

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Dec. 4-7, 2008

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, December 4, through December 7, 2008. The following members participated: R.J. Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, Bob Introne, Bob Lybarger, Lisa Noble, Andy Porterfield, Mike Sauce, John Sheridan, K.P. Jones and Jerry Wannarka. 2009 Directors, Robin Langlotz, Marcus Merideth, and Michael Lewis were also in attendance. Jim Julow, President, Jeff Dahnert, Vice President of Finance, Eric Prill, Vice President Marketing and Communications, Peter Lyon, Risk Management, Colan Arnold, Vice President Membership and Region Development, Terry Ozment, Vice President Club Racing, Bob Dowie, Chairman, Club Racing Board, also participated.

The Secretary acknowledges that these minutes are not in chronological order.

MOTION: To approve the minutes of the November 10, 2008 meeting. (Porterfield/Sauce)
PASSED Unanimous.

PRESIDENT'S REPORT

Jim Julow reported on the move of the Solo Nationals to Lincoln Nebraska, 2009 Convention details, the results of the insurance bid process, updated Operations Manual, and Directors Handbook, and the Directors training program. He reviewed plans for a Trans-Am Series in 2009.

FINANCE AND ADMINISTRATION

KP Jones presented the 2009 budget and the related assumptions. Jeff Dahnert reviewed new 990 reporting requirements.

RISK MANAGEMENT

Peter Lyon presented an overview of the 2009 Insurance Plan.

MEMBERSHIP and REGION DEVELOPMENT

Colan Arnold previewed a facility to allow the Board to conduct some business via the Internet. He reported on Convention the schedule. He indicated that the annual waiver "hard card" program will be kicked off at the 2009 National Convention. He reported that rooms for the Convention would be available at reduced rates.

CLUB RACING

Terry Ozment presented a proposal for the 2009 Runoffs Tow fund.

LIASION REPORTS

PLANNING COMMITTEE - Jerry Wannarka

Committee reviewed the consolidated updates to the Board of Directors Handbook and the Operations Manual that were decided upon at previous meetings. Final documents were then presented to the entire Board.

The Strategic Plan for SCCA Inc. has been updated to include a tactical section. A summary of the plan will be presented to the membership at the Convention. The Committee also reviewed the new Strategic Plan for the Club Racing program. This plan, along with those from Solo, Rally and RallyCross, will be reviewed prior to the next meeting to ensure that they are consistent with the overall SCCA plan. The next step will then be for the Executive Stewards, the Club Racing Board and the Time Trials Committee to develop tactical plans to support the Club Racing Plan.

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INSURANCE COMMITTEE – Larry Dent

The Insurance Committee reviewed bids from four companies and made a recommendation for the 2009 insurance program to the Board of Directors.

EXECUTIVE STEWARDS LIAISON - Bob Lybarger

A conference call was held November 18. There were concerns to the proposed yellow flag rule changes. They feel the new wording will not allow workers to use the flags for they're own protection. Standing now says for things that are off the racing surface – this does not take into account that if the problem is off the surface, but on the dirt next to it, just how far off must it be before using a standing flag? Many areas keep a wheel of the EMS vehicle on the track for safety. For waving yellow for something on the track or workers not protected by a barrier; just how far away from harm do they have to be, before they go back to standing? There is a lack of consistency in the use across the country. They want the F&C manual made available online in PDF form. Terry said this being worked on.

The Exec Stewards are working on their agenda for the open meeting at the Convention.

There is concern about the lowering of the sound reading in some areas causing damage to the workers. The Execs feel this was an unneeded rule change and will cause conflicts when out-of-area drivers show up to race at tracks that have a 103 dB limit or less, i.e.: Road America, Mid-Ohio, etc.

Terry Ozment informed them that SM compliance equipment has been ordered and will be distributed to all 9 divisions in early 2009. There will be one set per division. They will be responsible to put someone in charge of making sure it is at the needed races. The Execs asked that the BOD approve the continuation of the SM Compliance Program for 2009.

SOLO EVENTS BOARD LIAISON - Bob Introne, Lisa Noble

The SEB and its advisory committees have completed a comprehensive review of the Solo Rules. The rule changes have been formatted and vetted by the SEB Secretary Karen Babb. This is a daunting task to organize, review and follow up on each of these changes. Karen does so with an unwavering calm and in a professional manner.

