

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 4, 2010

The Club Racing Board met by teleconference on May 4, 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; Dick Patulo, BoD guest director; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager Club Racing; Kevin Yaghoubi, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-06, 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

- #848 (Deanna Flanagan) Change the 15 Year Old Driver School Class Listing in Appendix. C
In Appendix C.2.6.G, add to the end of the first sentence: “, or a regional-only class car of similar performance as determined by the Chief Steward.”
- #855 (CRB) Mandatory seat back braces for all seats
In 9.3.41, delete: “Seats homologated to and mounted in accordance with FIA standard 8855-1999 or FIA Standard 8862-2009 or higher need not have the seat back attached to the roll structure. The homologation labels must be visible.” [The CRB has been made aware of deficiencies in mounting of FIA homologated seats that would be mitigated by the addition of a seat back brace.]
- #856 (CRB) Forbid active aero devices
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.* [Although some classes or categories already forbid active aerodynamic devices (explicitly or implicitly), there are others that are not currently covered. A blanket prohibition is simpler to create than it is to correct every class or category specification. If approved, separate class or category rules will be removed.]

IMPROVED TOURING

- #1205 (Matthew Green) Shifter allowance
In 9.1.3.D.4.e, change to read: “Shift lever may be bent *or cut* above tunnel or floor.”

SUPER TOURING

- #1244 (Marc Hoover) Allow aftermarket hardtops
In 9.1.4.C, add a new subsection: “9. *Aftermarket OEM style hardtops are allowed. Aftermarket carbon fiber hardtops are not allowed.*”

AMERICAN SEDAN

- #797 (CRB) Eliminate full Prep GTO
In 9.1.6, delete the GTO (04-06) [full prep] spec line. [To our knowledge, no one has attempted to build this configuration. With the limited prep option, there seems to be no need to maintain this classification.]

SPEC MIATA

- #830 (CRB) Allow removal of cruise control and horns
In 9.1.8.C.1.p, add a new item 6: “*It is permitted to remove all components of the cruise control system.*”
In 9.1.8.C.1.p, add a new item 7: “*It is permitted to remove the horn.*”

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2. #831 (CRB) Hardtop mounts
In 9.1.8.C.7.e, add a new third sentence: "*It is allowed to attach the hard top to the upper windshield bar of the roll cage.*"
3. #1166 (Rob Burgoon) Allow removal of cruise control system
See letter #830.

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

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

GCR

The CRB has received requests to allow National races to be schedule after the Runoffs and before the first of January. The CRB would like members to indicate whether or not regions should be allowed to schedule National races subject to the following restrictions: No National races may be scheduled between Labor Day weekend and the third weekend following the Runoffs; after the third weekend following the Runoffs, Single National races only, one per division (no double events or combination events) may be scheduled with the approval of the CRB and BoD; National points earned will apply to the following calendar year's championship; the event would be run under the current year's GCR.

IT

Should all IT cars be permitted to use crank fire ignition systems or other alternate mechanisms to control spark timing?

SM

1. Should all cars be allowed to update to the 99-05 suspension components, including the track width specification?
2. Should the 1.6 liter (90-93) cars be allowed to update suspension to the (99-05) components?
3. Should adjustable fuel pressure be allowed on all SM cars? Also, should ignition timing be allowed to be adjustable on 99-05 cars (via elongating the mounting holes of the crankshaft position sensor trigger wheel? The purpose of these allowances would be to negate the advantages of modified ECUs; detection of ECU modifications are extremely difficult.
4. Should the SM compliance program be reinstated as implemented in 2009, including compliance fees?

T2

Should T2 cars be allowed "parts bin" brake components? That is, should any brake parts within a manufacturer's line be allowed to be used?

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

1. #926 (Jay Lutzz) Elimination of antifreeze for SCCA Club Racing
In many parts of the country, at various times of the year, this would impose an unacceptable burden on competitors who must protect their equipment.
2. #1028 (Jason Kepka) Changes to the yellow flag rules
While we constantly strive to improve the safety of our events, this request to change the yellow flag rules to require competitors to drive single file through a yellow flag zone could cause more problems than it would resolve. Cars would need to brake abruptly and make sudden moves to become a single file thus causing stacking of cars as they approached the incident. Additionally, it would be difficult for corner workers to determine single file calls.
3. #1060 (G.W. "Jay" Puskenalis) Driver status signal after a shunt
There is no proven need to put such a signal in the GCR as a required rule. The various configurations and designs of our competition cars may prevent the requested signal from being given. Also line of sight to the nearest turn may prevent the action being seen from the turn.
4. #1214 (Club Racing Board) Debris flag to distinguish between fluids and other hazards
A waved debris flag could be easily confused with a waving yellow. The National Administrator of Flagging and Communication will be asked to consider whether there are reasonable ways to communicate the difference between fluids and debris.

FORMULA

FF

1. #260 (Thomas Valet) Proposal for controlled tire in FF
The response to the March Fastrack questionnaire regarding a controlled tire for FF has been very limited. The F/SR advisory committee has recommended, and the CRB concurs, that no further consideration be given to this proposal. For those who did respond, thank you for your inputs.

