

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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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(s) Germano Engineering Reagent "A"~~

~~Use of propylene oxide, ethylene oxide, paradiroxane, 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:

1. 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:

1. Sun visors, grab handles, and removable head rests may be removed.
2. OEM Driver's seat belt assembly may be removed.
3. Carpet/padding may be cut for roll cage installation.
4. 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.
5. 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.
1. 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.)
2. 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.
3. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry.
4. 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

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | December 2, 2008

The Club Racing Board met by teleconference, on December 2, 2008. Participating were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were: Jim Christian and Jerry Wannarka, BoD Liaison; Lisa Noble, Guest BoD; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 1-09, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

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. Comments may be e-mailed to crb@scca.com.

GCR

Item 1. Effective 3/1/09: Insert a new section 9.3.15 and renumber subsequent paragraphs:

Coolant Catch Tanks *Cooling systems shall be equipped with coolant catch tanks with a minimum capacity of 1 US quart.*

Item 2. Effective 3/1/09: In Appendix B, change the definition of Catch Tank as follows:

Catch Tank - A container with the purpose of collecting liquid, generally lubricant or coolant, vented from an engine, transmission, transaxle, or differential and preventing the loss, from the car, of the liquid.

Item 3. Effective 3/1/09: Change the table in 9.4.5.E.4.b as follows:

Vehicle Weight Without Driver	Material	
	Mild Steel	Alloy Steel
Up to 1500 lbs	1.375x.095	1.375x.080
1501- 2500 2499 lbs	1.50x.095	1.375x.095
	1.625x.080	
Over 2500 2499 lbs	1.50x.120	1.50x.095
	1.625x.120	
	1.75x.095	

Item 1. Effective 3/1/09: Change section 9.1.1.B.3.a as follows:

The rockers shall remain entirely unmodified. Alternate manufacturers may be used as long as the original materials and dimensions are the same. Camshafts must be from Ford Motor Company, or Crower part # E-57553 FF2000, or ~~from the approved supplier any camshaft that is a replica of the original camshaft and of the same material may be used.~~ ...

Item 2. Effective 3/1/09: Change section 9.1.1.B.3.b as follows:

A standard crankshaft shall be used *or any crankshaft that is a replica of the original crankshaft and of the same material may be used.* ...

Item 3. Effective 3/1/09: Change 9.1.9.A.2.d.2 as follows:

a. ~~It is the intent of these rules to minimize the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus,~~
~~For the full width of the DSR body ...~~

b. No aerodynamic devices...

c. All ducted air ~~which~~ that exits...

Item 4. Effective 3/1/09: Change section 9.1.9.B.5.a as follows:

The rockers shall remain entirely unmodified. Alternate manufacturers may be used as long as the original materials and dimensions are the same. Camshafts must be from Ford Motor Company, or Crower part # E-57553 FF2000, or ~~from the approved supplier any camshaft that is a replica of the original camshaft and of the same material may be used.~~ ...

Item 5. Effective 3/1/09: Change section 9.1.9.B.5.b as follows:

A standard crankshaft shall be used *or any crankshaft that is a replica of the original crankshaft and of the same material may be used.* ...

American Sedan

Item 1. Effective 3/1/09: Change section 9.1.6.D.3.n as follows:

Concentric hydraulic clutch release bearings may be used. *Any clutch master cylinder and hoses may be fitted.*

Item 2. Effective 3/1/09: Change section 9.1.6.F Notes #3 as follows:

Steel main bearing caps *and four bolt main bearing caps may be fitted* provided no other modifications are made to any approved part or specified dimension. *Blocks may be machined to accept four bolt bearing caps.*

Item 3. Effective 3/1/09: Add the following to section 9.1.6.F under BLOCK Options as follows:

7. *Cylinder bores may be sleeved. A maximum of two cylinders may be sleeved.*

Item 4. Effective 3/1/09: Change section 9.1.6.9.a as follows:

Original door hinges, safety intrusion beam, and remainder of door structure shall be retained, *except for inner door sheet metal, which may be modified or removed.* Doors may be pinned, not bolted, for safety. All door glass and winding mechanisms may be removed.

Touring/Showroom Stock

Item 1. Effective 3/1/09: Allow the Lotus to run in T2 at 2,090 lbs.

Item 2. Effective 3/1/09: Classify the supercharged Lotus in T2 at 2,190 lbs.

Item 3. Effective 3/1/09: Classify the Lotus in T3 at 2,450 lbs.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

1. SR – The CRB requests member input on whether the SRF minimum weight should be increased from 1670 lbs to 1700 lbs.
2. T – The CRB requests member input on whether to allow removal of catalytic converters on all Touring cars.
3. T – The CRB requests member input on whether to allow the C6 Corvette to combine the specification lines. This change would allow current C6 Corvette LS2 (6.0 liter) cars to update to a LS3 (6.2 liter) engine. The LS2 weight would be 3,280 lbs and the LS3 weight would be 3,450 lbs.
4. T – The CRB requests member input on whether to allow the C5 Corvette to update to a LS2 (6.0 liter) or LS3 (6.2 liter) engine. The engine update would require the competitor to also change the engine wiring harness and the engine controller to the correct components. The C5 weight would be increased to the GCR listed weight of the C6 LS2 or LS3.
5. T – The CRB requests member input on whether to allow open radiators, power steering coolers, engine oil coolers, and transmission coolers.
6. SSC – The CRB requests member input on whether to allow appropriate rear wheel drive cars classified in SSC.

NEW CAR CLASSIFICATIONS

EP – Pontiac Fiero (2500 lbs, 12:1 compression; .500 cam lift, ITA spec line)

ST – 2008 Lotus 2-eleven

STO – C6 Corvette 7.0 L (3,300 lbs, 60 mm plate restrictor or 45 mm SIR)

STO – C6 Corvette 6.2 L (3,400 lbs)

STO – Ferrari 430 Challenge (2,880 lbs)

T2 – Lotus S240 (2,400 lbs)

T2 – Lotus Elise SC

T2 – Lotus Exige S

T2 – Lotus Club Racer

T2 – Lotus S240

T3 – 2008 Chevrolet HHR SS (3,300 lbs, 36 mm turbo inlet restrictor)

SSC – Acura Integra GSR (2,775 lbs)

SSC – Honda Accord coupes EX and EX-L

REFERRED or TABLED

Formula/Sport Racing

FF – Clarify/cleanup distributor language (Mercuro). Tabled for advisory committee input.

FV – Piston and piston ring input (2 letters). Tabled for advisory committee input.

F500 – Revisit RAVE valve engine option (Wassersleben). Tabled for advisory committee input.

Grand Touring

1. GT1 – Allow a hood scoop and 18x12 wheels on the RX8 (Jung). Tabled for member input for reason or need.
2. GTL – Classify the VW Rabbit Cabriolet (Bahna). Tabled until the Roadster issue is resolved.

Improved Touring

ITC – Classify the 96 Sentra B-14 (Feaser). Tabled for VTS.

Production

HP – Classify the 72 Volvo 142e (Chaney). Tabled for further research.

American Sedan

Reduce the weight of the T2 F-body crossover (Kesselman). Tabled for further research.

Touring/Showroom Stock

1. T – Reclassify the Pontiac Firebird (Aquilante). Tabled for further research.
2. T – Increase the camber allowance to 3 degrees (Leithauser). Tabled for further discussion.
3. T1 – All alternate toe links on the Viper (Wilson). Tabled for receipt of parts.
4. T2 – Slow down the Solstice (Leithauser). Tabled for further research.
5. T2 – Allow the Z4 M an alternate suspension (Leithauser). Tabled for further research.
6. T3 – Update the Legacy GT spec line (Aquilante). Tabled for review of the VTS.
7. SSB – Classify the 02-04 IS300 (Stewart). Tabled for further discussion.
8. SSC – Classify the 99-01 Impreza 2.5 (Lipperini). Tabled for VTS.
9. SSC – Update the Civic si spec line (Lipperini). Tabled for further discussion.

NOT RECOMMENDED

GCR

1. COMMA licenses (staff). The medical requirements are inadequate.
2. Reconsider combined race groups of SRF/FV (Fuchs). Race groups are determined by the regions.

Formula/Sports Racing

1. FA – Reduce the FA minimum weight (Gillespie). Not all chassis can be configured to meet a lower minimum weight.
2. FF – Allow electronically controlled shocks (Porter). Section 9.3.2 prohibits electronically controlled shocks.
3. FF – Electric oil, water pump issues (Porter). The rules are adequate as written.
4. SR – Restructure the SR classes (Warner/Messen). The CRB is taking steps to differentiate CSR and DSR. We will continue to monitor the SR classes.
5. SR – Remove forced induction engines from CSR/DSR (Messenger). The CRB will monitor CSR/DSR performance, and impose restrictions if required.
6. CSR – Increase the minimum weight to 1,200 lbs of all motorcycle engine cars (various). Other allowances have been made or proposed to increase non-motorcycle engine CSR performance. The CRB will continue to monitor the cars.

7. CSR – Reduce motorcycle engine weights (various). The cars are competitive as specified.
8. DSR – Allow a 5 cc tolerance for forced induction engines (Hoover). The current displacement of 670 cc was chosen to provide a 10 cc tolerance for 660 cc engines.
9. ESR – Allow ESR cars in S2000 (Skirmants). The membership is encouraged to make proposals to invigorate the class. This request might be considered for 2010.

Grand Touring

1. GT1 – Reclassify the RX7 in GT2 (Tambourine). The car is adequately classified in T1. GT2-3-Lite bodywork must conform to the specs in the GTCS.
2. GT1 – Reconsider the RX7 for GT1 (Jung). The car is correctly classified.
3. GT1 – Consider the 996 turbo for GT1 (Guarriello). The CRB will consider other classification options.
4. GT2 – Classify the 997 IMSA Cup Car in GT2 (Rivera). The performance potential is too high for GT2 and is correctly classified in GT1.
5. GTL – Increase the 1600 GTL restrictor by .5 mm (Spencer). The restrictor is correctly classified.
6. GTL – Reduce the weight of the Mini (Kopley). The car is competitive as specified.

Improved Touring

1. IT – Allow finned differential cover (Darling). No proven need.
2. ITA – Reconsider alternate radiator wording (Susko). The rules are adequate as written.
3. ITB – Move the Beetle to ITB (Conover). ITC is still alive.

Production

FP – Reduce the MGB weight (Headley). The car is competitive as specified.

American Sedan

1. Increase the weight of Ford engine cars (Shepergerdes). This is no longer relevant.
2. Reduce the GTO weight (Brannon). Recent changes will be monitored.
3. Fix the Cobra R spec line (Bodle). The car must comply with AS rules.

Touring/Showroom Stock

1. T1 – Allow alternate sway bars on the Corvette (Pfadt). Alternate sway bars are not allowed in the Touring classes.
2. T2 – Help the M3 (May). The car is competitive as classified.
3. T2 – Reduce the CTS-V weight (Buttermore). The car is competitive as specified.
4. T3 – Reconsider the S2000 spec line (Niffenegger). The car is competitive as specified.
5. SSC – Reduce the 04-06 Impreza weight (Lipperini). The car is competitive as specified.
6. SSC – Reclassify the MR2 Spyder (Lipperini). SSC is a front-wheel drive class.
7. SSC – Combine the Sentra Spec V spec line (Lipperini). The spec line is correct as written.
8. SSC – Update the Scion TC spec line (Lippneri). The spec line is correct as written.

PREVIOUSLY ADDRESSED

Addressed in Technical Bulletin 08-12 or the December 2008 FasTrack:

1. FF– wheel input (Porter).
2. GTL – Clarify wing restrictions (Johnson).
3. T – Allow an unrestricted PCV system (Buttermore).
4. T1 – Reduce the Viper minimum weight to 3,650 lbs (various).
5. AS – Allow factory fuel tanks (Brannon).

Addressed in Technical Bulletin 08-03 or the March 2008 FasTrack:

GTL – Allow the Nissan GA16DE engine (Zekert).

NO ACTION REQUIRED

GCR

1. Require applicants to attach photos to logbook (Ruse). Thank you for your concern. The forms have been modified.
2. Sound control input (Cohn). Thank you for your input.
3. Head and neck restraint input (various). Thank you for your input.

Formula/Sports Racing

1. FA – Classify the Swift Atlantic O16 (various). The chassis has been homologated in ASR, CSR, FA, and FS and may be run with any approved engine.
2. FC – FC needs a road map (Wright). Thank you for your input. Some items have been addressed.
3. SR – Support for DSR in CSR with weight change (Messenger). Thank you for your input.