On the safety front, the SEB is looking at the possibility of a Tech Certification plan. Considering tech as a branch of safety, enhancing skills and training inspectors better will be the focus of discussion and planning in the next few months.

The Nationals site in Lincoln, Nebraska generated positive comments and Howard Duncan was commended on his work to help bring it about.

These are the 2008 Highlights from the Solo Site Acquisition Committee (SSAC):

2008 SSAC ACTIVITIES AND PROGRAMS

- Existing tools and processes information is being provided upon request. 23 Regions requested information in 2008, compared with 13 in 2007.
- Presentations were provided at the 2008 National Convention and three Divisional Roundtables,
- An article describing the SSAC was published in the June issue of Sports Car

SSAC PURPOSE: Where do we go from here?

- Continue to send Tools & Processes information upon request while refining and updating the current Tools & Processes information and presentation and coordinate with the enhanced Divisional Steward program. Use the Stewards to determine regional site needs
- Continue the Solo site Reward Program
- In line with the increased emphasis on Divisional Solo Stewards, SSAC activities and presentations will be coordinated through these Stewards. A line of communication will be established and the Stewards will be encouraged to become familiar with SSAC tools, processes, and past activities

Two potential SEB members were interviewed on the November conference call. This is a new policy and it was agreed that it gave current members much better insight on the new applicants than the old resume only method.

The SEB is updating the Divisional Solo Steward's Procedural Manual in preparation for the upcoming year. The updates will be toward giving the Divisional Solo Stewards (DSS) more of a leadership position, one that would interact directly with the SEB for better Divisional representation. As the DSS move toward this, the SEB would like for its members to be focused on the national program perspective as stated in the Mission Statement from the SEB members Roles and Responsibilities Manual.

Mission Statement for SCCA SEB Member position:

To facilitate the effective management and implementation of the SCCA Solo Program at the national level while maximizing the benefit to SCCA and its members.

All of this relates to the proposal to reorganize the SEB. We've asked the SEB to present to the BoD at the National Convention, in part because there was just no room to do it properly on our extensive agenda in December, but also because it makes more

sense to have them present it in person. The SEB intends to have a slate of candidates for either result in place for us at the Convention.

TIME TRIALS ADMINISTRATIVE COUNCIL LIAISON - Lisa Noble

The Council is spending much time planning Convention activities as this is its annual face-to-face meeting. It will focus on a joint Club Racing / TT session on how to run multiple event formats within the same weekend as well as promoting TT events to Regions. This includes a single page introduction to Time Trials. The Operations Manual and Strategic Plan will be the focus of the TTAC work sessions.

The primary goal accomplished in 2008 has been an Instructor Training program for PDX events. This small committee put together a comprehensive program in less than six months. An Apprentice Instructor rating calls for 2 hours of classroom and 45 minutes of on-track training to qualify. I predicted that they could not get instructors to sit through training, they are proving me wrong. Regions using the pilot materials are reporting great success in attracting new instructors.

Matt Rowe, TTAC Chairman sends the following update on the initiative;

"The Time Trials Instructor Committee was formed in February and tasked to develop a training program for Time Trials Instructors. The committee has been using the best practices of both the SCCA Time Trials program as well as researching lessons learned from other driving instruction programs. Also the committee has drawn on the curriculum used by the FAA to train pilots.

To date the committee has produced a program which includes a template presentation, pre-instruction questionnaires, and new guidelines for evaluating students. This program includes a combination of teaching material, exercises, and on track instruction designed to evaluate and improve an instructor's ability to train participants. The committee is currently incorporating feedback from the TTAC as well as forming recommendations for distribution of the materials and revised instructor licensing grades. The finished program will be rolled out to the membership during the 2009 SCCA National Convention."

I'm going to editorialize; In my year as TTAC Liaison, I have appreciated their great technical expertise and focus on safety. However there is great unrealized potential for program growth and promotion. Recognizing that Regions are not incorporating these events into their programs, there will be a Convention Seminar to explain how PDX, Club Trials and Time Trials can fit into a Club Racing weekend. The BoD can help forward the Time Trials program by urging our REs and Executive Stewards to attend the TTAC Town Hall and the Seminar titled Club Racing Store, both are held on Friday.

The Board of Directors would like to recognize and thank the below list of individuals who have completed their term of service in key Club positions. Volunteers are the backbone of our Club structure, and taking a leadership position as a volunteer is the ultimate in dedication to the betterment of our sport.