FV

1. #1078/1079/1097 (Stephen Saslow/Bob Posner/Greg Rice) FV Minimum Weight
Thank you for your input. The rules are adequate as written.
2. #1092 (Nick Grapsas) Allow only one engine for Runoffs
Thank you for your input. This would put an unreasonable restriction on competitors who have an engine failure during qualifying.

GRAND TOURING

GT1

1. #684 (Phil Harper) Add a spec LS engine at 2680lbs. w/driver
Thank you for your proposal. A spec engine is neither in the spirit of the class nor in its best interests.
2. #701 (Tony Ave) GT-1 spec engine should be allowed as an option
See letter #684.
3. #881 (Jim Derhaag) Match TA rules for weights depending on engines
While the specific weight reductions adopted for Trans Am may make sense in that series, the Club Racing GT-1 environment is different in regards to the population of engines in use.

IMPROVED TOURING

1. #164 (Tom Hoppe) Allow alternate motor mounts
The IT Advisory Committee and the CRB do not recommend changing the IT rules to allow modified or unrestricted motor mounts at this time. We wish to remind members who are having issues with their engine mounts that the stayrod allowance will alleviate most motor mount problems. The ITAC and the CRB are engaged in discussions concerning IT philosophy and the future of the category. The motor mount issue will remain as part of these discussions as will other issues such as crank fired ignitions. Members will be asked for their input on specific items and more general questions about whether members want the class to drift toward Production, or remain as a much more restricted category. We wish to thank the many members who took the time to comment on this issue.
2. #919 (Earl Richards) C-clip Eliminators in IT
There is no demonstrated need to create a new allowance in this area.
3. #1187 (Charles Callis) Allow battery relocation for safety reasons
Batteries in their stock locations have been used for many years in IT, as well as other categories. If any competitor is concerned about their own battery, consider an AGM direct-fit battery. These are designed to have less leakage in a crash.
4. #1203 (Jim Remy) Classify R53 Mini Cooper S in Improved Touring
Forced induction is not allowed in IT. See 9.1.3.A.

PRODUCTION

1. #1250 (CRB) Alternate rods
After long consideration, the Production advisory committee has decided not to recommend alternate rods in level 2 engines and the CRB concurs.

EP

1. #1102 (Aaron Downey) Request 40mm Chokes for EP Mazda RX-3
The first generation RX-7 had a weight increase of 50 lbs. 3 years ago. The RX-7 received a choke increase to offset this weight. The RX-3 currently weighs 150 less than the RX-7. The car is competitive as classed.
2. #1103 (Aaron Downey) Supplemental Rear Coil-Over Springs for EP Mazda RX-3
Not in the philosophy of level 2 suspension rules.

SHOWROOM STOCK

SSB

1. #1056 (Mike Scornavacchi) Reduce the weight of the 06-09 Solstice by 50 lbs
Adjustments have been made to other cars for class balance.
2. #1099 (Chris Childs) Lower the weight of the Solstice
See letter #1056.
3. #1235 (Sam Ryan) SSB Miata weight reduction
Adjustments have been made to other cars for class balance.

TOURING

T1

1. #614 (Brad Sofronas) Allow Porsche Cup style wing for Porsche 996 GT3
Aftermarket wings are not within the class philosophy.
2. #615 (Brad Sofronas) Suspension Kit - Porsche 996 GT3
Components of this kit are not within class philosophy.
3. #616 (Brad Sofronas) Reduce weight of the 996 GT3 by 100 lbs
The cars must run before any weight reduction will be considered.
4. #939 (Chris Childs) Decrease restrictor for Viper
The car is competitive as classed.
5. #940 (Chris Childs) Reduce Weight of the Viper
The car is competitive as classed.

T2

1. #1163 (Jim Leithauser) Alternate tire size allowance for BMW Z4 Coupe
The current tire size appropriate.
2. #1173 (TC Kline) Increase BMW Z4 M Coupe front wheel width to 9"
The current wheel size is appropriate.
3. #1189 (Patrick Womack) Adjustment to wider front rim for BMW Z4 Coupe
See letter #1173.

T3

1. #938 (Chris Childs) Allow Lotus Suspension upgrade
See letter #937 (in Tech Bulletin) for weight reduction.
2. #1100 (Chris Childs) Lower the weight of the VW GTI
The car is classed appropriately.

PREVIOUSLY ADDRESSED

1. #1024 (Aaron Stehly) Allow all turbo/ SC cars to run aftermarket BOV or DV
See April Fastrack. Aftermarket parts for forced induction are not within the class philosophy. Many appear to function differently from factory parts.