Grand Touring

1. GT3 – Remove Nissan 3-valve KA SIR (Jackson). Thank you for your input.
2. GTL – Roadster input (Spencer). Thank you for your input.
3. GTL – Spridget input (Blust). Thank you for your input.

Super Touring

1. Opposition to classifying pre-1990 cars (Crellin). Thank you for your input.
2. Clarify the classification of the SRT-4 (Jackson). SRT-4s are allowed to run in STO/STU.
3. World Challenge cars in BP input (Rogerson). Thank you for your input. You may run World Challenge cars prepared to the World Challenge rules **or** to the Super Touring rules. See section 9.1.4.B, second bullet point.

Touring/Showroom Stock

1. T1 – Equalize the T1 field (Buttermore). Thank you for your input.
2. SSC – Equalize SSC (Hagerty). Thank you for your input.
3. SSC – Reclassify the Hyundai Tiburon (Lipperini). The car is already classified.

Spec Miata

1. Regional spec tire input (Cabe). Thank you for your input.
2. 1.6 flywheel input (various). Thank you for your input.
3. Seat mounting input (Eli). Thank you for your input.

RESUMES

SM – Marc Cefalo. Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE: December 2, 2008

NUMBER: TB 08-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/09 unless otherwise noted.

GCR

1. As approved by the BoD in the June FasTrack, change GCR 3.9.1.A to read: Championships shall be determined annually on the basis of a driver's accumulation of points earned in his or her best performances in a maximum of ~~six (6)~~ seven (7) National Championship races. No more than ~~two (2)~~ three (3) races shall be outside the division in which the driver's Region of Record is located.
2. As approved by the BoD in the June FasTrack, change GCR Section 3.9.2.A paragraph two, to read: As a minimum, a driver shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in his or her Division of Record, and a finisher in at least ~~three (3)~~ four (4) National Championship events, and qualifying in the same class (or classes) for which their entry is accepted, but they may drive any car eligible for that class.
3. As approved by the BoD in the July FasTrack, change GCR 3.9.2.E to read: The number of races allowed in the Runoffs will not exceed 24, *and may be less.*
4. As approved by the BoD in the July FasTrack, add GCR Section 3.9.2.F:
Invited Runoffs Classes
Only those classes which have attained an average of 2.5 cars or better per event, as outlined in GCR 9.1.12, in the previous year of national racing activity, shall be invited to the following year's Runoffs; effective for the 2009 Runoffs, based on 2008 results.
5. Clarify the last paragraph of section 9.3.46 as follows:
In addition, if the main hoop of formula and sports racing cars is faired in *and there is no other means for a wrecker to lift the car without removal of any bodywork or the fairing*, the fairing shall have access holes to allow the insertion of a bar or strap to allow the car to be lifted by a wrecker.
6. As approved by the BoD, 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 Racing 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).
7. As approved by the BoD, 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.
8. As approved by the BoD, 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(s) 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

FF

- As approved by the Bod, 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.~~

FC

- Clarify section 9.1.1.B.12, p. 200, table 4, by changing "J" to "R"

GT

- As approved by the BoD, 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.
- GT Lite 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.

- As Approved by the BoD, 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.

GT2

1. Engines – MAZDA, p. 286, change the 12A Street Port specs as follows: Weight 1830.
2. Engines – MAZDA, p. 286, correct the 12A Street/Bridge/Peripheral Port specs as follows: Weight 1930.
3. Engines – MAZDA, p. 286, correct the 13B Street/Bridge Port specs as follows: Weight 1930.
4. Engines – MAZDA, p. 286, correct the 13B Peripheral Port specs as follows: Weight 2030.
5. Engines – MAZDA, p. 286, correct the Renesis specs as follows: Weight 1930.
6. Engines – MAZDA, p. 286, correct the 2967cc specs as follows: Weight 2230.
7. Engines – MAZDA, p. 287, correct the 20B specs as follows: Weight 2230.

GT3

1. Engines – ACURA, p. 296, **Effective 2/27/09** change the K24 engine specs to read as follows: Weight(lbs): 2130 w/ 31mm SIR.
2. Engines – BMW, p. 298, **Effective 2/27/09** change the 2302cc engine specs to read as follows: Weight(lbs): 2130 w/31mm SIR.
3. Engines – FORD, p. 301, **Effective 2/27/09** change the Duratech engine specs to read as follows: Weight(lbs): 2130 w/31mm SIR.
4. Engines – HONDA, p. 301, **Effective 2/27/09** change the K24 engine specs to read as follows: Weight(lbs): 2130 w/31mm SIR.
5. Engines – MAZDA, p. 302, **Effective 2/27/09** change the MZR (2260cc) engine specs to read as follows: Weight(lbs): 2130 w/31mm SIR.
6. Engines – NISSAN, p. 305, **Effective 2/27/09** change the KA24E engine specs to read as follows: Weight(lbs): 2130 w/ 31mm SIR.
7. Engines – NISSAN, p. 305, **Effective 2/27/09** change the KA24DE engine specs to read as follows: Weight(lbs): 2130 w/ 31mm SIR.
8. Engines – PORSCHE, p. 307, **Effective 2/27/09** change the 2478cc engine specs to read as follows: Weight(lbs): 2 valve w/32mm SIR, WeightAlt. 4 valve head #944 104 013 03 w/ 31mm SIR.
9. Engines – TOYOTA, p. 309, **Effective 2/27/09** change the 2AZ engine specs to read as follows: Weight(lbs): 2130 w/ 31mm SIR.
10. Engines – TOYOTA, p. 309, **Effective 2/27/09** change the 2438cc engine specs to read as follows: Weight(lbs): 2130 w/ 31mm SIR.

GTL

1. Engines – AMC, p. 313, change the 1397cc specs as follows: Fuel Induction: ~~Unrestricted~~ 25mm SIR, Weight (lbs): 1850.
2. Engines – AMC, p. 313, add Renault to the spec line as follows: ~~AMC~~ AMC/Renault.
3. Engines – Renault, p. 323, delete the entire Renault Engine table.

IT

ITR

1. Honda Prelude SH (97-00), p. 343, add the 2001 model year.
2. Honda Prelude (93-96), p. 346, correct the spec line as follows: Bore X Stroke(mm)/Displ. (cc): 87.0 x 90.0 2157, Valves IN & EX (mm): (I) 35.0 (E) 30.0, Comp. Ratio: 10.0, Gear Ratios: 3.31, 1.95, 1.36, 1.07, 0.87, (F) 280 Vented Disc (R) 258 Solid Disc.

ITS

1. Honda Prelude Si (92-93), p. 346, add the 94-96 model years.
2. Honda Prelude SH (97-00), p. 346, add the 2001 model year.
3. Honda Prelude non-SH (97-00), p. 346, add the 2001 model year.

ITA

1. Classify the 70-72 Porsche 914-6 in ITA.
Add new spec line to ITCS, p. 357, Porsche 914-6 (70-72), Engine Type: 4 Cyl OHV, Bore x Stroke(mm) / Displ.(cc): 80.0 x 66.0 / 1991, Valves IN & EX(mm): (I)42.0 (E)38.0, Comp. Ratio: 8.6, Wheelbase(in): 2450mm, Wheel Dia.(in): 15, Gear Ratios: 3.09, 1.78, 1.22, 0.93, 0.76, Brakes Std.(mm): (F)282.5 x 20 Vented Disc (R)286 x 10.5 Solid Disc, Weight(lbs):

2095.

ITB

1. Honda Civic DX (sedan & HB) (88-91), p. 362, change the specs to read as follows: Weight(lbs): 2110.

Production

EP

1. Classify the Lotus Elise as a Level 2 car in EP.
Add new spec line to PCS-B, p. 422-423, Lotus Elise, Prep. Level: 2, Weight(lbs): 2250 *2306 **2363, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 82.0 x 85.0, Displ.(cc): 1796, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)36.1 (E)31.1, Carb. No. & Type: fuel injection, Wheelbase(in): 94.5, Track(F&R)(in): 62.1 / 63.7, Wheels(max): 16 x 7, Trans Speeds: 6, Brakes Std.(mm): (F)288 Vented Disc (R)288 Vented Disc, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
2. Triumph TR4A, IRS, p. 428-429, add the TR4 model to the spec line.

FP

1. Datsun SPL 311/311-U, p. 440-441, add to the specs as follows: Notes: 1977-78 Datsun 240/260/280Z front rotors and calipers and rear aluminum drums are permitted.
2. Lotus Super Seven Series Four, p. 438-439, change the specs as follows: Weight (lbs.): 1735

HP

1. Austin-Healey Sprite Mk. I, II, III, IV, MG Midget (ALL) (1275), p. 454-455, change the specs to read as follows: Weight(lbs): 1550, *1590, **1630.
2. Austin-Healey Sprite Mk. I, II, III, IV, MG Midget Mk. I, II, III, IV & 1500 p. 454-455, change the specs to read as follows: Weight(lbs): 1680.
3. Classify the Alfa Romeo Giulietta Sprint & Spider, 750 & 101, Normale (Spider) & Veloce (Super Spider) with Level 1 prep.
Add new spec line to PCS-B, p. 454-455, Alfa Romeo Giulietta Sprint & Spider, 750 & 101, Normale (Spider) & Veloce (Super Spider), Prep. Level: 1, Weight(lbs): 2130, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 2.91 x 2.95, Displ.(cc): 1290, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)1.46 (E)1.34, Carb. No. & Type: (2) auto type 30mm side-drafts 2030 with downdraft solex, Wheelbase(in): Sprint: 93.7; 750 Spider 86.6; 101 Spider 88.6, Track (F/R)(in): 54.5 / 53.5, Wheels(max): 15 x 6, Trans. Speeds: 4 or 5, Brakes Std.(mm): (F)10.3 Drum (R)10.0 Drum, Brakes Alt.: mm/(in.): (F) 10.6 Disc (girling), (R) 10.5 Drum, (F) 10.7 Disc, Notes: Sebring headrest.

Showroom Stock

SSB

1. Toyota Celica GTS (00-05), p. 493, change the specs to read as follows: Weight(lbs): 2530.

SSC

1. Honda Civic Si (02-03), p. 495, change the specs to read as follows: Weight(lbs): 2700, Wheel Size: 16 x 6.5.
2. Honda Accord LX-S (2008), p. 494, add the EX and EX-L models to the spec line.
3. Classify the Acura Integra GS-R VTEC in SSC.
Add new spec line to SSCS, p. 494, Acura Integra GS-R VTEC (3 or 4 door) (95-01), Bore x Stroke(mm) / Displ.(cc): 81.0 x 87.2 / 1797, Wheelbase(mm): 2571, Track F&R(mm): 1476 /1471, Wheel Size(in) / Mat'l: 15 x 6 Steel, Tire Size(stock): 195/55, Gear Ratios: 3.23, 1.90, 1.36, 1.03, 0.79, Final Drive: 4.4, Brakes(mm): (F) 262 x 21 Vented Disc (R) 239 x 10 Solid Disc, Weight(lbs): 2775.

Spec Miata

1. As approved by the BoD, 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.

- 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.*

Super Touring STO

- Classify the C6 Corvette 7.0 liter engine in STO at a weight of 3300 pounds with a 60mm flat plate restrictor or a 45mm SIR.
- Classify the C6 Corvette 6.2 liter engine in STO at a weight of 3410 pounds.
- Classify the Ferrari 430 Challenge car in STO at a weight of 2880 pounds.

Sports Racing CSR

- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line B, Max. Displ. (cc): ~~1300~~ 1350.
- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line P, induction: ~~42mm venturis~~ Unrestricted.
- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line T, induction: ~~36mm~~ 38mm (both occurrences).
- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line V, induction: ~~44mm~~ 46mm (both occurrences).
- Section 9.1.9.A.2. CSR Engine Table, p. 519, insert a new line as follows: CC: Engine Type or Specific Engine: 2 cycle, Max Displ. (cc): 1200, Head Type: Unrestricted, Max. Valves / Cyl.: NA, Induction: unrestricted, Weight (lbs) carb / F.I. 1100, Notes: maximum 4 cylinders.
- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line D, Max. Displ. (cc): ~~1300~~ 1355.
- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line E, Max. Displ. (cc): ~~1400~~ 1455
- Clarify section 9.1.9.C.11 by adding the following: *Only ferrous bearing housing and balls or rollers are permitted.*
- Correct section 9.1.9.C.23 by adding the following: *It is required that all cars display the official sponsors of SCCA Enterprises decals and locations as specified by Enterprises.*
- As approved by the BoD, 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.~~
- 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 stock 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

12. 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

13. As approved by the BoD, 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

- As approved by the BoD, 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.
- As approved by the BoD, 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.
 - 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.