CRB

Stan Clayton

Executive Stewards

Joseph Hobbs

Steve Harris

Time Trials Administrative Council

Janice Rick

National Administrators

Rusty Clayton

Dee Greaves

Connie Peplowski

Solo Events Board

Ron Bauer

Chris Dorsey

Rick Myers

Dave Whitworth

Divisional Solo Stewards

Vern Maxey

Bryan Nemy

Jason Tipple

Hayward Wagner

Road Rally Board

Charles Edwards

Divisional Road Rally Steward

Jeanne English

Board of Directors

Larry Dent

K.P. Jones

Andy Porterfield

OLD BUSINESS

NONE

NEW BUSINESS

MOTION: To approve the 2009 Budget as proposed by the Budget and Finance Committee. (Jones/Allen) PASSED, Unanimous

MOTION: To approve the compensation setting process as reviewed by the Compensation Committee. This process includes using data from a private study done by Creative Business Solutions of Topeka, information from Guidestar.org, and IRS cost of living tables. The Compensation Committee finds that the process is appropriate and effective in setting the compensation levels of the senior staff of the SCCA. (Lybarger/Creighton) PASSED, Unanimous

MOTION: To approve changes to the Operations Manual as proposed by Staff, with the following corrections to Section B 2.2.4 to replace "E-mail" with "Internet" as of the December 2008 version. (Wannarka/Introne) Voting NO, Jones

MOTION: To approve the revised changes to BoD Handbook as proposed by Staff, with the following corrections to the "E-mail Balloting" section on page 13:
Update term "E-mail" to "Internet"
Modify final sentence to read "Those decisions won't be final until the minutes are approved."(Wannarka/Introne) PASSED, Unanimous

MOTION: To approve the SCCA Strategic and Tactical Plan dated December 5, 2008. The revised plan will be presented to the membership at the National Convention.(Dent/Wannarka) PASSED, Unanimous

MOTION: To accept the Insurance Committee's recommendation of Wells Fargo to provide insurance for 2009 (Dent/Jones) PASSED. Unanimous

MOTION: To approve the 2009 Event Insurance Plan, as presented by Pete Lyon. (Jones/Porterfield) PASSED, Unanimous

MOTION: To approve a provisional Charter for Eastern Idaho Region to be a member of the Rocky Mountain Division. (Allen/Christian) PASSED, Unanimous

MOTION: That staff be authorized to schedule the 2009 Runoffs to include a Trans-Am Race. (Jones/Gordy) PASSED, Abstaining, Sauce

MOTION: To approve the following changes to the Solo Rules. (Noble/Introne) PASSED, Unanimous

Stock Category

ITEM 1) The SEB withdraws the following approved class changes:

~~Lotus Elise SC to SS~~
~~Dodge Viper (2008+) to SS~~
~~Lotus Exige S to SS~~
~~Porsche 996 Turbo to SS~~
~~Acura Integra Type R to BS~~
~~Chevrolet Cobalt SS Turbocharged to GS~~
~~Mazdaspeed 3 to GS~~

Comment: This will be no change from 2008.

Street Prepared Category

ITEM 2) The SEB amends this move from DSP to FSP:

Honda Civic (~~1999-2000~~) (1996-2000) except Si

Comment: The year models were changed to include a complete generation. The Civic Si model is considered to be an over-dog for FSP and will not be changed from 2008.

MOTION: To approve the following changes to the GCR as proposed by the Club Racing Board. (Wannarka/Christian)

Summary of voting:

GCR Item 1, PASSED, Unanimous

GCR Item 2, PASSED, Unanimous

GCR Item 3, PASSED Voting No, Noble, Sauce, Jones, Introne

GCR Item 4 withdrawn

Formula Item 1 withdrawn

Formula Item 2, PASSED Voting NO, Porterfield Abstaining, Sauce, Noble

MOTION: To table Formula Item 3. (Creighton/Lybarger) PASSED, Voting NO, Christian, Allen, Abstaining, Wannarka

Sports Racer Item 1,2,3,4 PASSED, Abstaining, Christian

Touring Item 1, PASSED

Grand touring Item 1, 2, PASSED

Spec Miata 1, PASSED

Spec Miata 2, PASSED, Abstaining, Jones

GCR

Item 1. Effective 1/1/09: Change the third paragraph of section 3.1.5 as follows:

BMW CCA Club Racing (Full Competition), FIA (issued by any sanctioning body), ICSCC (Area Conference), IMSA, Midwestern Council of Sports Car Clubs MCSCC (Full), NASA (Full Competition) Porsche Club of America (Full Competition), SCCA Pro Racing, Waterford Hills Road Racing Club (Full), West Canada Motorsport Assoc (Amateur), Ontario Region CASC (Regional), Confederation of Autosport Car Clubs CACC(Competition), SVRA, Historic Sportscar Racing (HSR), VARA (*Full Competition*), Vintage Motorsports Council (VMC).

