, was issued a reprimand, and two (2) penalty points were assessed against his competition license. Mr. LaMaina appealed the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Steve Harris, Jack Marr, and Michael West, Chairman, met on August 26, 2010 to hear, review, and render a decision on the appeal. Jack Hanifan was unavailable for this hearing.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Michael J. LaMaina received on August 18, 2010.
2. Official Observer's Report and related documents received August 22, 2010.
3. Statement from John Walsh, received August 26, 2010.

FINDINGS

In his appeal, Mr. LaMaina asserts the video evidence used by the SOM clearly shows his contact with Mr. Cahall was unavoidable and, therefore, was insufficient to establish that he (Mr. LaMaina) was in violation of GCR 6.11.1.A. Mr. LaMaina included a copy of the video evidence used by the SOM. He cites the closeness of four cars racing in a tight pack, and the unexpected braking action by the two cars immediately in front of Mr. Cahall which causes Mr. Cahall to unexpectedly brake very hard. Mr. LaMaina points out the attitude of Mr. Cahall's car (nose dive) and noise (brake lock tire squeal) from Mr. Cahall's car to support his argument. Mr. LaMaina states that this hard, nose dive braking in an area of the track where hard braking is not expected caused him to be unable to avoid hitting Mr. Cahall .

The Court notes the Chairman alone viewed the video on a large screen and provided his observations to the full committee later. He also stated in a follow up message to the Court that he was not able to get the video and audio portions of the evidence to play in sync. He cautioned that any reliance on audio evidence should be made with caution.

The COA reviewed all evidence used by the SOM. The full Court was able to view the video evidence on full size screens with the video and audio in synchronization. The Court also viewed the entire tape to determine if Mr. LaMaina's assertion regarding the normal lack of hard braking in this part of the track was accurate. The Court concluded that Mr. LaMaina's assertion is accurate. The Court also confirmed that Mr. Cahall had to take hard braking action when the car he was following unexpectedly braked hard in front of him causing Mr. LaMaina to hit Mr. Cahall . The Court acknowledges that the nose to tail contact did not result in loss of position.

The Court also observed close but clean racing between Mr. Cahill and Mr. LaMaina prior to the contact and for the balance of the race, confirming that the contact was an isolated, unintentional and unavoidable racing incident. Mr. LaMaina's arguments and review of the video evidence by the full Court are sufficient to overturn the decision of the SOM.

DECISION

The Court of Appeals overturns the decision of the SOM. Mr. LaMaina's finishing position will be restored, the reprimand removed from his driver's file and the penalty points removed from his license. His appeal is deemed well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Tommy Boileau vs. SOM COA Ref. No. 10-16-RM

September 9, 2010

FACTS IN BRIEF

On Sunday, August 15, 2010, following the Group 5 race at the Great Salt Race National races held at Miller Motorsports Park, Tommy Boileau, T3 # 34, filed a protest against Chris Sarian, T3 # 65, for violation of GCR 9.1.10.D. (Modifications, specifically GCR 9.1.10.D.8.a.3. - Body/Structure), objecting to the non-factory spoiler on the car. The Stewards of the Meeting (SOM), Skip

Yocom, Beth McLee, Kathy Peckman, and Anne Christian, Chairman, met, reviewed evidence, heard testimony and declined to accept the protest as it was not timely. (GCR 8.3.1.F. How to Protest). Mr. Boileau is appealing their decision not to hear the protest.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 2 and September 9, 2010 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Boileau, received August 23, 2010.
2. Official Observer's Report and related documents, received September 1, 2010.
3. Email from SOM Chairman Anne Christian, received September 1, 2010.
4. Email from Chris Sarian, received September 1, 2010.
5. Email with race results from Carolyn Rasband, Utah Region Timing and Scoring, received August 31, 2010.
6. Email with Divisional point standings from Lea Williams, Rocky Mountain Division Pointskeeper, received August 30, 2010.
7. Email from Chief Steward, received September 4, 2010.

FINDINGS

Following the Sunday Group 5 race Mr. Boileau filed a protest against Mr. Sarian objecting to the installation and use of a non-factory front spoiler on his car during the race. Mr. Boileau discussed his objections with the Chief Steward and then filed a protest requesting action by the SOM. Mr. Boileau was made aware of the GCR requirement that protests citing non-conformance to the rules must be filed not later than one hour prior to the start of the race.

(GCR 8.3.1.F.) He contended that as the car in question did not practice or qualify during the Sunday event, he was unaware of the installation of a non-factory front spoiler until the car appeared on the grid.

The SOM investigated these assertions by interviewing Mr. Boileau and Mr. Sarian, and obtained testimony from the scrutineers. The SOM determined the protest was not filed in accordance with GCR 8.1.3.F. and declined to accept it. The SOM did, however, advise the Chief of Tech to make an entry in the vehicle logbook that the car must be brought into compliance with GCR 9.1.10. D.8.a.3. by the next event.