T1

- Chevrolet Corvette Coupe (2008), p. 575, change the spec line as follows: Weight (lbs.) 3450.
- Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), p. 574, change the spec line as follows: Weight (lbs.) 3180.
- Chevrolet Corvette C6 Coupe (05-07), p. 575, add to the spec line as follows: Notes: ARE dry sump system part #3021 S permitted.
- Chevrolet Corvette Coupe (2008), p. 576, add to the spec line as follows: Notes: ARE dry sump system part #3021 S permitted.
- Dodge Viper SRT-10 Incl. Coupe (03-06), p. 576, add to the spec line as follows: Notes: B&M Shifter (PN45055) is permitted.

T2

- Classify the Lotus Elise SC in T2.
Add new spec line to TCS, p. 581, Lotus Elise SC (2005), Bore x Stroke(mm) / Displ.(cc): 82.0 x 85.0 / 1796, Wheelbase(mm): 2301, Wheel Size(in): Front 16x5.5 rear 17x7.5, Tire Size: Front 175/50 Rear 225/45R, Gear Ratios: 3.17, 2.05, 1.48, 1.17, 0.92, 0.81, Final Drive: 4.53, Brakes(mm): (F) 288 Vented Disc (R) 288 Vented Disc, Weight(lbs): 2190.
- Classify the Lotus Exige S in T2.
Add new spec line to TCS, p. 581, Lotus Exige S (06-07), Bore x Stroke(mm) / Displ.(cc): 82.0 x 85.0 / 1796, Wheelbase(mm): 2301, Wheel Size(in): Front 16x5.5 rear 17x7.5 Tire Size: Front 175/50 Rear 225/45, Gear Ratios: 3.17, 2.05, 1.48, 1.17, 0.92, 0.81, Final Drive: 4.53, Brakes(mm): (F) 288 Vented Disc (R) 288 Vented Disc, Weight(lbs): 2190.
- Classify the Lotus Club Racer in T2.
Add new spec line to TCS, p. 581, Lotus Exige S (06-07), Bore x Stroke(mm) / Displ.(cc): 82.0 x 85.0 / 1796, Wheelbase(mm): 2301, Wheel Size(in): Front 16x5.5 rear 17x7.5 Tire Size: Front 175/50 Rear 225/45, Gear Ratios: 3.17, 2.05, 1.48, 1.17, 0.92, 0.81, Final Drive: 4.53, Brakes(mm): (F) 288 Vented Disc (R) 288 Vented Disc, Weight(lbs): 2190.

4. Classify the Lotus S240 in T2.
Add new spec line to TCS, p. 581 Lotus S240 (2008), Bore x Stroke(mm) / Displ.(cc): 82.0 x 85.0 / 1796, Wheelbase(mm): 2301, Wheel Size(in): Front 16x6 Rear 17x7.5 Tire Size: Front 175/50 Rear 225/45, Gear Ratios: 3.17, 2.05, 1.48, 1.17, 0.92, 0.81, Final Drive: 4.53, Brakes(mm): (F)288 Vented Disc (R)288 Solid Disc, Weight(lbs): 2400.
5. Chevrolet Cobalt SS (2008), p. 580, change the spec line as follows: Wheel Size (inch): 18 X 9.
6. Chevrolet HHR SS (2008), p. 581, change the spec line as follows: Wheel Size (inch): 18 X 9.
7. Pontiac Solstice (07-08), p. 582, change the spec line as follows: Notes: 3250.
8. Saturn Sky (07-08), p. 582, add "Red Line" to the model name.
9. Saturn Sky Red Line (07-08), p. 582, change the spec line as follows: Notes: 3250.
10. Dodge SRT-4 (03-05), **effective 3/1/09**, p. 580, change the spec line as follows: Notes: 38mm turbo inlet restrictor required.

T3

1. Subaru Legacy GT Sedan/Wagon (04-08), **effective 3/1/09**, p. 584, add to the notes as follows: 38mm Turbo Inlet Restrictor is required.
2. Subaru WRX TR (06-07), **effective 3/1/09**, p. 585, add to the notes as follows: 38mm Turbo Inlet Restrictor is required.
3. Subaru Impreza WRX (02-04), p. 585, add to the notes as follows: 37mm Turbo Inlet Restrictor is required.
4. Volkswagen GTI, classified in TB 08-01, **effective 3/1/09 (restrictor only)**, change the specs to read as follows: Wheels: 17 x 8 Notes: ~~34mm~~ 35mm Turbo Inlet Restrictor is required.
5. Honda S2000 (00-07), p. 583, add to the notes as follows: CR front fascia, rear deck lid, and wing is permitted.
6. Honda S2000 (2008) CR, p. 583, change the spec as follows: Weight (lbs.) 2970.
7. Subaru Legacy GT Sedan/Wagon (04-08), **effective 3/1/09 (restrictor only)**, p. 584, change the specs to read as follows: add the Spec B (08-09) model at 3410 lbs. Notes: 38mm turbo Inlet Restrictor is required for Spec B, Wheel Size (inch): Spec B:18 X 8 (F&R).
8. Classify the Chevrolet HHR SS in T3.
Add new spec line to TCS, **effective 3/1/09 (restrictor only)**, p. 580, Chevrolet Cobalt SS (2008), Bore x Stroke(mm) / Displ.(cc): 85.3 x 86.1 / 1998, Wheelbase(mm): 2631, Wheel Size(in): 18 x 8, Tire Size: 225/45, Gear Ratios: 3.38, 1.76, 1.18, 0.89, 0.70, Final Drive: 4.05, Brakes(mm): (F)315 Vented Disc (R)270 Solid Disc, Weight(lbs): 3300, Notes: 36mm turbo inlet restrictor is required.
9. Mazda Mazdaspeed Miata (04-05), p. 584, **effective 3/1/09**, add to the notes as follows: 31mm turbo inlet restrictor is required.
10. Classify the BMW Z4 Roadster/Coupe 3.0si in T3
Add new spec line to TCS, p. 583, BMW Z4 Roadster/Coupe 3.0si (07-08), Bore x Stroke(mm) / Displ.(cc): 85.1 x 87.9 / 2996, Wheelbase(mm): 2495, Track F/R 1475/1524 Wheel Size(in): 17 x 8, Tire Size: 225/45R17, Gear Ratios: 4.35, 2.50, 1.66, 1.23, 1.00, 0.85, Final Drive: 3.23 (roadster) 3.46 (coupe), Brakes(mm): (F) 325mm x 12.8mm Vented Disc (R) 294mm x 11.6mm Solid Disc, Weight(lbs): 3500.

ST

1. Classify the 2008 Lotus 2-eleven in ST
Add new spec line to STCS, p. 586, Lotus 2-Eleven (2008), Bore x Stroke(mm) / Displ.(cc):82.0 x 85.0 / 1796, Wheelbase(mm):2301, Wheel Size(in):Front 16x7 Rear 17x8, Tire Size: Front 195/50R16 Rear 225/45R17, Gear Ratios: 3.17, 2.05, 1.48, 1.17, 0.92, 0.81, Final Drive: 4.53, Brakes(mm): (F)288 Vented/Cross drilled Disc (R)288 Vented/Cross drilled Disc, Weight(lbs): 1800

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
K. P. Jones vs. SOM, COA Ref. No. 08-19-SE
November 20, 2008

FACTS IN BRIEF

At the Regional Race held on the Sebring Short Course October 18-19, 2008, SM #19, driven by Mike Tearney, was found to be underweight in post-qualifying impound. Chief Steward K. P. Jones wrote a Chief Steward's Action disqualifying Mr. Tearney for the weekend. Mr. Tearney protested the severity of the penalty. The Stewards of the Meeting (SOM), Dennis Joyce (SIT), George Harper, Bob Shafer and Norm Esau, Chairman, conducted a hearing, upheld the protest and modified the penalty. In their decision, the SOM permitted Mr. Tearney to bring his car up to the required minimum weight as certified by Tech prior to starting at the back of the field. Mr. Jones is appealing the decision of the SOM.

DATES OF THE COURT

The National Court of Appeals (COA), David Nokes, Dick Templeton and Bob Horansky, Chairman, met on November 13, 2008, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED.

1. Appeal from K. P. Jones and associated documents received November 5, 2008.
2. Official Observer's Report and related documents received November 5, 2008.
3. Email from Norm Esau, dated November 10, 2008.
4. Emails from K. P. Jones, both dated November 6, 2008.

FINDINGS

Mr. Jones' appeal focuses on two points, first, that his decision on the Chief Steward's Action "was well within the duties and responsibilities as outlined in GCR 5.12.2.," and second, "that the actions of the SOM exceeded their authority as outlined in GCR 5.12.1."

It is clear from the provisions of GCR 5.12.2.C.1., and 3., the powers of the Chief Steward permit Mr. Jones to disqualify a driver or an ineligible car, and to disallow qualifying times. Mr. Tearney's car was underweight and the decision and the penalty were within Mr. Jones' authority.

However, it is also clear that when an item is brought to the attention of the SOM by a Protest, the SOM have the right under GCR 5.12.1.A.1., to "settle any dispute within the administrative functions, or protest arising from the event....." and under GCR 5.12.1.A.3., to "impose any penalty permitted by the GCR and Supplementary Regulations." The SOM decision to uphold the protest overturning the Chief Steward's decision which allowed Mr. Tearney to complete the rest of his event was within their authority.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Jones' appeal is well-founded and his appeal fee shall be returned to him.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Chuck Koos vs. SOM, COA Ref. No. 08-20-SP
November 20, 2008

FACTS IN BRIEF

At the Cal Club Regional/Enduro held at Buttonwillow Raceway Park on October 25- 26, 2008, Chief Steward Barbara Knox filed a Chief Steward's Action (CSA) against Chuck Koos, driver of ITA Mazda RX7 # 1, for violating GCR 9.1.3.8. (prohibited rear spoiler), and disallowed his qualifying times. Naji Dahi, driver of ITA # 2, subsequently protested Mr. Koos for the same compliance issue. The Stewards of the Meeting (SOM) Jack Brabban and John Snow, Chairman, conducted a hearing of the protest, reviewed evidence and heard witnesses. The SOM upheld the protest and disallowed Mr. Koos' qualifying times. Mr. Koos appealed the decision, contending that his rear spoiler was compliant under GCR 9.1.3.8.b.

DATES OF THE COURT

The Court of Appeals (COA), David Nokes, Dick Templeton, and Robert Horansky, Chairman, met on November 13 and 20, 2008, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Chuck Koos, received November 6, 2008.
2. Official Observer's Report and related documents, received November 6, 2008.
3. Email statements from Chairman SOM John Snow, received November 14 and November 19, 2008.

FINDINGS

The GCR states that "Dealer installed, or limited production front/rear spoilers/air dams/wings are prohibited". Mr. Koos' appeal was based on his belief that his spoiler was neither dealer installed nor part of a limited production RX7 model. He presented excerpts from a Mazda parts catalog showing the part number of his spoiler. He also submitted evidence that this part had been offered by Mazda as part of an "IMSA appearance package" model. Mr. Koos did not present evidence that this spoiler was included on a standard Mazda RX7 model.

The Court finds that the SOM correctly identified the spoiler as a dealer installed or limited production part. Mazda RX7s with rear spoilers, i.e. IMSA GTU, Turbo, or IMSA Appearance packages, were limited production models. Mr. Koos' ITA Mazda RX7 spoiler is, therefore, not compliant.

DECISION

The Court of Appeals upholds the decision of the SOM. The Court finds that Mr. Koos' appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Robert Moser vs. SOM, COA Ref. No. 08-21-SE
December 15, 2008

FACTS IN BRIEF

At the 2008 ARRC at Road Atlanta on November 8, 2008, Gregg Ginsberg (ITA #72) protested the car of Robert Moser (ITA # 6) for violating 9.1.3.D.1.a.4. and 9.1.3.D.1.c. (Air intake source shall be within the confines of the engine compartment or stock location.) The Stewards of the Meet (SOM) Geoff Churchill, Paul Gauzens (SIT), and Bill Perry, Acting Chairman, conducted a hearing, reviewed the evidence, heard witnesses, and disqualified Mr. Moser, which carries 4 automatic penalty points. Mr. Moser is appealing the decision.