NO ACTION REQUIRED

GCR

1. #597 (Bruce Leggett) Comment on proposed rule changes in Feb Fastrack
Thank you for your inputs. In the proposed rules for practice days, we will change "compete" to "participate" in 3.1.9.C. Regarding the changes to GCR Section 7.2.G.1, one cannot fulfill probation requirements without entering events.
2. #1184 (Tom Masterson) Why are some vintage licenses allowed to run regionals and not others?
The licensing procedures of other organizations are reviewed before they are listed in either Appendix C 3.1.5 or 3.1.8. If there are organizations listed in 3.1.8 that want their licenses listed in 3.1.5 because their procedures have changed since they were last evaluated, the Club Racing Office should be contacted.
3. #1220 (Robert Cancellieri) SFI Decertification of Halon
SFI has only said they will not certify new Halon systems or re-certify existing Halon systems. There is no reason that

existing Halon systems should not be used.

GRAND TOURING

GT3

1. #908 (Robert Herman) Clarify rotary engine set back rule
The stock location is allowed. The engine may be relocated with a set-back of 4.5 inches as allowed in the rotary engine spec line notes.

GTL

1. #1109 (Gary Johnson) Reconsider BLMI 1071 stroke spec
Historical factory and FIA specifications confirm the 68.26mm stroke to be correct.

PRODUCTION

FP

1. #876 (V. Gary Semerdjian) Relist Lotus Cortina in Production class
This car was never classified in a Production class. This car is classified in GTL.

SPEC MIATA

1. #906 (Tom Sager) Illegal parts offered to racers
It is regrettable if any illegal parts are being used. Steps to negate the advantages of re-flashed ECUs are being considered (see What Do You Think? SM item 3 above).

SUPER TOURING

1. #1127 (Marc Hoover) Make STO and STU bodywork/aero rules the same
Thank you for your input. The rules are correct as written.

SHOWROOM STOCK

1. #1011 (Michael Palmer) Classification of Porsches in SS?
Unfortunately, there are no appropriate cars available.
2. #1156 (Richard Kulach) Ballast usage and location question
Ballast to reach required minimum weight may be placed anywhere within bodywork where it can be properly secured.

TOURING

1. #1023/1052/1087 (Aaron Stehly/Michael Sullivan/Jim Leithauser) Camber allowance input
Thank you for your input.

T1

1. #942 (Chris Childs) Add restrictor and lower weight of LS3 Corvette
Thank you for your input. The car is classed appropriately.

T2

1. #1124 (David Jones) Re: SCCA Letter #894 Update
See May Fastrack and see the "What Do You Think?" section of these minutes for a T2 brake question.

RESUMES

1. #1122 (Marc Hoover) ST Advisory Committee resume
Thank you for your resume. It will be kept on file.
2. #1262 (Alan "Butch" Kummer) CRB Resume
Thank you for your resume. There are no current openings on the CRB, but your resume will be kept on file for future consideration.

CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2010

NUMBER: TB 10-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/10 unless otherwise noted.

GCR

1. #571 (Pam Richardson) Clarify GCR 6.5.2.D Split Starts
Clarify 6.5.2.D. by replacing it with the following:
6.5.2.D Split Starts
 1. *Provided each segment is properly formed, each will receive a separate green flag.*
 2. *If the first segment receives a green flag, the race is considered to have begun for the subsequent segments when they cross the control line, regardless of the flags displayed by the starter.*
 3. *The flags displayed by the starter have their normal meanings.*
 4. *If the first segment receives a green flag, but on track safety conditions require an immediate full course yellow, cars in subsequent segments should fall into single file grid order and make every effort to safely catch the back of the first segment.*
 5. *Drivers in each segment shall not improve their position until their respective green flag is displayed. Jump starts may be penalized.*
2. #921 (Terry Ozment) Accommodate NASA Medical Form; correct Appendix C table title and references
Modify parts of Appendix C.2.1 as follows:
 - A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form or a NASA approved medical form. For the purposes of SCCA competition licensing, the term "form" refers to either version. The form must be submitted every 5 years ... The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.
 - C. *SCCA Physician's Examination and Medical History Forms* are available from Regions, from the National Office, and on SCCA's web site, www.scca.com.

In Appendix C.2.3, and Table 2, change "~~Table 2~~" to "*Table 1*".

In Appendix C.2.2.A, change "~~the chart, below~~" to "*Table 1*".

In Appendix C.2.4.B, change "~~on the chart~~" to "*in Table 1*".

In Appendix C.2.4.E, change "~~the chart above~~" to "*Table 1*", and delete "~~in Table 2~~".

In Appendix C.2.5.B, change "~~on the chart above~~" to "*in Table 2*".

3. #1266 (CRB) Confirmation of RM 10-07
As published in Racing Memo 10-07, modify 9.4.C.3 to read: "3. Cars competing in Improved Touring, Showroom Stock, Spec Miata, and Touring may extend one tube, from each front down tube, forward to the firewall, *bulkhead or wheel well*, but not penetrating ~~the firewall any panel.~~"
4. #1268 (CRB) Runoffs Supps: Fuel
The following are the fuel requirements for the 2010 Runoffs®:

9.12. Fuel: All cars shall use fuel purchased from the track. SSB, SSC and SM are limited to 93 octane unleaded gasoline. All other classes, except those required to use diesel fuel, may choose to run any of the available gasolines. These include 93 or 98 octane unleaded and 110, 112, or 116 octane leaded gasoline. The 93 octane unleaded fuel contains ethanol. The track fuel pumps will be open Monday, September 13 through Sunday, September 26, 2010. 98 and 110 octane gasoline will be available 24 hours via credit card at the permanent pumps. 93 and 112 octane gasoline will be available via attendant 8:00am-noon (9/13-9/19) and 8:00am-4:00pm (9/20-9/26). 116 octane gasoline and diesel fuel will be available only if pre-ordered through Road America.