In his appeal Mr. Boileau asserted that because Mr. Sarian's car did not go out for practice or qualifying and first appeared on the grid at the 5-minute warning, the time frame for filing the protest should have been extended. Based on their investigation and findings, the SOM chose not to extend the time frame for filing. Mr. Boileau further contends the Chief Steward should have taken action against the car once he became aware of the non-compliant configuration. The Chief Steward is empowered under GCR 5.12.2.C., GCR 8.1.1.; GCR 8.1.2. and GCR 8.1.3. to take action against noncompliant cars discovered during post race inspection, but he chose not to do so as is his prerogative.

Mr. Boileau provided no additional evidence beyond what he gave to the SOM to confirm that Mr. Sarian's car first appeared with the non-factory spoiler at the 5-minute warning on the grid. Mr. Sarian provided testimony to the COA that his car competed in the configuration under question on Saturday, August 14, 2010, at this event. The COA confirmed Mr. Boileau also competed in that race.

Based on all the information and documentation available, the COA concludes that the SOM acted properly in handling Mr. Boileau's protest and acted in accordance with the GCR. The SOM could have extended the time for hearing this protest (GCR 8.1.1.) but chose not to as is their prerogative.

Additionally, Mr. Boileau did not protest the lack of action by the Chief Steward. Therefore, the COA cannot review those actions.

The COA understands Mr. Boileau's objections with Mr. Sarian's car as raced. However, the COA finds that the SOM acted within the authority specified by the GCR.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Boileau presented a compelling argument in his appeal. The Court deems his appeal to be well founded and his appeal fee will be returned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Aug. 25, 2010

The Solo Events Board met by conference call August 25th. Attending were SEB members Tina Reeves, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; Richard Holden; 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 following administrative rule change proposals are published here for member comment:
 - Change the first sentence of 10.6.3 to read as follows:

“The appointed AC shall use its best efforts to convene and hear the appeal no earlier than *one* week from notice to the parties and no later than four weeks from said notice.”
 - Change the second sentence of 10.2 to read as follows:

“For delayed protest decisions, an appeal and appropriate appeal fee must be received by the SD within *seven calendar* days of notification of the protest decision.”

DIVISIONAL POSITIONS

- The Midwest and Great Lakes Divisions are going to have vacancies in the Divisional Solo Events Steward position. This position is discussed in Solo Rules Introductory Section I.3. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.
- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via www.sebscca.com.

RECOMMENDED TO THE BOD

- The following previously-published rule change proposal is being recommended to the BOD for implementation 1/1/2011:
 - Eliminate in Appendix A the listing “(2) Weber DCOE carburetors on I.R. manifold w/ 30 mm chokes” as allowable carburetion for the Turner 1500 in G Prepared. (ref. #2308, 09-114)

STOCK

- Members interested in serving on the SAC should submit their qualifications in writing to the SEB via www.sebscca.com.
- Stock items reviewed by the SAC and SEB and not addressed elsewhere herein included: #2290.

STREET TOURING

- The pending proposals to change the ST bodywork rules, as previously published in earlier issues of Fastrack, are now being considered for an effective date of 1/1/2012.
- Members interested in serving on the STAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET PREPARED

- Members interested in serving on the SPAC should submit their qualifications in writing to the SEB via www.sebscca.com.

PREPARED

- Members interested in serving on the PAC should submit their qualifications in writing to the SEB via www.sebscca.com.

STREET MODIFIED

- Members interested in serving on the SMAC should submit their qualifications in writing to the SEB via www.sebscca.com.

MODIFIED

- Members interested in serving on the MAC should submit their qualifications in writing to the SEB via www.sebscca.com.

FORMULA JUNIOR / F125

- Members interested in serving on the KAC should submit their qualifications in writing to the SEB via www.sebscca.com.

NOT RECOMMENDED

- Toyota XRunner classification in Stock (ref. #1824) Per the SAC, this vehicle does not meet the SSF requirements in Appendix E.
- Shelby American GT350 classification in Stock (ref. #1860) Per the SAC, this model does not meet the requirements of 13.0.
- Oil cooler allowances in Stock (ref. #1996) Per the SAC, this is seen as affecting performance, and is not consistent with Stock category philosophy.
- Roll bar installation in Stock Miata, 13.2.H (ref. #2123) Per the SAC, this is not consistent with category philosophy. The current allowances of 13.2.H are considered appropriate to the needs of the Stock category at this time.
- Move MR2 Spyder to ES (ref. #2393). Per the SAC, the MR2 Spyder is close in performance to the '99 Miata and would have a decisive advantage over current ES cars.
- Move Neon to HS (ref. #2397) Per the SAC, the 1st generation Neon has been demonstrated to be superior to many current GS cars, and is not a good fit for HS.
- Wider tire for 350Z in STR (ref. #1889) Per the STAC, performance in STR will be monitored and consideration will be given to items of this nature as the class achieves National status.