DATES OF THE COURT

The Court of Appeals (COA) Fred Cummings (Alternate), JoAnne Jensen (Alternate), and Dick Templeton, Acting Chairman, met on November 20, and December 4 and 11, 2008, to hear, review, and render a decision on the appeal. Bob Horansky, COA Chairman, was an official at the event and therefore stood down from considering the appeal. David Nokes, regular member of the Court, was unavailable for some of the discussions.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robert Moser, received 11/19/08.
2. Official Observer's Report and related documents, received 11/19/08.
3. Race Grid and Results, received 11/20/08.
4. Email statements from Gregg Ginsberg, protestor, received 11/21 and 12/6/08.
5. Email statement from Bob Dowie, Chairman of the SCCA Club Racing Board, received 11/22/08.
6. Email statement from Bill Perry, Acting Chairman of the SOM, received 11/23/08.
7. Email statement from Gary D'Abate, Chief of Tech, received 12/2/08.
8. Email statement from Laurie Sheppard, Chief Steward, received 12/4/08.
9. Email statement from Dave Radford, Chairman of the SOM, received 12/6/08.
10. Email statement from Bob Horansky, event official, received 12/7/08.

FINDINGS

Mr. Moser's appeal is based upon 5 points:

1. The air intake system meets the specific language of 9.1.3.D.1.a.4. and 9.1.3.D.1.c.
2. The officials' process was flawed.
3. The SOM based their decision on their perception of the purpose of various components of the car and their opinion of that purpose.
4. The decision of the SOM constitutes a rules change, which is outside the authority of the SOM.
5. The air intake on the car has been in use for 11 years, and to disallow it after this period would be unfair.

After investigating, the COA finds the following:

1. The original air intake on this model car is within the engine compartment although Mr. Moser feels there is a second air intake through the resonator drain orifice whose stock configuration lies outside the engine compartment.

Even though some air enters the engine induction system through the small water drain hole in the resonator, that drain hole is not the stock air intake source. The stock air intake source is located in the engine compartment. Therefore, the configuration that locates the air intake source outside the engine compartment is not compliant.

2. The protest was filed on November 8 at 8:15am, but Mr. Moser was not notified until approximately 10:00am, 5 minutes before his race began. This is outside normal procedure, and does not protect the rights of the protestee or the protestor. However, this lapse does not change the conclusion of the COA.

3. The purpose of having a protest process is to resolve matters of opinion regarding configuration relative to the rules, and to compare the example to the rules. The SOM concluded that the configuration in question is a tortured application of the rules. The Club Racing Board also noted that "Modifications shall not be made unless authorized herein. No permitted component/modification shall additionally perform a prohibited function." (GCR 9.1.3.D.)

4. The SOM decision is not a rules change, but is an administration of the rules as written.

5. The length of time a configuration has been in use is not a measure of its compliance.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Robert Moser is disqualified, which carries an automatic penalty of 4 points. The Court of Appeals finds that Mr. Moser's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

**Joseph Moser vs. SOM, COA Ref. No. 08-22-SE
December 15, 2008**

FACTS IN BRIEF

At the 2008 ARRC at Road Atlanta on November 8, 2008, Gregg Ginsberg (ITA #72) protested the car of Joseph Moser (ITA # 63) for violating 9.1.3.D.1.a.4. and 9.1.3.D.1.c. (Air intake source shall be within the confines of the engine compartment or stock location.) The Stewards of the Meet (SOM) Geoff Churchill, Paul Gauzens (SIT), and Bill Perry, Acting Chairman, conducted a hearing, reviewed the evidence, heard witnesses, and disqualified Mr. Moser, which carries 4 automatic penalty points. Mr. Robert Moser, Entrant, is appealing the decision.

DATES OF THE COURT

The Court of Appeals (COA) Fred Cummings (Alternate), JoAnne Jensen (Alternate), and Dick Templeton, Acting Chairman, met on November 20, and December 4 and 11, 2008, to hear, review, and render a decision on the appeal. Bob Horansky, COA Chairman, was an official at the event and therefore stood down from considering the appeal. David Nokes, regular member of the Court, was unavailable for some of the discussions.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robert Moser, Entrant, received 11/19/08.
2. Official Observer's Report and related documents, received 11/19/08.
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4. Email statements from Gregg Ginsberg, protestor, received 11/21 and 12/6/08.
5. Email statement from Bob Dowie, Chairman of the SCCA Club Racing Board, received 11/22/08.
6. Email statement from Bill Perry, Acting Chairman of the SOM, received 11/23/08.
7. Email statement from Gary D'Abate, Chief of Tech, received 12/2/08.
8. Email statement from Laurie Sheppard, Chief Steward, received 12/4/08.
9. Email statement from Dave Radford, Chairman of the SOM, received 12/6/08.
10. Email statement from Bob Horansky, event official, received 12/7/08.

FINDINGS

Mr. Moser's appeal is based upon 5 points:

1. The air intake system meets the specific language of 9.1.3.D.1.a.4. and 9.1.3.D.1.c.
2. The officials' process was flawed.
3. The SOM based their decision on their perception of the purpose of various components of the car and their opinion of that purpose.
4. The decision of the SOM constitutes a rules change, which is outside the authority of the SOM.
5. The air intake on the car has been in use for 11 years, and to disallow it after this period would be unfair.

After investigating, the COA finds the following:

1. The original air intake on this model car is within the engine compartment although Mr. Moser feels there is a sec-

ond air intake through the resonator drain orifice whose stock configuration lies outside the engine compartment.

Even though some air enters the engine induction system through the small water drain hole in the resonator, that drain hole is not the stock air intake source. The stock air intake source is located in the engine compartment. Therefore, the configuration which locates the air intake source outside the engine compartment is not compliant.

2. The protest was filed on November 8 at 8:15am, but Mr. Moser was not notified until approximately 10:00am, 5 minutes before his race began. This is outside normal procedure, and does not protect the rights of the protestee or the protestor. However, this lapse does not change the conclusion of the COA.
3. The purpose of having a protest process is to resolve matters of opinion regarding configuration relative to the rules, and to compare the example to the rules. The SOM concluded that the configuration in question is a tortured application of the rules. The Club Racing Board also noted that "Modifications shall not be made unless authorized herein. No permitted component/modification shall additionally perform a prohibited function." (GCR 9.1.3.D.)
4. The SOM decision is not a rules change, but is an administration of the rules as written.
5. The length of time a configuration has been in use is not a measure of its compliance.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Joseph Moser is disqualified, which carries an automatic penalty of 4 points. The Court of Appeals finds that Mr. Moser's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

Subject: 2009 Court of Appeals Procedures

From: SCCA National Court of Appeals

The General Competition Rules describe how a named party may appeal an action taken by the Stewards of the Meet (SOM) at a Competition event sanctioned by the SCCA Club Racing Department. This is an explanatory guide for the appeal process.

First, and most important, your letter of appeal must be sent within ten (10) days of the date you are notified of the decision of the SOM. You may send your appeal by mail, Express Mail, fax or email. The date of your appeal is determined by the U.S. Post Office postmark date, or the date that appears on the Express Mail cancellation, the fax cover sheet, or the email. All appeals should be addressed to the Court of Appeals, c/o SCCA Club Racing and include a check or credit card information for the amount of the appeal fee. If you fax or email your appeal, include a Visa or MasterCard Account number for your appeal to be billed. Your ten-day period normally starts from the weekend day you were informed by the SOM of their decision. However, if that decision is not made because, for example, components needed to be checked at an off-site location sometime after the event, the ten-day period starts from the date the Chairman, SOM, informs you orally or in writing of the final decision. The Chairman will advise the National Office of the decision via the Observers Report or an addendum to that report.

Second, you need to state your "case" in writing at the same time that you advise the Court of Appeals of your intention to appeal. A letter indicating you intend to appeal with "details to follow" is NOT an appeal under the rules in GCR 8.4. You must submit all materials you wish the Court to consider within the ten-day period allowed by the GCR. You will normally not be contacted by the Court of Appeals as the Court presumes you have provided all the information you feel is important in your appeal. If you feel other individuals can provide information that could be beneficial to your case, contact those individuals to be sure that the Court receives their statements within the ten-day appeal period..

NOTE: Appeals affecting national points standings for events held within 28 days of the Runoffs® have a 48 hour appeal period.

Third, your rights to file an appeal do not include being heard in person either by phone or at a Court of Appeals hearing. The Appeals Court is not established to simply hear the same things again that the SOM have already heard, but to:

- A. Review the process followed by the SOM to determine if all parties involved followed the GCR rules.
- B. Review any new information that was not available, or not known, which became available to you after the SOM hearing.
- C. Decide whether or not there is sufficient evidence presented to warrant changing the SOM decision.

The Court may also seek additional information pertinent to your case from other sources.

Fourth, if you file an appeal in a case involving another person, such as a driver-to-driver protest involving an alleged violation of the GCR, you should be aware that the individual will receive notification of your appeal and be given a brief period to respond to the appeal. The Chief Steward and Chairman, SOM, are also notified. This procedure assists the Court in understanding all sides of the

case.

Fifth, in appeals involving alleged violations of car preparation specifications, the Court will maintain confidentiality of all specifications to guarantee that a competitor does not learn preparation “secrets” of another competitor by filing a teardown protest or appeal. Thus, any information such as measurements and specifications is deleted from materials distributed as part of appeals.

Sixth, videos are frequently part of the appeals process. The Court can only accept unedited videos. Video media or data files furnished by the SOM and/or you to the Court may be retained by SCCA as a permanent part of the record if the case goes to appeal.

Seventh, several Divisions have assigned Stewards to assist in the appeals process. They are listed in various Regional or Divisional publications. If you do not know who these individuals are in your Division, your Divisional Executive Steward can supply you with their names and contact information.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | November 19, 2008

The Solo Events Board met by conference call November 19th. Attending were SEB members Dave Whitworth, Tina Reeves, Steve Wynveen, Jason Isley, Chris Dorsey, and Ron Bauer; Lisa Noble of the BOD; and Doug Gill, Nancy Downing, Howard Duncan, and Brian Harmer of the National Staff. Absent were Erik Strelnieks and Donnie Barnes. 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 1/1/2010.

Comments regarding items published herein should be directed to

GENERAL

- The Site Acquisition Committee remains available to Regions as a resource, and the SEB thanks them for their valuable work in this area.
- The SEB concurred with changes requested by the National Staff to Section 4.2.D, in support of plans for the 2009 Solo National Championships.
- The SEB is recommending to the BOD that the following Divisional Solo Events Steward appointments be approved:
Velma Boreen and Marlene Obenour – Great Lakes Division.
Robert Lewis – Southeast Division

Donna Hill – Midwest Division

Keith Brown – Northern Pacific Division

Sam Karp – Central Division

- The SEB is recommending to the BOD that Brian Nemy, Dave Feighner, and Iain Mannix be approved as 2009 SEB members.
- The SEB will be proposing a restructure plan for the membership of the Solo Events Board to the Directors. The proposal is intended to make SEB appointments able to take equally into account the expertise and experience of prospective board members, as well as their areas of geographic origin. Details will be published in next month's Fastrack.

STOCK

- The SEB approved the addition of Robert Carpenter to the SAC.
- The SAC and SEB thank Brad Lamont for his service to the Club with this committee.

STREET PREPARED

- The SEB approved the addition of Jinx Jordan to the SPAC.

STREET MODIFIED

- The SMAC feels that the prior proposal for SMF did not receive enough support to be considered for a national class at this time. The SMAC would like to propose the following for a possible SMF provisional class for 2009:
- SMF would encompass ALL FWD cars under the current SM weight formula: 1550 lbs + 125 lbs/liter
- All SM rules will apply, with the following exceptions: Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight break as stated in SM. FWD vehicles originally classed in SSM (formerly known as SM2) add 100 lbs to min weights.
- This class would be a supplemental class that will run with SM at the Solo Nationals. SM-eligible cars will be eligible for and counted within SM for contingency, trophies, etc.

MODIFIED

- The Modified Advisory Committee would like member input on several items.
 - 1) The current maximum allowed front splitter length is 6". The current maximum rear spoiler height is 10" for a trunk-mounted spoiler and 4" for a roof mounted spoiler. Would D and E Mod competitors like to see the current legal splitter and spoiler sizes increased or changed in any other way?
 - 2) Wings are currently illegal in D and E Mod. Would competitors like to see wings legalized in these two classes? If so, with what if any restrictions? If not, why?
 - 3) Are any competitors interested in using electric or hybrid engines in the Mod classes?
 - 4) The MAC is formulating a proposal to allow certain kit cars to participate in D and E Mod. The committee's current thinking is that the MAC would evaluate each kit car individually and submit their recommendations to the SEB for a final decision.