- Competitors shall declare which fuel they are using.
- Mixing fuels of different octane fuels is prohibited.
- Fuels shall be purchased from Road America and will be tested in accordance with the official Runoffs® fuel testing procedure. A copy of this procedure will be available in Tech.
- Before Monday's first session or if you have changed fuel types, at a **MINIMUM**, we recommend draining your tank/cell, then adding a few gallons of your chosen fuel, run the car and drain the tank/cell again.
- Fuel testing will be available to all competitors on a voluntary basis subject to the workload in tech. Priority will be

given to competitors who have not yet had their fuel tested. The scheduled times for voluntary fuel testing will be posted at Tech.

- Fuel testing for compliance with these supplemental regulations may be implemented during qualifying and post-race inspection.

Formula

FC

- #1246 (CRB) Correct omissions in FC specification
Add 9.1.1.B.3.gg. "Any spark plugs may be used." Add 9.1.1.B.4.v. "Any spark plugs may be used."

FF

- #1247 (CRB) Correct omissions in FF specification
Replace 9.1.1.D.1.p with "Lubrication system is unrestricted; any oil pump and oil sump permitted; dry sump is permitted. Localized machining of the cylinder block is permitted to allow fitting of the oil pump."
Replace 9.1.1.D.1.q with "Cooling system is unrestricted. Any radiator, fan, water pump and drive belt permitted."
Add to 9.1.1.D.1.a.2 as follows: "When a system is specified to be "unrestricted" (e.g. paragraphs p and q), the restrictions of this paragraph do not apply."

Grand Touring

GT1

- #1032 (Member by phone to staff) Please reconsider letter #293
The response to the first part of your request appeared in the April Fastrack.
In 9.1.2.E.1, Porsche, 997 GT3 Cup, add at the end: "Alternatively, may run in conformance with the Grand-Am specification. Competitors shall have a copy of the Grand-Am rules in their possession. Minimum weight 2810 lbs with driver."

GT2

- #897 (Kevin Yaghoubi) Reinstate SOHC VG30
In 9.1.2, GT2, correct multiple errors in the Nissan engine specifications as follows:
The first line labeled VG30 ~~DOHC~~ [2754cc] should be VG30 SOHC.
The first line labeled ~~VQ30~~ DOHC should be labeled VG30 DOHC.
The second and third lines labeled VQ30 DOHC are duplicates; one of these is to be deleted.

GTL

- #1263 (CRB) Add cylinder head part number to BLMI spec line.
In 9.1.2, GTL, BLMI, 970, 1071 and 1275/1380/1399, Notes, change" Pierce/PBS aluminum cylinder head allowed." to "Pierce aluminum cylinder head part #99003.843 allowed."

IMPROVED TOURING

ITA

- #383 (Ron Chapman) Classify the Mazda Protege MP3

ITA	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Mazda Protégé MP3 (2001)	4 cyl. DOHC	83.0 x 92.0 1991	(I) 31.5 (E) 27.6	9.1:1	102.8	17	3.31, 1.84, 1.31, 0.97, 0.76	(F) 259x22 vented (R) 262x8 solid	2485	.

ITR

- #382 (Chris Childs) Classify the 94-99 Mustang GT

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 GT (96-98)	8 cyl. SOHC	90.2 x 90.0 4601	(I) 44.5 (E) 34.0	9.0:1	107.3	16, 17	3.37, 1.99, 1.33, 1.00, 0.67	(F) 273 vented (R) 267 solid	3390	

Super Touring

- #1062 (Marc Hoover) WC Rules Clarification
In 9.1.4.B, Note to second bullet item, add at end: "Items not listed on the World Challenge VTS sheets must comply with all the remaining Super Touring rules."
- #1238 (Chris Childs) Clarification of 9.1.4.E.4
In 9.1.4.E.4, change "Rocker arms, lifters, followers, pushrods, valve springs, keepers, retainers, guides, seats, and valves are free, TITANIUM is NOT permitted, except for the retainers. The head may be machined to fit valvetrain components." to "Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not

permitted, except for retainers or OEM parts. The head may be machined to fit valvetrain components.”

