

Series Reports

SPORTS CAR CLUB OF AMERICA MARCH 2011
REPORTS FROM SCCA'S
NATIONAL COMPETITION SERIES

RACING ROOM

CLUB RACING BY JOHN NESBITT

WHAT'S NEW FOR 2011?

With a new year, we have a new GCR. This month, we review significant rule changes for 2011. In 2009, the Board of Directors (BoD) adopted a "Rules Year," limiting major rule changes and car reclassifications during the year. The transition year for implementation was 2010. In order to provide a stable rule set, most changes become effective with the 2011 GCR.

SPORTING REGULATIONS

The "front of the book" contains a few changes. Here are some that will affect racers.

- **6.7.2:** You may work on your car during stopped practice or qualifying sessions. You may not work on your car during a stopped race. You may not refuel your car unless the event supps permit it.
- **3.8.6:** This replaces 5.9.3.D (Impound Waiver). You may waive event/series points. You must meet all other GCR requirements, including impound. You may set a lap record, and receive license credit for finishing the race. Note the impound requirement. If you enter a non-compliant car, you are still liable to penalty (see GCR 6.10.6), even if you waive points.
- **6.10.6:** The 2011 GCR corrects the language governing lap records and non-compliance. Drivers penalized for non-compliance in a race may not set a lap record in that race.

CLASS RULES

There are many changes incorporated in the spec lines. Most became operative during 2010, but some are new. You should read the 2011 rules for your class. Here are a few changes (and not changes) which caught my eye.

- SM has changes intended to negate the benefit of running a non-compliant ECU.
- Showroom Stock moves toward a 10-year maximum eligibility.
- There are major changes in the Super Touring classes.
- There will be new Regional classes for MX-5 Cup cars (SM5) and ST cars (STL).

- The CRB withdrew the proposed clarifications to the FC/FF rules for reconsideration.
- The SM compliance fund is not returning immediately. The Club may institute new compliance programs in the future.

RUNOFFS

The BoD approved changes to the National Championship Runoffs eligibility rules. The existing participation requirement remains unchanged. You must start at least four Nationals, with at least two of those in your division, and finish at least four Nationals (regardless of division). In order to qualify for the 2011 Runoffs, you must also achieve one of the following:

- Finish in the top three for your class in your division.
- Finish in the top half for your class in the National Point Standings.
- Earn enough points to have finished in the top half of your class in the previous year's National Point Standings.

The 2011 GCR is out. Be sure to download a copy from www.scca.com/club (or contact the SCCA National Office for a hard copy) and check for any changes that will affect you.

FUEL

The list of prohibited substances/amounts continues to evolve. Fuel that was formerly compliant may no longer be compliant. If you are using special fuels, contact your vendor to discuss compliance. The GCR provides two mechanisms for verifying fuel compliance: the at-track DC test and the laboratory test for banned compounds. The latter requires a protest and bond. You can find full details in GCR 9.3.26.

At the 2010 Runoffs, many competitors had problems with the requirement to use the track fuels. Remember that simply adding track fuel to whatever remains in your system may well leave you non-compliant. To ensure compliance, first remove all residual fuel, and then do multiple flushings of your fuel system. The goal is to reduce the proportion of "old" fuel to a point where it no longer fails the DC test. The folks in tech are happy to explain the flushing process, and to test samples from your fuel system.

The event officials will help you ensure that you present a compliant car.

RACE FORMATS

The Club continues to experiment with different formats. The objective is to provide organizers with flexibility to respond to local conditions. Many regions have run Restricted Regionals with their National events as a way to make the events financially viable.

In 2010, we piloted the concept of concurrent National and Regional races (or "Rationals") – these are Regional races run in the same race groups with National races. National drivers find themselves sharing the track with Regional competitors, who get longer races. The two races have separate scoring. Rationals must comply with the minimum standards for Nationals.

Many organizers face small entries, whether for Nationals or Regionals. A Rational lets them run both in a more compact format.

The BoD granted waivers for two Rationals in 2010. More divisions will experiment with them this year.