The kit car eligibility evaluation would ensure that the kit car respected the current minimum allowed floorpan dimensions, and had no unusually advantageous aerodynamic features, no exceptionally low center of gravity, and no other unique features that would upset the competitive balance in D and E Mod. The intent would be to increase D/E Mod participation while preventing a "class-killer" from being introduced.

Examples of cars that might be allowed: the Beck 550 Spyder, Noble M400, Rossion, Tonic, Cobra, and GT40 kits. The Ariel Atom would be a borderline case. The Radical CSR and other sports racers would be a definite "no" even if not already automatically eliminated by the existing DM/EM floorpan minimum width rule. All kit cars would automatically take the existing Modified Tub weight penalties in each class. They would be allowed all the modifications that other D/E cars are allowed; they would have the same weight/displacement scale and weight bias penalties as all other cars.

Members desiring approval of a particular kit car would notify with information on the Kit and contact info, if available, for the kit manufacturer. For obsolete kit cars, the member would be expected to provide measurements and photos themselves for the SEB to keep on file.

TECH BULLETINS

- 1) Prepared: Per the PAC, at this time, update/backdate is not allowed for the limited preparation vehicles classed in G Prepared. The SEB will monitor the competitiveness of these newly listed vehicles for future consideration of an update/backdate allowance.

RALLYCROSS COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Mark Utecht vs. Claim Committee RallyCross National Championship
October 26, 2008

FACTS IN BRIEF:

At the RallyCross National Championship held on October 25-26, 2008, at Nashville Superspeedway in Lebanon, TN, competitors (Car #, Class) Ken Cashion (#7, M4), Eric Genack (#59, M4), Harold Denham (#32, M2), Brian Johns (#79, SF), Justin Baltrucki (#171, M4), John Lee (#26, M4), Jason Smith (#5, M4), W. Orion Fairman (#77, M4), Michael Paktinat (#3, M4), Elliot Sherwood (#61, M4) and Jon Kramer (#75, M4) filed a Claim against competitor Mark Utecht (#83, M4) citing unsportsmanlike conduct. The Claiming competitors cited Mr. Utecht's actions related to resolution of a safety issue on part of the course. Specifically, they cited his actions while acting as Operations Steward and acting to adjust the course to his preferences. A Claim Committee consisting of David Brooks, Karl Sealander and John Barnett (chair) was convened and heard testimony from Mr. Utecht, the Safety Steward and other unidentified parties. They upheld the Claim and disqualified Mr. Utecht who subsequently filed a notice of intent to appeal.

DATES OF THE COURT:

A Court of Appeals (COA) was assembled on November 5, 2008, by Mark Walker, Chairman of the RallyCross Board of Directors. The COA consisted of Jerry Doctor, Tom Nelson and Jayson Woodruff. The COA communicated via email prior to the first conference call meeting which was held on November 13, 2008. Subsequent calls were held on November 16, 17 and 18, 2008 to render a decision on the appeal. Howard Allen, liaison to the SCCA Board of Directors, was present at the November 17 and 18 calls as an advisor.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED:

1. Letter of Appeal from Mark Utecht dated November 5, 2008
2. Copy of the original Claim (i.e., protest as per the 2008 SCCA RallyCross Rules) dated October 26, 2008.
3. Copy of the Claim Committee Answer to the Claim dated October 28, 2008.
4. Email Statement from John Barnett received November 5, 2008.
5. Email Statement from Scott Beliveau received November 5, 2008.
6. Email Statement from Ken Cashion received November 13, 2008.
7. Telephone conversations with the acting officials at the time of the Claimed actions, Operations Steward Dave Rudy, Safety Steward Scott Beliveau, and Chief Steward Karl Sealander (who was also a member of the Claim committee). These conversations were held November 16 and 17, 2008 via conference call with the COA.
8. 2008 RallyCross Rulebook

FINDINGS:

In his appeal, Mr. Utecht stated that he brought a safety issue to the attention of the grid officials who contacted the Safety Steward. He also stated that after bringing this issue to the attention of event officials, he acted under their direction until he returned to the grid post-resolution of the issue.

The COA has found the following:

There was more than one competitor who raised the safety concern.

Mr. Utecht was not the acting Operations Steward at the time of the events protested.

Mr. Utecht was found to have acted at the direction of rally officials (Operations Steward and Safety Steward) while suggesting changes to increase safety on that part of the course.

Mr. Utecht acted as an observer and did not actively participate making in the course changes.

Mr. Utecht subsequently agreed with the changes instituted by the Safety Steward.

The proposal to not hold a parade lap after the course changes were completed came from the Safety Steward, not Mr. Utecht. We acknowledge a parade lap was subsequently run at the request of multiple competitors.

DECISION:

The COA finds that Mr. Utecht acted appropriately in bringing the safety issue to the attention of rally officials. His actions at the direction of rally officials do not constitute unsportsmanlike conduct. The Claim committee decision is overturned and Mr. Utecht's finish-

ing position is restored. Mr. Utecht's appeal is well-founded and his fee will be returned.

In addition, the COA recommends that the RallyCross Board carefully review issues raised by the Claim, subsequent appeal and the decision of this court with respect to making appropriate changes to the 2009 rulebook for future RallyCross National Championship events.

RALLYCROSS BOARD MEMORANDUM

December 18, 2008

The RallyCross Board is seeking applicants for a position the RallyCross Board. Please send RallyCross resumes to Pego Mack at pmack@scca.com.

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>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Jan. 14, 2009

The Board of Directors, Sports Car Club of America, Inc. met via teleconference January 14, 2009. The following members participated: R, J, Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Bob Introne, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, Mike Sauce, John Sheridan, and Jerry Wannarka.

The Board met for the purpose of discussing the Formula Continental (FC) engine package proposed initially at its December meeting. Action was delayed at that time pending receipt of member input. Member input strongly supports acceptance of the engine package. The following revisions to the GCR were recommended by the Club Racing Board:

- Use of the updated SCCA ECU map for the Zetec engine
- GCR 9.1.1.B.3.a. Add after the fourth sentence: "An alternate optional camshaft, Elgin part number 2000FC, may be used only in the original iron head."
- GCR 9.1.1.B.3.c. Change the second sentence: "The minimum weight is 10.5 lbs..."
- GCR 9.1.1.B.3.i. New table for iron head optional alternate camshaft
- GCR 9.1.1.B.4.I Change "The new restrictor internal diameter is 1.340m inches..."
- GCR 9.1.1.B.11 Change weights of all FC cars to 1200 lbs.

Changes are to become effective March 1, 2009 (3/1/09).

A motion was made by Wannarka and seconded by Lybarger to approve the FC engine package as submitted by the CRB. Motion passed with Christian voting no. Creighton and Sauce abstained.

A motion was made by Merideth, seconded by Allen, to appoint Bob Ricker and Brent Blakely to the RallyCross Board. Motion was approved unanimously.

Respectfully submitted,
Jerry Wannarka
Secretary

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CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Jan. 6, 2009

The Club Racing Board met by teleconference, on January 6, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were Marcus Meredith and Jerry Wannarka, BoD Liaison; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 2-09, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

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. Comments may be e-mailed to crb@scca.com.

GCR

Item 1. Effective 4/1/09: In Appendix B, change the definition of Duct/Ducting as follows:

Duct/Ducting – A tube or *enclosed* passage for conveying a material, usually air.

Formula

Item 1. Effective 4/1/09: Change FV section 9.1.1.C.5.D.20 as follows:

US imported, VW Type 1, 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded.

- a. Down Tube: The down tube shall be measured at two different locations within an area between .500" and 2.00" above the horizontal manifold tube. Each measurement shall be taken four times, rotating around the circumference of the tube, and averaged. Averaged down tube dimension shall not exceed 1.140 inches O.D. *Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibited. The original factory furnace bronze attaching process and original factory bronze repair material MAY be visible, inside and outside the manifold.*
- b. Horizontal Tube: The horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between the bend and a point that is 1.500" from the center of the down tube connection. Each measurement will be taken four (4) times, rotating around the circumference of the tube, and averaged. Averaged horizontal tube dimension shall not exceed 0.994 inches O.D. *Removing material from the outside of the manifold to achieve the legal dimension is not permitted.*
- c. *The finished, race prepared, manifold shall not weigh less than 24 ounces. Intake manifolds may be repaired. Repaired manifolds shall start at 24 ounces BEFORE repair. The addition of excessive material to achieve the minimum weight is not permitted.*
- d. All exterior surfaces shall be in original condition. *Bead blasting is permitted for cleaning only. Manifolds must remain unpainted with color but may have a thin, transparent coat of rust proofing material or clear coat type material applied. Removing material from the outside of the manifold to achieve the legal dimension is not permitted.*
- e. Matching of manifold flanges (to the ports) is permitted. Seal rings or "gaskets" of any type are acceptable as long as the bottom of the manifold flange is not raised above the cylinder head casting around the port opening. Removal of the manifold flanges that connect the manifold to the cylinder head is prohibited. Factory "VW" casting marks surrounded by a circle and VW casting numbers shall be visible on the bottom side of the flanges, closest to the head. No repair material of any type shall be visible or cover these markings on the bottom of the flanges. Factory furnace Bronze and manifold repair material may be visible where the horizontal tube enters the top of the flange. The exterior dimensions of these flanges must not exceed 2.990" x 1.360".

Grand Touring

Item 1. Effective 4/1/09: Change section 9.1.2.D.3.a.1 as follows:

~~Any water radiator~~ Only one radiator is allowed provided that there are no changes to the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Radiator overflow line(s) shall terminate in a catch tank.

Item 2. Effective 4/1/09: Add the following sentence to the end of section 9.1.2.D.5.b.3:

Alternatively, any purpose built tube frame car can be built to a 102-inch wheel base to enable eligibility in both GT-1 and Trans-Am events.

Item 3. Effective 4/1/09: Add the following sentence to the end of section 9.1.2.D.5.c.2:

No interconnecting or cross linking of shocks allowed.

Item 4. Effective 4/1/09: Add the following sentence to the end of section 9.1.2.D.5.b.3:

Alternatively, any purpose-built tube frame car may be built to a 102-inch wheelbase.

Item 5. Effective 1/1/10: Change section 9.1.2.D.8.a.3 as follows:

Maximum overall car width shall not exceed ~~84.75"~~ 80.65 inches. Existing cars built to 84.75 inches with a logbook history of running in that configuration may continue to do so.

Item 6. Effective 4/1/09: Delete section 9.1.2.D.10.b.1 in its entirety and renumber the remaining items.

- ~~1.~~ The maximum fuel cell capacity shall be 120 liters (31.68 gallons U.S.)
- ~~2~~ 1. No part of the fuel cell ...
- ~~3~~ 2. The fuel cell shall be located ...

Super Touring

Item 1. Effective 4/1/09: Change ST section 9.1.4.L.2 as follows:

Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 25 mm; however, *if the lower suspension pickup point is changed from the OEM location, 50 lbs must be added to the car.* The body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of six inches (6"). The 25mm tolerance applies to pick-up points on chassis only.

Item 2. Effective 4/1/09: Change ST section 9.1.4.L.9 as follows:

Cars that come with a solid rear axle, or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. *Cars with an altered rear suspension must add 50 lbs.* Cars with live axle RWD may reduce the minimum weight by 50 lbs.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

1. The CRB requests member input from the Grand Touring community about restricting the compression ratio to a maximum of 14:1 in section 9.1.2.D.1.h.1, effective 1/1/10.
2. The CRB requests member input from the Super Touring community on whether to adopt an OEM fuel tank rule as follows.
*The use of a fuel cell is required unless the **stock** fuel tank is located between the axle centerlines and within the main chassis structure (e.g. frame rails). When the **stock** fuel tank is retained, it must be installed in its **stock** location, **additional** retention straps and other protection can be mandated on a car-by-car basis. Fuel cell mounting, location and fuel cell or **stock** fuel tank filler cap and vents, must meet the **specifications** of the GCR section 9.3.26.*
3. The CRB requests input from the STU community on whether to allow alternate aftermarket turbo chargers on a case-by-case basis.

NEW CAR CLASSIFICATIONS

SSB – 2009 MX-5 @ 2700 lbs

REFERRED or TABLED

Formula/Sport Racing

SRF – Weight increase (Skirmants). Tabled for further member input.