STO

- #325 (John Slinkard) Clarify ST Aero rules
 In 9.1.4.1.A.1, add a new subsection “c. Canards or dive planes are not allowed unless part of the OEM bodywork”.
 In 9.1.4.1.A.2.a, replace “The hood vents are limited to 2 louvered vents areas with a max total plan area of 144 square inches.” with “Hood inlets (scoops) are not allowed”.
 [Notes to Mr. Slinkard: Cars are weighed with driver. Competitors must protest compliance issues.]
- #1113 (Ed Zabinski) Allow Kessel 430 GT3 front fenders, hood, and bumper
 In 9.1.4.1.F, Ferrari 430 Challenge, Notes, add: “Kessel 430 GT3 front fenders, hood and bumper allowed; if installed, single radiator is allowed.”
- #1228 (Randy Van de Loo) Updating / Backdating within STO
 In 9.4.1.B.6, add at end of first paragraph: “Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.” In 9.4.1.B.6, correct item 2 by replacing “(99-04)” with “(85-04)”.

STU

- #1128 (Marc Hoover) Mazdaspeed Miata alternate turbo
 In 9.1.4.2.B, add new item 7: “Mazdaspeed Miata may use alternate turbo, Mazdaspeed part # 000-88-c-89.”
- #1129 (Matt Blehm) Questions on drive shaft replacement
 In 9.1.4.H.1, add at end: “Two piece drive shafts may be replaced by one piece drive shafts, and conversely.” [Note to Mr. Blehm: “same materials” means that aluminum may not replace steel.]

Production

EP

- #1071 (Scott Sanda) Explain classing difference between EP Porsche 944S and BMW 2.8L
 In 9.1.5, EP, Porsche 944S (87-88), Notes, change Comp. Ration to 12.0:1 and valve lift to .500”; and change weights to 2700/2768/2835 lbs.
- #1249 (Jesse Prather) Porsche 944/924s
 In 9.1.5, EP,Porsche 944/924S 2.5L (2V)(83-88), Notes, change Comp. ratio to 12.0:1, valve lift to .500”.
- #1251 (Jesse Prather) Classify MR2 (00-05)

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.)
Toyota MR2 ZZW30 (00-05)	2	2075 * 2127 ** 2179	4 Cyl. DOHC	79 x 91.5	1794	Alum	Alum	(I) 32.0 (E) 27.5	Fuel injection	96.5	62.34 / 61.73

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm) (in.)	Brakes Alt.: mm/(in.)	Notes:
Toyota MR2 ZZW30 (00-05)	15 x 7	5	(F) 253 vented (R) 262 solid		Comp. Ratio limited to 12.0:1, Valve lift limited to .500”.

FP

- #691 (Ted Russell) Increase choke size for alt (2) 40 idf carburetors
 In 9.1.3,FP, Fiat 124 Sport Spider (-1977), Notes: change 28mm to 32mm.

HP

- #1218 (Pat Simpson) Allow alternate differential from 1975-1983 e21 cars for BMW 1600
 In 9.1.5, HP, BMW 1600 (68-71), add to Notes: “Alternate differential from 75-83 e21 allowed.”

American Sedan

- #796 (CRB) Adjust Limited Prep GTO weights
 In 9.1.6, GTO (04-06) Restricted Prep., change LS1 weight from 3530 to 3480.
- #1267 (CRB) Ride height clarification
 In 9.1.6.D.4.a, clarify as follows: “Minimum ride height is five (5) inches, to be measured at the lowest point of the sheet metal rocker panel, but not to include welded seams, stock ground effects cladding, or fasteners.
- #1269 (CRB) Camber limits for GTO limited prep
 In 9.1.6, GTO (04-06) Restricted Prep., add to Notes, “Up to 2.0 degrees rear negative camber allowed.”

Showroom Stock

None

Spec Miata

1. #829 (Ryan Imperial) Allow 90-93 Miata front bar on 94+ Miata
See letter #1222.
2. #920 (CRB) Correct tool requirements
In 9.1.8.C.1.f.4, delete the following: "All dimensions in the following table will be measured with go/no go tooling." In 9.1.8.C.1.f.5, delete the following: "This dimension will be measured with go/no go tooling." [Go/no go tools are not the only means to measure these dimensions.]
3. #1222 (CRB) 94-97 sway bars
In 9.1.8.C.4.a, change as follows: "The kits must be used in their entirety, *except as specified.*"
In 9.1.8.C.4.a.4, add to K-SPEC-M5-SUS8, "*Or may use adjustable 24 mm front bar from Eibach kit 0000-04-5302-EB.*"
4. #1320 (CRB) Combine 94-95 and 96-97 spec lines
In 9.1.8, combine spec lines for 94-95 and 96-97 cars.