Item 2. Effective 1/1/09: Add following sentence to the end of the second paragraph of section 9.1.11:

Legend Cars may run with any DOT 205/60/13 tires.

Item 3. Effective 1/1/10: Change section 9.3.25 as follows:

9.3.25. FUEL

All cars shall use fuel, as defined below, unless a specific exemption is made in the provisions for a specific category/class.

A. Permitted Fuel

Permitted fuel is herein defined as *gasoline meeting specified dielectric constant standards and not containing any prohibited substance in excess of stated limits*. Gasoline is a mixture of refined hydrocarbons. Gasoline is an electrical insulator and its relative effectiveness as an insulator is represented by its dielectric constant (D.C.). The ~~average~~ D.C. of gasoline, ~~as will be~~ measured by an SCCA Fuel Check Meter (Precision Fuel Testing HDE G-01 Fuel Analyzer), ~~is defined as "0.0"~~. Gasoline may be tested and certified at SCCA events by the determination of the dielectric constant using the SCCA Fuel Check meter and through the application of various chemical analyses

~~(e.g., Reagent "A")~~.

~~SCCA Approved Fuel Meter: High Desert Engineering Model G-01~~

~~SCCA Approved Reagent Test(e) Germane Engineering Reagent "A"~~

~~Use of propylene oxide, ethylene oxide, paradioxane, and basic nitrogen or sulfur bearing compounds (i.e. pyridine, aniline, pyrrole, dimethylsulfoxide, etc.) is prohibited.~~

The use of any substance in the following table in excess of the stated limit is prohibited.
 Chemical Compounds Prohibited or Restricted in SCCA Race Fuels

Compounds	Examples	Maximum Percentage By Weight Allowed
Total Aldehydes	Acetaldehyde, Acrolein, Formaldehyde	1
Benzene		2
Total Cyclic ethers	1,4 Dioxane, Furan, Tetrahydrofuran	0.05
Total Dienes(Diolefins)	1,3 Butadiene, Isoprene	1
Ethanol		10
Total Epoxides	Ethylene oxide, Propylene oxide	0.05
Methanol		1
Total Metal Compounds	Manganese, Boron and Chromium	0.05 gm/gal
Total Lead Compounds	TML, TEL	5.0 gm/gal
Total Nitrogen Compounds	Nitromethane, Nitroethane, Nitropropane, and all aromatic nitrogen compounds such as Nitrobenzene, Ammonia, Amines and their salts, Aniline, Hydrazine, Pyridine, Pyrrole, Benzidine	0.05
Styrene		1
Total Sulfur Compounds	Dimethylsulfoxide, Thiophene	0.05

Fuel Standards			
Classes	Type	DC max	Reagent A
All Prepared, FB, FE, SS, SM, T, IT, SRF, and Olds SR, and Elan spec DP-02 running as CSR	Gasoline w/ no added oil	15	N/A
All other classes (incl. 2-cycle w/ oil injection)	Gasoline w/ no added oil	0	No pos.
All 2-cycle w/o oil injection	Gasoline w/ oil mixture	2	No pos.
All rotary engines	Gasoline w/ or w/o oil mixture	15	N/A

Formula

Item 2. Effective 1/1/09: Delete 9.1.1.D.10.d as follows:

d. Wheel covers, wheel fans, or any device to fair in the wheel is prohibited.

Sports Racer

Item 1. Effective 1/1/09: Remove the second paragraph of section 9.1.9.A.2.a.14 as follows:

To establish the originality of the crankshaft, connecting rods, and pistons, each driver/entrant shall have a factory shop manual for the specific make, model, and year of the automobile for which the engine was produced. This manual shall be presented when so requested by any technical inspector. If the factory shop manual is no longer available from the vehicle manufacturer, an aftermarket shop manual will be accepted with proof of non-availability from the vehicle manufacturer. Parts listed by the manufacturer in factory service manuals or parts guides for a particular engine that supersede or replace original parts are permitted. The proof of legality shall rest upon the protestor and/or protestee.