S2 – LED light rule (Wayland). Tabled for advisory committee input.

S2 – Allow FC alternate camshaft in S2000 (LaManna). Tabled for advisory committee input.

Production

FP – Move the Triumph TR 2/3/4 to FP/HP (Blust). Tabled for further research.

NOT RECOMMENDED**Production**

HP – Reconsider the Volvo 142 in HP (2 letters). The class is for 1.8 L or under cars.

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED**Formula/Sports Racing**

1. F/SR – Opposition to requirement for wrecker lift capability (Gardner). Thank you for your input. This requirement provides the ability to quickly remove disabled cars from impact zones.
2. F500 – Opposition to 600 cc motorcycle engines (Evans). Thank you for your input. There have been no proposals for the motorcycle engines.

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: January 6, 2009

NUMBER: TB 09-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/09 unless otherwise noted.

GCR

1. Correct section 4.5.3.C, p. 28, change the paragraph as follows: ~~Temporary/Trial~~ Weekend Memberships and Licenses are available. This membership/license is good for ~~90 days from the date of issue~~ for the duration noted on the form, is renewable, and allows for individuals to receive certain regular membership privileges. The issuing region may charge fees.
2. Correct section 4.6.2, p. 28, change the paragraph as follows A Club Racing Photo ID card is required for any licensed SCCA members registering as a participant at all SCCA events except for those possessing ~~trial or temporary~~ Weekend memberships..... Photo ID's will not be issued to ~~temporary~~ Weekend members. ~~(90 days)~~.

Formula

FST

1. Section 9.1.1.1.3.11, p. 235, change the section to read as follows: ~~Rear drum brakes on existing homologated Formula First cars will be allowed until 1/1/09~~
2. Section 9.1.1.1.5.2, p. 236, make the following changes:
Exhaust valve diameter: ~~32.06mm~~ 32.10mm maximum
Intake valve diameter: ~~35.56mm~~ 35.60mm maximum
Intake manifold horizontal inside diameter: ~~32mm~~ 33mm maximum
Rod weight with bolt and small end bushing: Minimum ~~570~~ 560 grams.
3. Section 9.1.1.1.5.6.1, p. 238, change the section to read as follows:
~~The standard 040 or 043 twin port cylinder head are the only heads permitted. A MOFOCO 040 head is also allowed. Other vendors may be added as requested, IF the castings are the same as an approved VW manufactured head along with dimensional items. (head cc's, valve size location, etc.) The intent is to allow casting duplicates that may be of better quality (longevity), appearance, and/or price~~

The original standard VW twin port cylinder heads or any direct replacement cylinder head that complies with the original standard VW twin port cylinder head dimensions listed herein are permitted.

Reference list of some common manufacturers, part and casting numbers:

Auto Lineas	P/N 040-101-375 xx	Casting "040"
	(Note: xx varies)	
Auto Lineas	P/N 043-101-375A	Casting "043"
Mofoco 040	P/N CHH 040	Casting "040"
OE VW Original	P/N 113-101-375 A	Casting "113"
OE VW Replacement	P/N 040-101-355	Casting "040"
OE VW Replacement	P/N 043-101-375H	Casting "043"

Other cylinder heads can be added as requested if the castings are the same dimensionally (e.g., combustion chamber volume, valve size and location) as an approved VW manufactured head. This allows casting duplicates that may be of better quality (longevity), appearance, and/or price.

4. Section 9.1.1.1.5.6.2, p. 238, change the section to read as follows:

The intake and exhaust ports are to remain in as-cast condition, except that material may be removed from the intake ports for the sole purpose of matching/blending up to ~~.75"~~ 1.5 inches from the intake flange mating point and up to ~~1"~~ 1.5 inches from an intake/exhaust valve seat.

Material may be removed from the exhaust ports for the sole purpose of matching/blending up to .75 inches from the exhaust flange mating point and up to 1 inch from an exhaust valve seat.

The remainder of the ports must be untouched.

5. Section 9.1.1.1.5.10.6, p. 242, change the first paragraph to read as follows:

The official Formula First 32mm restrictor plate, SR Racing part number SRA-FST-RESTRICTOR, must be installed per the following instructions listed below.

6. Section 9.1.1.1.5.10.6, p. 242, add the following to the end of the first paragraph:

Small external scratches are considered normal wear.

7. Section 9.1.1.1.7.6, p. 245, change the section to read as follows: ~~A crushable structure or crush box must be rigidly attached to the H beam and/or frame with a minimum cross section of 200 cm sq (31" sq), at least 40 cm (15.75") forward of the clutch and brake pedals (not depressed), constructed of a minimum of 18 gauge (.052" or 1.3 mm) 6061 T4 or equivalent aluminum must be used on all Formula First cars.~~

Grand Touring

1. Correct the first and fourth bullet items respectively of section 9.1.2.F.b.13.E as follows:
~~In GT2 only~~, A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing.

- GT3: The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 64.00 inches, but no wider than the rear body width including fender flares.

GT1

- Clarify section 9.1.2.D.9.a.1, p. 259, add the following to the end of the first paragraph: , or a beaded or poured formed seat with fore, aft and lateral support equivalent to that of a bucket-type seat. Such seat shall be installed on one side of the Chassis and driveline (no center seating).
- Clarify section 9.1.2.D.9.4.c, p. 260, add the following sentence to the end of the section: Oil tank tops may be visible.
- Mustang (bodywork) (05-08), p. 263, make the following changes: ~~Approved SCCA Pro Racing bodywork allowed.~~
- Monza, p. 264, make the following changes: ~~Approved SCCA Pro Racing bodywork allowed.~~
- Aurora, p. 264, make the following changes: ~~Approved SCCA Pro Racing bodywork allowed.~~
- Grand Prix, p. 264, make the following changes: ~~Approved SCCA Pro Racing bodywork allowed.~~

GT2

- Engines – MAZDA, p. 287, change the 20B as follows: Engine type/ Bore & Stroke (mm): ~~Street Port.~~

GTL

- Cars – Volkswagen, p. 329 add to the spec line as follows: Model: Rabbit Cabriolet, Years: 75-84, Body Style: 3dr; Driveline: FWD, Wheelbase: 94.5.
- Engines – Ford , p. 319, add to the spec line as follows:

	Engine	Bore x Stroke	Disp.	Head	Valves/	Fuel	Weight	
Engine Family	Type	(mm)	(cc)	Type	Cyl.	Induction	(lbs.)	Notes
	DOHC	78.0 x 83.6	1597	Alum Crossflow	4	24mm SIR	2000	

- Engines – Ford , p. 319, add to the spec line as follows:

	Engine	Bore x Stroke	Disp.	Head	Valves/	Fuel	Weight	
Engine Family	Type	(mm)	(cc)	Type	Cyl.	Induction	(lbs.)	Notes
	DOHC	83.0 x 85.0	1839	Alum Crossflow	4	24mm SIR	2050	

- Cars – SUZUKI p. 327, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Swift	89-94	2dr	FWD	89.2

- Cars – Fiat X19 (89-94), p. 318, change the notes as follows: ~~Removable roof panel must be in place.~~

Improved Touring

- Correct section 9.1.3.D.2.b, by making the following changes: Rules D.1.a.-k., and D.1.m.-~~s-r.~~, also apply.

ITR

- Classify the Mazda RX8 (2004) in ITR, p. 345, as follows:

	Engine	Bore x	Valves	Comp.	Wheel-	Wheel		Brakes Std.	Weight	
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
Car		Displ. (cc)	(mm)		(inch)	(inch)	Gear Ratios			Notes
								(F)323 Vented Disc		
Mazda RX-8 (2004)	2 Rotor	2600cc	NA	10.0:1	2703	18	3.76, 2.27, 1.65, 1.19, 1.0, 0.84	(R)303 Vented Disc	2980	

ITA

- Classify the Toyota Celica (00-04) in ITA, p. 360, as follows:

	Engine	Bore x	Valves	Comp.	Wheel-	Wheel		Brakes Std.	Weight	
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
Car		Displ. (cc)	(mm)		(inch)	(inch)	Gear Ratios			Notes
		79.0 x 91.5					3.17, 1.90, 1.39, 1.03, 0.82	(F)254 Vented Disc		
Toyota Celica (00-04)	4 Cyl DOHC	1794	NA	10	2703	15		(R)192 Drum	2490	

**Super Touring
STO**

1. Classify the Ferrari 360 in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor	Notes
	Displacement	(cc)		
	(cc)			
Ferrari 360	3600	2780		

2. Classify the Ferrari 355 in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor	Notes
	Displacement	(lb)		
	(cc)			
Ferrari 355	3500	2780		

3. Classify the BMW E46 M3 in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor	Notes
	Displacement	(lbs)		
	(cc)			
BMW E46 M3	3200	2600		

4. Classify the Aston Martin DB9 in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor	Notes
	Displacement	(lbs)		
	(cc)			
Aston Martin DB9	6000	3300		

5. Classify the Honda S2000 in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor	Notes
	Displacement	(lbs)		
	(cc)			
Honda S2000	2000	2600		Allow Supercharger

6. Classify the Acura NSX in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor	Notes
	Displacement	(lbs)		
	(cc)			
Acura NSX	3000	2650		Allow Supercharger

7. Classify the Acura CL in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor	Notes
	Displacement	(lbs)		
	(cc)			
Acura CL	3500	2800		

8. Classify the Nissan 350Z in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor	Notes
	Displacement	(lbs)		
	(cc)			
Nissan 350Z	3500	2450		

9. Classify the Nissan 350/370Z in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor	Notes
	Displacement	(lbs)		
	(cc)			
Nissan 350/370Z	3700	2600		

10. Porsche 997, p. 393, make the following changes: Min. Weight (lbs.): ~~2808~~ 2960.

Production

EP

1. Classify the Pontiac Fiero in EP, p. 432-433, as follows:

Car	Prep.	Weight	Engine	Bore x	Displ.	Block	Head/PN	Valves
	Level	(lbs)	Type	Stroke	cc/(ci.)	Mat'l	& Mat'l	IN & EX
Pontiac Fiero GT & Formula		2500		(mm)/(in.)				mm/(in.)
(85-88)		*2563						(l)
	2	**2625	6 Cyl OHV	89.0 x 76.0	2837	Iron	Iron	43.7
								(E) 36.3
Carb. No. & Type	Wheel-	Track (F/R)	Wheels	Trans.	Brakes Std.	Brakes Alt.	Notes:	
	base	mm/(in.)	(max)	Speed	(mm/(in.))	mm/(in.)		
	mm/(in.)							
Fuel Injection	93.4	62.0 / 63.0	14/15	4 or 5	(F) 260 or 247 Disc (R) 260 or 247 disc		Comp. ratio limited to 12.0:1. Valve lift limited to .500".	

FP

- Volvo P-1800/E/S/1800ES Sports Coupe, p. 450-451, add to the specs as follows: Carb No. & Type: *or fuel injection*.
- Volvo 142/142E, p. 450-451, change to the specs as follows: Weight (lbs): ~~2150~~ 2050.
- Acura Integra LS (95-01), p. 436-437, change to the specs as follows: Weight (lbs): ~~2123 *2176 **2229~~ 2235 *2291 **2347.
- Acura Integra 1600 (86-89), p. 432-433, change the specs to read as follows: Weight(lbs): 1940 *1989 **2037.
- BMW 320i (E21) (80-83), p. 434-435, change the specs to read as follows: Weight(lbs): 2060 *2112 **2163.
- BMW 318i (E30) (84-85), p. 434-435, change the specs to read as follows: Weight(lbs): 2060 *2112 **2163.
- Honda CRX Si (88-91), p. 438-439, change the specs to read as follows: Weight(lbs): 1900 *1948 **1995.
- Mercury Capri 1.6L (91-94), p. 438-439, change the specs to read as follows: Weight(lbs): 1950 *1999 **2048.
- Saab 900S (85-94), p. 440-441, change the specs to read as follows: Weight(lbs): Sedan: 2160 *2214 **2268 Conv.: 2260 *2317 **2373.
- Volkswagen Jetta (includes GLI) (82-84), p. 442-443, change the specs to read as follows: Weight(lbs): 1920.

HP

- Nissan/Datsun 210 1.4, p. 456-457, change the specs as follows: Notes: Alternate differential assembly: H165, H190.
- Nissan/Datsun B-210 1.4, p. 456-457, change the specs as follows: Notes: Alternate differential assembly: H165, H190.