Sports Racing

None

Touring

T2

1. #601 (Richard Kulach) Brake specifications for 370Z
In 9.1.10, T2, Nissan 370Z (09-10), add to Notes: "*Sports Package is allowed.*"

T3

1. #937 (Chris Childs) Reduce the weight of the T3 Lotus Exige and Elise
In 9.1.10, T3, Lotus Elise and Lotus Exige, change weight from ~~2440~~ to *2310*.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Mike Presley vs. SOM - COA Ref. No. COA 10-01-SE

May 11, 2010

FACTS IN BRIEF

On March 27, 2010, following the Group 4 race at the "Buck Muse Memorial" Regional held at Carolina Motorsports Park, Jacob Sellers, driver of Spec Miata # 71, Gary Giles, driver of Spec Miata # 84, and Skip Brock, driver of Spec Miata # 61 each protested Sam Barnett, driver of Spec Miata # 35, alleging violation of GCR 2.1.4. (Reckless driving), 6.5.1J.3. (Improving position on start) and 6.11.1. (Driver conduct). The Stewards of the Meeting (SOM) Ken Irwin, Sue Roethel, Sara Snider, and Mike Presley, Chairman, with agreement from the protesting parties, combined the three protests into one. The SOM then met, reviewed evidence and testimony, and disallowed the combined protests. Mr. Presley appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on April 29, 2010 and May 10, 2010 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Mike Presley including a video, received April 10, 2010.
2. Official Observer's Report and related documents received April 10, 2010.
3. E-mail statement from Skip Brock, received April 14, 2010.

FINDINGS

Per SCCA General Competition Rule 8.4.1. (Right to Appeal), the COA determined that Mr. Presley was not a named party to the protest and therefore he does not have standing to appeal the ruling of the SOM.

DECISION

The Court of Appeals lacks authority under GCR 8.4.1. to hear Mr. Presley's appeal and no judgment will be issued. Mr. Presley's appeal is returned to him and his appeal fee shall be returned.

TIME TRIALS ADVISORY COMMITTEE

TTAC MINUTES | May 12, 2010

The Time Trials Administrative Council met via conference call on 05/12/2010 at 7:30 PM CST. The following members participated:

TTAC Chairman / NEDIVMatt Rowe
GLDIV.....Jerry Cabe
NPDIV.....Dave DeBorde
SOPACSteve Staveley
SEDIV.....Mark Rothermel
CNDIVTony Machi
National Staff Liaison.....Deanna Flanagan
Exec Steward Liason.....Bob Horansky

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

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

Old Business

- a) Continued discussion on acknowledging Time Trials experience as partial credit to a Club Racing license.
- b) Marketing / Branding of Time Trials – Logo concepts under review with National
- c) Status given on topics for TTSC discussion, further discussion underway to reach consensus
 - i) Minimum official requirements for “smaller” events
 - ii) State Issued of SCCA Issued license requirements for Level 1 & 2 events
- d) Discussion on use rental companies to replace the aging pool of transponders through national. Companies identified that provide a rental service, such as GP Sports Timing, which provide a cost competitive alternative.

New Business

- a) Agreement on simplification and reduction of the amount of paperwork within sanction packet contents.

Minutes submitted by: Matt Rowe - TTAC Chairman

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | April 28, 2010

The Solo Events Board met by conference call April 28th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Dick Patullo, Marcus Merideth, and Bob Lybarger of the BOD; Doug Gill, Nancy Downing, and Brian Harmer of the National Staff. Absent was Iain Mannix. These minutes are presented in topical order rather than the order discussed.

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

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

SAFETY

- The Solo Safety Committee met April 20th and discussed the following subjects:
 - Incident reports: Solo Safety Stewards and event officials are reminded that incident reports need to contain only facts (e.g. measurements, diagrams, etc.) regarding the incident, not opinions or conjecture regarding the cause(s).
 - Divisional Solo Safety Stewards may be requested to help obtain information which is missing from incomplete incident reports, if necessary.
 - Safety Stewards continuing education instructors need to be sure they send their lists of training attendees to their Divisional Solo Safety Stewards.
 - The helmet requirements for 2010 are as in the current Solo Rules.
 - Rule books are still required for Annual Tech. Regions are encouraged to make rule books available for Solo Safety Steward use.

GENERAL

- The SEB has an immediate opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com
- The following revision to a previously-published rule change proposal is provided here for member comment:
 - Add a new definition to Section 12, as follows (changes from the prior version are shown in italics):
"12.17 Strut Bar

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

STOCK

- The following class change proposal has been recommended by the SAC and is published here for member comment:
 - Move from GS to HS, Mazda Protégé MP3 ('01-'02)

STREET TOURING

- The STAC welcomes new committee member Brian Hanchey.
- The following revised version of a previously published rule change proposal has been recommended by the STAC and is published here for additional member comment:
 - Change 14.3 to read as follows:
"14.3 TIRES

Tires must meet the eligibility requirements of the Stock category, with the following additional restrictions:
 - A. *Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.*
 - B. Tires may have section widths up to and including the following:
 - ST, STS, STR (AWD) – 225 mm
 - STX (AWD), STU (AWD) – 245 mm

STR (2WD) - 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

- C. Tires must have a minimum UTQG tread wear rating of 140.
- D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa”

Note: This revision removes the minimum molded tread depth requirement.

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

- Change 14.2.G to read as follows:

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

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.*
3. *Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.*
4. *Except for standard parts, no connections to other components are permitted.*

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”

- The following additional rule change proposals have been recommended by the STAC and are published here for member comment:

- Delete 14.2.F. Per the STAC: This removes the original allowance for aftermarket body kits, wings, spoilers and other appearance items, whose original purpose (i.e. attract Sport Compact enthusiasts) is no longer relevant, and which a number of competitors were using for performance advantage.