TECH BULLETINS

1. Stock: Per the SAC, members are reminded of the 3rd paragraph of section 13 (Stock Category), which states: "Except for modifications authorized below, Stock Category cars must be run as specified by the factory with only standard equipment as defined by these Rules." For example, section 13.2.I allows for up to four attachments between the harness bar and the chassis. No mention is made of attachments to any other component. Therefore attachment to any other component, such as the seat, is not allowed. (ref. #1868)
2. Stock: Per the SAC, the first sentence of the seventh paragraph of 13.0 is clarified to read as follows:
"Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, *fenders*, *trim pieces*, etc.) may be used provided they are essentially identical to the standard parts (e.g. have the same type, size, hardness, weight, material etc.), are used in the same location, and provide no performance benefit." (ref. #2413)

RALLYCROSS MEMO

The RallyCross Board seeking candidates for RallyCross Divisional Steward in Rocky Mountain Division. Please forward a Rally resume and letter of intent to rxb@scca.com

ROADRALLY MEMO

RoadRally Board seeking candidates for RoadRally Divisional Steward in NEDiv. Please forward a Rally resume and letter of intent to rrb@scca.com

ROADRALLY BOARD

RRB MINUTES | Sept. 7, 2010

The *RoadRally* Board (RRB) met via conference call on Tuesday, September 7, 2010.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Mark Johnson, Sasha Lanz and Lois Van Vleet. Eva Ames was not in attendance. 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 7:41 pm CST.

The Final August 2, 2010 RRB Minutes were approved. (English/all)

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 (Jan) - Lois Van Vleet
Steel Haul, NC (April) - Jeanne English
New England, NC (Feb) - 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 5) - Lois Van Vleet & Eva Ames
Oktoberally, NC-NGTA (Sept 4) - 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 Progress

Discussion: Johnson reported he will be shooting the video this weekend in South Georgia. October-November will be the first look at the video for the RRB to review.

3. Rules Committee Update – English

English met with the Rules Committee and emailed the board members with their recommendations in **blue** below. The following items were 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. ***The Rules Committee agreed – delete***

Article 4.B.4 from the RRR's. And 4.B.4 should not be in the list of Article 2.D about Regional RoadRally rules and Item 2 in that list should reference Article 10.D, and not 10.B.

- 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. **Dave Teter will keep a separate record of GTA Lifetime points starting this year, in 2012 the RRB will review the GTA participation levels to see if they are continuing to grow at an encouraging level. The GTA Lifetime points will not be published in the RRRs yet, but can be posted on the SCCA website.**
- 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. Combining regional and national contestants for scoring: 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, but referencing regionals instead of divisionals. There is also the issue of perhaps 'double dipping' where points might be awarded for both the underlying event(s) as well as the national event. This can probably be fixed as an 'errors and omissions' item. **The Rules Committee agreed that this needs to be put back in the RFO's (in the '04 RFO's it was Chapter 8, second paragraph).**

Further discussion: Take out the words non-qualifying Regional and non-qualifying divisional. And changing DCR/DTR to RCR/RTR as well. Van Vleet will contact Rick Beattie for the latest version of the RFOs.

- Lifetime points only if x-number of cars in a rally. Further discussion is needed. **English suggested that Lifetime Points only be awarded if there are x number of cars on the rally. 'x' to be 2,5,6,10? There was no support for this by the Rules Committee. Dave Teter explained the history of Lifetime points, that historically, they have been maintained independently of the RRB and the Rules Committee.**
- 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. **The Rules Committee decided there cannot be a rule on this because the RRRs apply to Nationals, cannot make rules for regionals (other than what is already in the RRRs in Article 2.D).**

Further discussion: Wakemen will write a letter to all the Regions suggesting Regional rally committees can include in the General Instructions on a qualifying events for championship points on ways to deal with one car classes that pay the entry fee and does not start or finish the rally.

It was also suggested the Regional RoadRally Handbook can be updated to include ways to handle the problem.

Lanz suggested that English discuss this further with the Rules Committee again.

In Summary – NO RULE CHANGES for 2011, only as corrections/errors and omissions.

Old Business

Pego is still working on the 'Tool Kit' on the SCCA website.

New Business

Pego announced Ted Goddard is retiring as Northeast Divisional Steward. Pego will post his position.

Lanz asked questions on the waiver forms and minor release form. Pego to check with the insurance department for Sasha and will get back to him.

Next meeting

Monday, October 4, 2010 at 7:30 pm CST, via conference call.

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

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>