Showroom Stock

SSB

- Chevrolet Camaro V-6 (96-02), p. 491, change the specs as follows: Track F & R (mm): ~~1542/1539~~ 1552/1549.
- Chevrolet Camaro V-6 (96-02), p. 491, add to the notes as follows: Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 ¾ inches.
- Honda Civic Si (06-08) p. 487, add the 2009 model year.
- Classify the Mazda MX-5 (2009) in SSB, p. 488, as follows:

Car	Bore x	Wheel-	Track	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	F & R	Size (in.)/	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)	(mm)	Mat'l	(stock)					
	87.4 x 83.1		1491/	17x7				(F)290 Vented		
Mazda MX-5 Touring/ Grand Touring (2009)	2000	2330	1497	Alum	205/45	3.82, 2.26, 1.64, 1.18, 1.00, 0.83	4.10	(R)280 Solid Disc	2700	Optional suspension package permitted

- Mazda MX-5/Miata (06-08), p. 488, change the specs as follows: Weight (lbs.): MSR: 2700 Non-MSR: 2550.
- Pontiac Solstice (06-08) p. 489, add the 2009 model year.
- Toyota Celica GTS (01-05), p. 489, change the specs as follows: Weight (lbs.): ~~2530~~ 2680. Notes: TRD Shocks #PTR11-20000-05 allowed. TRD sway bars #PTR06-20002-01 allowed.
- Pontiac Solstice (06-08), p. 489, add the 2009 model year.

SSC

1. Chevrolet Cobalt SS Coupe (06-07), p. 490, change the specs as follows: Track F & R (mm): 1492/~~1470~~ 1475.
2. Honda Accord LX-S (2008) p. 489, add the 2009 model year. Add the EX and EX-L models.
3. Classify the Honda Accord LX and EX (03-05) in SSC, p. 491, as follows:

Car	Bore x	Wheel-	Track	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	F & R	Size (in.)/	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)	(mm)	Mat'l	(stock)					
Honda Accord LX & EX (03-05)	87.0 x 99.0					3.27, 1.77, 1.15, 0.87, 0.66		(F)282 Vented Disc		LX model must use rear drum brakes.
	2354	2670	1552/ 1554	16x6.5	205/60		4.39	(R)259 Solid Disc	3030	

4. Classify the Honda Accord LX and EX (06-07) in SSC, p. 491, as follows:

Car	Bore x	Wheel-	Track	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	F & R	Size (in.)/	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)	(mm)	Mat'l	(stock)					
Honda Accord LX & EX (06-07)	87.0 x 99.0					3.27, 1.77, 1.15, 0.87, 0.66		(F)282 Vented Disc		LX model must use rear drum brakes.
	2354	2670	1553/ 1554	16x6.5	205/60		4.39	(R)259 Solid Disc	3030	

5. Toyota Celica GT (00-01), p. 494, add the following model years: 2002; 2003; 2004; 2005.
6. Toyota Celica GT (00-05), p. 494, change the spec line as follows: Weight (lbs.): ~~2655~~ 2530.
7. Toyota Celica GT (02-05), p. 494, delete the spec line in it entirety.
8. Classify the Mazda3 s (2009) in SSC, p. 491, as follows:

Car	Bore x	Wheel-	Track	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	F & R	Size (in.)/	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)	(mm)	Mat'l	(stock)					
Mazda3 s (2009)	89.0 x 100.0		1530/151			3.45, 2.06, 1.39, 1.03, 0.84, 0.72		(F)300 Vented Disc		
	2489	2640	4	17 x 7	205/50		4.11	(R)280 Solid Disc	3115	

Sports Racer

CSR

1. Section 9.1.9.A.2.a. CSR Engine Table, p. 515, delete line Q in its entirety.

Spec Miata

1. Clarify section 9.1.8.C.8.e, p. 504, add to the paragraph as follows: Carpets, center consoles, cargo bins, seat belts, floor mat, *firewall insulation/blanket*, radio system, headliners, dome lights, grab handles, sun visors and their insulating and attaching materials may be removed.

Engine Family	Engine	Bore x	Disp.	Head	Valves/	Fuel	Weight	Notes
	Type	Stroke	(cc)	Type	Cyl.	Induction	(lbs.)	
		(mm)						
	DOHC	83.0 x	1839	Alum Crossflow	4	24mm SIR	2050	

Touring

T1

1. Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), p. 566 add to the notes as follows: C6 calipers permitted.
2. Chevrolet Corvette Coupe (2008) p. 567 add the 2009 model year.

T2

1. Classify the Chevrolet Camaro (98-02) in T2, p. 571, as follows:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
Chevrolet Camaro SS (98-02)	99.0 x 92.0 5666	2568	17x9 (F&R) 16x10(F)	275/40	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F)300 Vented	3630	
			16x11(R)						
							(R)302 Vented		

2. Classify the Pontiac Firebird WS-6 (98-02) in T2, p. 574, as follows:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
Pontiac Firebird WS6 (98-02)	99.0 x 92.0 5666	2568	17x9 (F&R) 16x10(F)	275/40	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F)300 Vented	3630	
			16x11(R)						
							(R)302 Vented		

3. Chevrolet Camaro Z-28 (98-02), p. 571 add to the notes as follows: Alternate spring rates permitted and shall be (F) 550 lbs. per inch, (R) 130 lbs. per inch at a 100 lbs. penalty. Updating to the SS hood is permitted.

4. Pontiac Firebird Formula & Trans-Am (98-02), p. 574 add to the notes as follows: Alternate spring rates permitted and shall be (F) 550 lbs. per inch, (R) 130 lbs. per inch at a 100 lbs. penalty. Updating to the WS-6 hood is permitted.
5. Pontiac Solstice GXP (07-08), p. 574 add Coupe/Convertible.
6. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p. 573 add to the specs as follows: Wheel Size (inch): 17 x 9. Tire Size: 275/35. Notes: 41mm Turbo Inlet Restrictor required as of 4/1/09.
7. Classify the Subaru WRX STi (08-09) in T2, p. 575, as follows:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
Subaru Impreza WRX STi (08-09)	99.6 x 79.0 2457	2624	17 x 9	275/35	3.64, 2.24, 1.52, 1.14, 0.97, 0.76	3.90 Front 3.55 Rear	(F)326 Vented (R)316 Vented	3480	41mm Turbo Inlet Restrictor required by 4/1/09.

8. Subaru Impreza WRX STi (03-07), p. 575 add to the spec as follows: Wheel Size (inch): 17 x 9. Tire Size: 275/35. Notes: 41mm Turbo Inlet Restrictor required by 4/1/09.
9. Chevrolet Cobalt SS (2008) p. 571 add the 2009 model year.
10. Chevrolet HHR SS (2008) p. 571 add the 2009 model year.
11. Pontiac Solstice GXP (07-08) p. 571 add the 2009 model year.

T3

1. BMW Z4 (03-05), p. 576, change the spec as follows: Weight (lbs.): ~~2950~~ 2900.
2. Honda S2000 (00-07) p. 576 add the 2009 model year.
3. Honda S2000 CR (2008) p. 576 add the 2009 model year.
4. Chevrolet Cobalt SS (05-07), p. 576, change the weight as follows: ~~2890~~ 3000. Add to the notes as follows: Due to the interior removal, the CRB has increased the weight from the 2008 Runoffs "as raced weight."
5. Classify the Mazda RX-8 R3 (2009) in T3, p. 577, as follows:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
Mazda RX-8 R3 (-2009)	2600	2703	19 x 8	225/40	3.82, 2.26, 1.54, 1.18, 1.00, 0.79	4.78	(F)323 Vented (R)303 Vented	2920	

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Dec. 17, 2008

The Solo Events Board met by conference call December 17th. Attending were SEB members Dave Whitworth, Tina Reeves, Steve Wynveen, Jason Isley, Chris Dorsey, Erik Strelnieks, and Donnie Barnes; incoming 2009 SEB members Brian Nemy and Dave Feighner; Lisa Noble and Robin Langlotz of the BOD; and Doug Gill and Brian Harmer of the National Staff. Absent was Ron Bauer. 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 1/1/2010.

Comments regarding items published herein should be directed to seb@scca.com.

GENERAL

- The SEB thanks departing board members Chris Dorsey, Jason Isley, Ron Bauer, and Dave Whitworth for their service to the Club.
- Brian Nemy, Dave Feighner, and Iain Mannix are welcomed as new SEB members for 2009.

STOCK

- Per the SAC: "The MS-R package Miata was offered for sale by Mazda in 2007. It was a stock package, available to anyone who ordered it.

The 2006+ Miata was uncompetitive in C Stock against the 1999-2005 Miata and the Pontiac Solstice, but it did not fit in any of the slower Stock classes. The SAC believed that by not excluding the MS-R option package, the 2007+ Miatas could compete more closely with the 1999-2005 Miatas and the Pontiac Solstice.

The actions of the Club Racing appeals board which led Mazda to discontinue the MS-R option package for 2008 were not foreseeable.

The Miata MS-R meets the requirements for eligibility in the Stock category. It has competed for over a year, including at the 2007 and 2008 National Championships. It has demonstrated parity but not dominance in C Stock. It would be unfair to those who have bought or converted to the MS-R package to exclude it now, without some competitive justification. In any case, excluding the MS-R package will not improve the competitive situation of 2006+ Miatas that do not have the package. (ref. 08-602)"

- Per the SAC, the previously published request for member comment on Canadian vehicle eligibility has been revised for clarity: Add to section 13.0, at the end of the first paragraph: "A Canadian-market vehicle is legal for Stock competition if it is identical to the US counterpart except for comfort and convenience modifications allowed in 13.2.A."
- In response to various items regarding "street tires," sway bars, shocks, etc. in Stock category (ref. 08-644, 08-652), the SAC refers the membership to the September '08 Fastrack, specifically the following item under the General section: "Regions are reminded that they can create their own classing structures, since the preparation level rules and class listings are not among the mandatory sections noted in 1.1. Regional programs are encouraged to do this to meet the needs of their constituencies and to encourage program growth."
- The SAC offers the following classing change proposal package for member comment:
 - Move models currently in B Stock into C Stock, merging the two classes.
 - Move models currently in A Stock into B Stock.
 - Move the following models into A Stock:

BMW Z4 M Coupe/Roadster ('06+)

BMW M3 ('08+)

Lexus IS-F

Mercedes C63 AMG

Porsche 911 Turbo ('95-'97)

Porsche 911 ('98-'04)

Porsche Cayman S ('05+)

Porsche Boxster S ('05+)

The SAC would like member input regarding whether to include the following models in this move:

Chevrolet Corvette ('99-'04)

Lotus Esprit Turbo ('96-'04)

Mazda RX-7 ('93-'95)

The SAC is considering the base C5 Corvette and RX-7 as lower-cost entries that could increase participation. The relative

age, parts availability, and car availability are of particular concern. Additionally, the SAC is requesting comment on whether to include the Corvette Fixed Roof Coupes (FRC), as they were only produced in 1999 and 2000 with production numbers around 6000.

STREET TOURING

- The STAC recognizes the importance of monitoring new ST tires, and will remain diligent in tracking and analyzing issues of concern. (ref.. 08-651)

STREET MODIFIED

- The previously-published proposal to change 16.1.L has been revised, per SMAC input, to read as follows: Add to the end of the first paragraph of section 16.1.L, "Wings designed to be adjustable while the car is in motion must be locked in a single position."
- Chris Travis has been approved as the new SMAC Chair; Michael Feldpusch is the new Secretary.
- The SEB thanks Dave Hardy for his service to the Club as a SMAC member.
- An opening remains on the SMAC. Interested members should submit their qualifications in writing to the SEB via the email address above.

PREPARED

- The PAC is seeking member feedback on removing the "dual ignition distributor" specification from the alternate parts listings for the Porsche 911 in FP.
- The following rule change proposal is submitted for member feedback: Add to the end of the second paragraph of section 1.c under Prepared Class X in Appendix A: "Wings designed to be adjustable while the car is in motion must be locked in a single position."
- The following proposed listing change is submitted for member comment: Add to Prepared Class X, Superformance Cobra. (ref. 08-467)

F125 and FORMULA JUNIOR

- The KAC has submitted the following rule change proposals, published here for member review and comment:
 - 1) Add to section 19.2.A.1 as follows:
 4. Rotax Mini-Max
 - A. Fuel: Gas and Oil
 - B. Carburetor, clutch, radiator, and exhaust as supplied with engine from manufacturer. Exhaust and carburetor restrictors must be used in accordance with Rotax Mini-Max rules.
 - C. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.
 - D. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor.
 - E. Weight: 275 lbs.
 - 2) Add to section 19.2.A.2 as follows:
 5. Rotax Micro-Max
 - A. Fuel: Gas and Oil
 - B. Carburetor, clutch, and Micro-Max specific Exhaust and Radiator as supplied with engine from manufacturer. Exhaust restrictor and carburetor sleeve throttle stop must be used in accordance with Rotax Micro-Max rules.
 - C. The Rotax Micro-Max Spec Gearing of 14-tooth drive gear and 73-tooth axle gear is required.
 - D. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor.
 - E. Weight: 245 lbs.
- The SEB thanks Andy Bell for his service to the Club as a KAC member.
- The KAC has a vacancy for 2009, and requests that members having experience with an interest in the kart classes submit their qualifications in writing to the SEB at the email address above.