- Modify 14.2.C to read as follows (ref. 10-127):

“C. Factory rub strips, emblems, mud flaps, *wings, bolt on front valance lips/spoilers, and fog lights* may be removed. *Fog lights that are an integral part of a main headlight or turn signal may not be removed*”

- Modify 14.10.E.4 to read as follows:

“4.) Be used in the same location(s), relative to the chassis, as the OE converter(s). *If the volume of the replacement catalyst substrate/core is smaller than the original, the replacement must fit entirely within the extent of the original*”.

STREET PREPARED

- The following listing change has been recommended by the SPAC and is published here for member comment:

- Move from BSP to ASP: Mitsubishi Lancer Evo VIII and Evo IX .

Per the SPAC: The committee puts forth this proposal based on member feedback from other car re-classification proposals that were largely triggered by requests to reclassify cars currently deemed uncompetitive in BSP. As a result of those proposals, the membership has voiced a concern about reshuffling most of the SP category due to “the domination of the Evo in BSP”. The SPAC has taken this feedback seriously and would like to provide some of the thinking behind this latest proposal.

- 1) BSP numbers have been on the decline since the Evo was added to BSP.
- 2) Without the EVO in BSP, the class has a widely diverse set of cars that have proven to be popular cars in Stock classes and even in BSP prior to the Evo. All indicators would show that BSP without the Evo would be a very strong and diverse class.
- 3) Since boost restrictions were lifted and E85 is more prolific, the performance of the Evo has increased more so than any other car in BSP. Power output now is reported to be somewhere near the 400whp range.

- 4) AWD cars are already in ASP and course/weather dependencies haven't shown a strong preference toward them. That said, regardless of class the Evo will likely be near the top if it rains. Classing the Evo should not be done solely for concern with regards to weather.
 - 5) While "spec" classes have proven to be successful (Miata in CSP for example), the numbers of Evos that have shown up at Nationals have been comparatively low.
 - 6) An AWD-only SP class is not a viable option as the Evo would still be the top car, and numbers of cars at nationals indicates that this class would not survive.
- The following rule change is being proposed in conjunction with the addition of a Strut Bar definition to Section 12 (see above), and is published here for member comment:

- Change 15.2.C to read as follows:

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

1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
2. *A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.*
3. *Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.*
4. *Except for standard parts, no connections to other components are permitted.*

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes."

- The following updated version of the proposed SP classing realignment is provided here for further member review and comment:

- Move from ASP to BSP:

Porsche

911 non-turbo (NOC)
 911 Club Sport
 Carrera 2/4
 914/6
 924 turbo & N/A
 944 turbo & N/A
 968

Toyota

MR2 turbo & N/A ('91-'95) Note: remove N/A from CSP

- Move from CSP to DSP:

Mercedes

190 ('84-'93)

Audi

TT 1.8T, FWD & Quattro (1998-June 2006)
 TT 3.2L, Quattro (1998- June 2006)
 TT 1.8T, 2.0T, FWD & Quattro (Aug 2006-2010)
 TT 3.2L Quattro (Aug 2006-2010)

- Change the 280ZX and 300ZX listings in BSP to the following:

Datsun & Nissan

280ZX, 280 ZX Turbo

300ZX, 300ZX Turbo (1984-1996)

NOT RECOMMENDED

- Clone karts in Formula Junior (ref. 10-047)
- Steering wheel/airbag in ST (ref. 10-066)
- Air conditioning removal in ST (ref. 10-113). This is not considered consistent with the philosophy of the category.
- Aftermarket clutch, flywheel in ST (ref. 10-121) This is not considered consistent with the philosophy of the category.

- Ball joint replacement in ST (ref. 10-196) Such components could be used to relocate roll centers and this is not considered a desirable allowance.
- Corvette classing in ST (ref. 10-201) This does not fit in with the philosophy of the classes at this time.
- Rear sway bar allowances in Stock (ref. 10-072)
- Move E46 M3 to CS (ref. 10-098) The SAC believes this car is in an appropriate class for its performance potential.

TECH BULLETINS

1. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:

Ford Mustang GT ('10-'11)	FS
Ford Mustang V6 ('11)	FS
Ford Mustang GT500 ('11)	BS

2. Stock: Add the following to the end of 13.7.A.3: *"A bushing may be implemented as a bearing."*

3. Stock: The set of Ford Mustang listings in GS which read as follows:

Mustang (4-cyl Turbo & V6)
 Mustang (V6) (2010)
 Mustang SVO

are replaced with the following:

Mustang 4-cyl Turbo, V6 ('79-'93)
 Mustang v6 ('94-2004)
 Mustang v6 (2005-2010)
 Mustang SVO ('84-'86)

ROADRALLY BOARD

ROADRALLY BOARD MINUTES | May 3, 2010

The *RoadRally* Board (RRB) met via conference call on Monday, May 3, 2010.