Item 2. Effective 1/1/09: Change Line Y of the engine table following section 9.1.9.A.2.a.14 as follows:

Specific Engine	Max. Displ. (cc)	Head Type	Max. Valves / Cyl.	Induction	Weight (lbs) carb / F.I.	Notes
4 Cyl 4 Cycle	See SIR table 2500	Unrestricted	4	See SIR table 31 mm SIR, except under 2000cc, less than 10:1 CR, unrestricted; under 2500cc, less than 9:1 CR, unrestricted.	1300/1325 See Notes	Must use SIR as specified in Appendix B- Over 1615 cc up to 2000 cc: 1300/1300 lbs; over 2000 cc up to 2500 cc: 1350/1350 lbs. Only steel crank shaft, connecting rods and pistons are allowed; balancing is allowed, but one rod/piston assembly must be untouched; no other modifications to these components is allowed.

Item 3. Effective 1/1/09: Delete the SIR Table for CSR following section 9.1.9.A.2.a.14 in its entirety as follows:

SIR Table for CSR (dimensions in mm)

Displacement (cc)				
Max. Compression Ratio	1800	2000	2200	2500
9	N/R	N/R	N/R	29
10	N/R	N/R	29	28.5
11	29.5	29	28.5	28
12	29	28.5	28	27
13	28.5	28	27	26.5

Item 4. Effective 1/1/09: Based on member input, to better balance the performance potential of different power-train configurations in CSR, delete section 9.1.9.A.2.a.6. DSR cars will still be welcome in CSR, but will have to run at the appropriate weight for their engine as classified in CSR.

~~Cars prepared to DSR specifications may compete in CSR at their current DSR weight.~~

Touring

Item 1. Effective 1/1/09: Change section 9.1.10.D.9.a.1 as follows:

- The driver's seat (only) shall be replaced with a one-piece bucket-type race seat. *Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. All other seats may be removed.*

Item 2. Effective 1/1/09: Change section 9.1.10.D.9.d. as follows:

- ~~Sun visors, grab handles, and removable head rests may be removed.~~
- ~~OEM Driver's seat belt assembly may be removed.~~
- ~~Carpet/padding may be cut for roll cage installation.~~
- ~~Interior trim panels may be cut solely to permit passage and attachment of roll cage front and rear hoop braces. Dashboard may be cut solely to allow passage of roll cage front downtubes. All other interior panels shall remain unmodified unless otherwise so permitted on the vehicle's TC Specification Line.~~
- ~~Spare wheels and tires may be removed. Jacks and OEM tool kits shall be removed. Tire well covers and other recess covers shall be removed from trunks and the rear areas of hatchback automobiles unless positively fastened at multiple locations via mechanical means.~~
 - Front passenger seat, rear seat back, rear seat bottom cushion(s), sun visors, seat belts and their attaching hardware and bracketry may be removed. In any automobile where allowed removal of rear seats, upholstery, etc., creates an opening between the driver/passenger compartment and an exposed gas tank, fuel cell, or part thereof, a metal bulkhead which completely fills such opening shall be installed (See GCR 9.3.26.1.)
 - Carpets, carpet padding, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed.
 - Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry.
 - Removal of radio and speaker components is permitted.

5. All other interior trim panels, except the dashboard, may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.

Grand Touring

Item 1. Effective 1/1/09: Change section 9.1.2.F.4.b.12 as follows:

A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend as follows:

- *GT2 front splitter may extend up to 3 inches*
- *GT3 front splitter may extend up to 2 inches.*
- *GTLite front splitter may extend up to 2 inches.*

In all classes, the spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler shall not cover the normal grill opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the four (4) inch minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, airbox and/or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. When bumpers are retained, the spoiler and bumper shall appear to be two separate parts. The spoiler "pan" area forward of the leading edge of the front wheel openings shall be flat and follow, but not exceed, the line of the front fender/spoiler bottom.