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

Chairman Wakemen called the meeting to order at 7:35 pm CST.

The Final April 5, 2010 RRB Minutes were 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

Cast in Stone NT (July 31) - Mark Johnson

Hurdle 2010 NGTA (Aug) - Sasha Lanz

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

Oktoberally, NC (Sept 5) - Jeanne English

USRRC NGTA (Oct 22-24) - Sasha Lanz

USRRC NT - Jim Wakemen & Mark Johnson

USRRC NC - Jeanne English

2011 Liaisons:

Covered Bridge, NT (Nov 6) - Jim Wakemen

Arizona Rallies, 2-NT (Nov?) - Dave Kolb?

2. eBlast Introduction

Discussion: Eva will do an eBlast article introducing herself and Mark Johnson to the Road Rally community as new members to the RRB.

Pego to check on the ongoing problems the RRB is having receiving eBlast notifications and will work with Eva to get it resolved.

ITIS Newsletter would be a good place for post rally reviews and eBlast would be a good place for upcoming rallies.

3. Safety Stewards & Trainers

Discussion: Johnson sent out an email to the RRB members with ideas for the new video. Johnson asked if the video could be uploaded to the SCCA website. Pego said the training could be done over the telephone or a pdf file could be sent out.

4. 2011 RRR Proposed Changes – posted March 27th to the Forum.

GTA Lifetime Points as a separate list or added to the existing Lifetime Points List Rule Change:

Discussion: Most of the comments on the forum were for a separate listing because of the nature of the rallies being totally different from Tour and Course. Johnson made a motion to assign Lifetime Points for National GTA rallies and keep them separate for two years. After two years it will be reviewed to see if GTA's are accepted and then incorporate them into the existing Lifetime Points. And the Lifetime Points will be retroactive back to when GTA's became a National Series. Lanz seconded it. Motion carried. It will be sent to the Rules Committee before putting it out for member comment again.

The timeline schedule for rules changes should be posted to the SCCA Forum as such:

Member Comment and Submissions: January – April 15.

Rules Committee draft: April 15 to May 15.

Member Comment: May 15 to June 15.
Final *RoadRally* Rules Committee Review: June 15 to July 1.
RoadRally Board Review: July 1 to July 31.
Submission to SCCA Board of Directors: July 31.

5. USRRC/The National Championship

Discussion: Article 8 was posted to the Forum by Wakemen. After reading all the forum comments and Johnson analyzed 2007-2009 rally winners/competing against each other tally results, all members came to the conclusion that we need to table this for one year. We need to gather more information and listen to more comments at this year's regional and national rallies, at the USRRC and at the Convention. The USRRC Town Hall Meeting reaches the National competitors and the SCCA Convention reaches the Regional rally heads. English made the motion to table the proposed changes to Article 8 until further future information is gathered. Lanz seconded it. All were in favor and it passed.

In review, below is Wakemen's SCCA Forum Posting and the information that the RRB need to acquire in the next year:

Wakemen posted March 29th 9:06 pm the SCCA Forum:

Here are some of the complaints that the RRB has gotten in the past few years that this attempts to address

- why are there X people tied winning Y category?
- no one runs against anyone else.
- I can't afford to fly all over the country to compete.
- Why do only X number of people run the USRRC?
- How can you have a championship with no competition in certain classes?
- How can we get the regional rallyists to compete on the national level?
- how do we get new people excited about our sport?
- why doesn't the rally program have sponsorship?
- How come the rally program loses so much money? (see sponsorship question above)
- etc.

This is not change for the sake of change. The RoadRally program is stagnant. There is a serious and immediate need to bring more people in. The current championship format brought the program from shrinking to stagnant. If there is a way to bring in new rally organizers and competitors then let's hear it. There is only so much goodwill in the club to keep our money losing program going. If we could bring in new members, by converting weekend memberships, or flat out getting new annual memberships then we can survive. If not the whole national program may be ended. I don't know what that would do to the regional programs where the program is a benefit. Most of the regional programs earn a little extra for the regions, but it isn't a ton of money.

Simply if we can bring in more members or more dollars then we can argue that we should be continuing. Look at the percentages, the club as a whole is Solo and Club Racing. Everything else needs to justify it's existence every once in a while. Especially when our premier event has 30 competitors (15 teams).

Jim Wakemen Jr.
South Jersey Region Rally Chair
2010 RRB Chair

6. New Categories for Lifetime Points

Discussion: Tabled until the June RRB Meeting.

Old Business – none

New Business – Johnson suggested for the next meeting a discussion on the Scheduling of Nationals events, where Nationals are on top of each other... do we need to look at spacing them out more during the year?

Action items – 2011 Rule Change to the Rules Committee.

Next meeting

Monday, May 24, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 9:10 m CST. (Lanz/English)

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | April 12, 2010

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

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

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

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

Committee Reports

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

Pending Business

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

New Business

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

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

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

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

Next meeting: April 29, 2010

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

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

SOLO

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

RALLY

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

SCCA NATIONAL CONVENTION

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

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