Item 2. Effective 1/1/09: Add new subsection 14 to section 9.1.2.F.4.b as follows:

14. GTL Wing Rules

- A. The maximum width of the entire single element, flat plane wing assembly is 56.0 inches, but it may be no wider than the bodywork including fender flairs. The maximum chord is 8.0 inches. Wing endplates must fit within a rectangle measuring 8.5 inches wide by 3.0 inches high. Endplates must be flat, with no curvature or Gurney tabs. A maximum 0.5-inch wicker-bill may be employed.
- B. The wing shall be mounted to the trunk/deck lid with two brackets. Each mounting bracket shall attach to the wing at least 2.0 inches inboard of the endplates. The brackets may protrude through the trunk/deck lid to allow the brackets to be fastened together beneath the lid.
- C. The wing shall be *mounted 6.0 inches below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.*
- D. The trailing edge of the wing assembly must be located between 6.0 inches forward of the rearmost bodywork and the rearmost bodywork as measured along the vehicle longitudinal centerline.
- E. Cars with a wagon or hatch back style body must have the entire wing positioned between 6.0 and 28.0 inches of the rearmost bodywork as measured along the vehicle longitudinal centerline, and a maximum of 4.0 inches above the highest point of the roof.
A wagon-back style body is a car in which the rear edge of the roofline is no more than 28.0 inches forward of the rearmost bodywork as measured along the vehicle longitudinal centerline.

Spec Miata

Item 1. Effective 1/1/09: Change section 9.1.8.C as follows:

The following items represent the only modifications and safety items permitted and/or required on Spec Miata automobiles other than safety items as required in Section 9. No permitted component/modification shall additionally perform a prohibited function. No updating or backdating of cars, models, specifications, and/or components thereof shall be permitted except as specifically authorized in these specifications.

A Shop Manual for the specific make, model, and year of automobile is required to be in the possession of each entrant. The manual is intended to aid Scrutineers in identifying parts and the configuration of the automobile.

~~All adjustments shall be at the manufacturer's specification and/or within the manufacturer's specified tolerances except as permitted within the SMCS.~~

~~Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer.~~

All engines and internal components used in rebuilding or refurbishment must have been offered for sale by Mazda in the US for the correct year and VIN of car, except as otherwise provided for in these rules. The intent of this rule is to prohibit aftermarket parts or Mazda parts of incorrect specification or application.

Assembly, rebuild, and refurbishment procedures, and all associated dimensions, shall adhere to the published factory service procedures, except as otherwise provided for by these rules. No components may be added or omitted from those specified by the published factory service procedures. All components must be standard dimensions.

Any water pump and timing belt of original equipment manufacture design, dimensions, and specification may be used.

The application and/or use of any painting, coating, plating, or impregnating substance (~~i.e.~~ e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, transmission, differential, internal or external surfaces of the exhaust manifold or downtube, is prohibited.

Item 2. Effective 1/1/09: Change section 9.1.8.C.4.b as follows:

All cars may use the *Fat Cat Motorsports bump stop kit (p/n FCM-MT-KIT-SM)* or the unmodified Mazdaspeed bump stop (p/n 0000-04-5993AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and *shock body spacer over the shock shaft (p/n 1234-56-789-AW)*. All other OEM upper mounting hardware shall be discarded. *Non-OEM equivalents may be used in place of the upper mount, upper mount bushing, and upper mount washer only. No other modifications are allowed.*

A metal or delrin plastic spacer as shown below may be added between the Mazdaspeed bump stop and the 1999 shock hat. The 0.31 inch measurement is +/- 0.01 in. All other measurements are non-critical and are shown for clarification purposes only. *In addition, a 3/8 inch steel hardware washer may be installed between the shock shaft and the bump stop. The washer shall be a maximum of 1/8 inch thick.*

MOTION: To approve the Runoffs 2009 Tow Fund plan as proposed by Staff.
(Wannarka/Dent) Abstaining, Christian, Sauce, Noble

MOTION: To waive Section 3.9.2F of the GCR and extend an invitation to otherwise qualified Touring 3 cars to attend the 2009 Runoffs and providing that if Touring 3 makes the 2.5 Participation Rule as found in 9.1.12 GCR, they shall be eligible for the 2010 Runoffs. Otherwise, the CRB shall either combine the Touring 3 cars into an existing class or the cars shall revert to a Regional only class.
(Dent/Noble) PASSED, Unanimous

MOTION: Waiver to GCR Section 3.2.2D to allow Oregon Region to have more than 2 National Races in 2009. (Allen/Gordy) FAILED,
Voting Yes, Porterfield, Allen, Abstaining, Gordy, Sheridan

MOTION: To adjourn. (Dent/Introne) PASSED.

Respectfully submitted,

Jim Christian
Secretary