NOT RECOMMENDED

- 08-468, Lotus weights in Prepared
- 08-644 and 08-652, Street tires, stock sway bars, 1-piece shocks, packages in Stock (see above, third bullet item under STOCK).

- 08-653, ST Appendix A listings, structure
- 08-656, Remove limited-slip restriction for ST (formerly STS)
- 08-669, ST MR2 2nd generation
- 08-690, ST wheel/tire allowances
- 08-722, ST inclusion/exclusion of various small turbo cars

TECH BULLETINS

- 1) Stock: Per the SAC, the following superfluous listing is deleted from G Stock: "Nissan Maxima ('04)." Note: this car is already covered by the "Maxima ('92+)" listing.
- 2) Street Touring, Errors and Omissions: Per the STAC, the Audi S4 V8 is deleted from the STU exclusion list. (ref. 08-637, 08-676)
- 3) Prepared: Per the PAC, the first line of the FP Porsche 911 listing is corrected to read "911 (non-turbo engines 3.6L and under)" (ref.. 09-639)
- 4) Prepared: Per the PAC, recaps which meet 17.3 (and thus the applicable portions of 3.3) are legal for use in the Prepared category. (ref. 08-543)
- 5) Prepared: The Mitsubishi Evo listing in FP is clarified to read "Evolution ('03-'07)" Note: this encompasses the newly-added listing for the Evo IX.

ROADRALLY BOARD MINUTES

RRB MINUTES | Dec. 17, 2008

The RoadRally Board (RRB) met via conference call on January 7, 2009.

Attending were: Rick Beattie, Chairman; members: Kevin Poirier, Jim Wakemen, Lois Van Vleet; new members: Jeanne English and Sasha Lanz. Also Pego Mack, National Office and Duck Allen, Board of Directors Liaison.

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

The Final December RRB Minutes were approved. (Beattie)

Proceedings

1. Event Updates - Future USRRC

Discussion: Four regions have come forward with USRRC proposals for 2009. This years USRRC will be announced by the 2009 SCCA Convention in Las Vegas. DC Region has volunteered for the 2010 USRRC. Cal Club/Jeanne English has expressed an interest for the 2011 USRRC.

2. 2008 Annual Awards

Discussion: The 2008 Awards were reviewed again and will be announced at the 2009 Convention in Las Vegas.

The Robert V. Ridges Memorial Award, nominated by the RoadRally Board and/or RallyCross Board, was discussed in length after receiving correspondence on the qualification of the award. This award was shared with ProRally, which no longer exists. Including RallyCross was a SCCA National Office decision, not a RRB ruling. Ideally, a parallel award would have been best, but the 'crossover' from ProRally to RallyCross appears in many regions today.

3. Lifetime Points Categories

Discussion: Correspondence received on adding another top layer above the Great Grand Master category, for points greater than 800 was discussed, as well as why it exists at all. It is the recognition of ones hard work and accomplishment to be on this list and more importantly reflects the longevity of this sport. RoadRally is the only program in SCCA that has Lifetime Points Standings. This topic was tabled until the next RRB meeting.

4. 2009 Championship Points System

Discussion: Members discussed the on going Points System problems. The majority consensus is to leave it alone for 2009. The new points system is a 'work in progress' program over time. The more rally data/numbers we collect and review, the better decisions we can make for the good of the sport going forward.

5. STRAP (Strategic Plan for BOD)

Discussion: Tabled until the next RRB meeting.

6. Regional Handbook

Discussion: Members to review the Regional Handbook before the next RRB Meeting.

7. Rallymaster as Weekend Member

Discussion: Tabled until next RRB Meeting.

Old Business

Discussion: Photo Contest Update: Beattie has gone thru the first round with the judges and will set up the final round before meeting with the National Office later this month. The winner will be announced and posted at the 2009 Convention.

Discussion: The board discussed again the rule for combining classes for 2009. The board also realizes that it might be too late in asking the BOD at the convention, at this late date, but felt it was critical enough to at least try.

New Business

Discussion: None.

Action Items

Beattie: Final round of the Photo Contest and send results to the National Office.

Next meeting

January 29, 2009 instead of February 4th (upon confirmation from Pego, Natl-Office), at 7:30 pm CST via conference call.

The meeting was adjourned at 9:40 pm CST (Poirier/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>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Feb. 3, 2009

The Club Racing Board met by teleconference, on February 3, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were Marcus Meredith and Jerry Wannarka, BoD Liaison; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 2-09, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

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. Comments may be e-mailed to crb@scca.com.

GCR

Item 1. Effective 4/1/09: 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), *Miller Park Racing Association (MPRA) (Full Competition)*, 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 10/1/09: Change the first sentence of section 4.4.3.D as follows:

Completion of a course at an SCCA accredited private driving school may be submitted in lieu of one SCCA Driver's School *per approved accredited private school course completed (not to exceed two)*, and ...

MEMBER ADVISORIES

None

NEW CAR CLASSIFICATIONS

None

REFERRED or TABLED

Formula/Sport Racing

1. SRF – Change spring tolerances (Skirmants). Tabled for further advisory committee input.
2. F500 – Support for Rave valve engine (Jorgenson/Palmer). Tabled for further research.

Grand Touring

1. GT1 – Classify the 04-06 GTO body (Heeg). Tabled for further research.
2. GT3 – Classify the VW 1.8 L, 5-valve engine (Ricker). Tabled for further research.
3. GTL – Classify the 06-09 Civic body (Niffengegger). Tabled for further research on the 90.6 wheelbase.

Improved Touring

1. ITA – Move the Corolla GTS to ITB (Bettencourt). Tabled for further research.
2. ITB – Move the 92-95 Civic DX 4-valve (unknown). Tabled for further research.

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3. ITB – Fix the Volvo 240 spec line (Russell). Tabled for further research.
4. ITC – Delete the Volvo 142/144 notes (Learned). Tabled for further research.
5. ITS – Clarify Neon ACR move to ITA (Gulick). Tabled for further research.

Touring/Showroom Stock

1. T – New vehicle classification tool (Buttermore). Tabled for further research.
2. T3 – Allow an alternate intercooler for the Miata (Gauzens). Tabled for receipt of parts.
3. SSB – Allow the Celica GT-S a suspension kit (Fondakowski). Tabled for further input from the requester.

NOT RECOMMENDED

GCR

1. Legends tires (McClure). Legends cars are allowed to run in compliance with LC rules. Tires in the required sizes are available from multiple manufacturers.
2. GTS Challenge (Barr). Does not fit our operations. Drivers are encouraged to bring cars into compliance with existing classes.

Formula/Sports Racing

1. FV – Piston and piston ring input (Harding/McCarthy). The rules are adequate as written. Any rings and spacers are allowed as long as the stock piston design is maintained.
2. SRF – Weight input (various). Member input is against weight change.

Grand Touring

GT1 – Add weight to the V8s (Jung). The weights are appropriately specified.

Improved Touring

IT – Allow the removal of the windshield washer system (Hullinger). This is outside the parameters of the class philosophy.

ITR – Move the RX-8 to ITS (Marcus). The car is appropriately classed.

Touring/Showroom Stock

1. T – Update Corvette engines (Buttermore). Cannot combine the C5 spec lines, as the engines are different; engine swap is not allowed.
2. T – Allow fender rolling (Moses). Body modifications are outside the parameters of the category.
3. T1 – Allow the Viper alternate toe links (Wilson). Parts would add adjustability, which is not allowed.
4. T1 – Classify the Z06 in T1 (Schader). The car is classed in Super Touring.
5. T1 – Allow Ferrari an open spring rate and sway bar (Buttermore). We will monitor the car's performance.
6. T2 – Classify the spec E-36 M3 in T2 (Leithauser). The vehicle is not eligible due to age.
7. T2 – Allow the Evo an alternate intercooler (Grand). The car is appropriately specified.
8. T2 – Classify the Ariel Atom (Polskey). The car does not meet the class parameters.
9. T2 – Slow down the Solstice (Leithauser). The car is appropriately classed.
10. SS – Move the 99 Miata to SSC (Delea). The car is at the end of its eligibility.
11. SSB – Reduce the Solstice weight (Pettiford). The weight is appropriately specified.
12. SSC – Classify the 01-05 Miata with no trunk kit (Lipperini). SSC is an FWD class.
13. SSC – Classify the 01-05 MR2 (Lipperini). SCC is an FWD class.

PREVIOUSLY ADDRESSED

Addressed in Technical Bulletin 09-02 or the February 2009 FasTrack:

F500 – Bike engines (Schlismann).
 SR – Tow pin access hole input (Gardner).
 GT1 – TransAm/GT1 rules changes (Ave).
 P – Finalize Volvo 142e (Chaney).
 AS – Fix the Cobra R spec line (Bodle).
 T – New GM classification requests (Barrick).
 T – Reclassify the F-body from T1 to T2 (Pettiford).
 T/SS – Add model years 08-09 to spec lines (Niffengegger).
 T/SS – Cobalt and G5 rear track (Barrick).
 T1 – Brake request for C5 Corvette (various).
 T1 – Alternate brakes for Corvette (various).
 T2 – Classify the 08 Subaru WRX STI (Aquilante).
 T2 – Fix the Lotus wheel size (Childs).
 T3 – Classify the 09 RX-8 R3 (Sanders).
 SSC – Update the Civic Si spec line (Lipperini).
 SSC – Reduce the weight of the 02-05 Toyota Celica GT (McCaughey).

Addressed in Technical Bulletin 09-01 or the January 2009 FasTrack:

T/SS – WRX and Legacy Spec B classification (Aquilante).
 T3 – Update the Legacy GT spec line (Aquilante).

Addressed in Technical Bulletin 08-12 or the December 2008 FasTrack:

T1 – Help the C5 Corvette (Buttermore).
 T1 – Classify the 430 Challenge 1 (Zabinski).

NO ACTION REQUIRED

GCR

1. Tubing material table input (Funderburg). Thank you for your input. Adjustments have been made to the proposed rule.
2. Catch can rule input (Weitzenhof). Thank you for your input. Adjustments have been made to the proposed rule.
3. New fuel testing table – lead content (Weber). Thank you for your input. Adjustments have been made to the proposed rule.

Formula/Sports Racing

CSR – Support for removal of the 45% rule (Devins). Thank you for your input.

Grand Touring

GTL – Roadsters in GTL (Dewitt). Thank you for your input.

Improved Touring

1. IT – Air dam clarification (Schaafsma). Thank you for your input. The rule is adequate as written.
2. ITB – Clarify vent window rule (Learned). Thank you for your input. The rule is adequate as written.

Production

1. P – Committee and CRB ruined Production (Haynes). Thank you for your input.
2. P – Production engine swaps (Rogerson). Not consistent with cost minimization of level 2 Production preparation. Super Touring classes are aimed at the market you're discussing. Thanks for sharing your thoughts.
3. EP – Clarify structural modification (Schmidt). Thank you for your input.

4. FP – Clarify the Miata fuel tank rule (Dewitt). Thank you for your input. The Miata fuel tank is located in front of the rear axle.
5. HP – Reconsider HP classifications (Hess). Thank you for your input. Looking at the class nationwide, HP appears to be well balanced.

American Sedan

Main bearing caps input (Shepergerdes). Thank you for your input.

Touring/Showroom Stock

1. T – Turbo inlet restrictors (Gauzens). Thank you for your input. Restrictors are described in the GCR tech glossary. Restrictor information is also available at .
2. T1 – Balance T1 (Buttermore). Thank you for your input. We continue to work to ensure T1's future.
3. T1 – Try again on the LS3 (Ingle). Thank you for your input.
4. T1 – What happened to the Ferrari 355 (Lay). Thank you for your input. It is now classified in Super Touring.
5. T2 – Not enough on the Solstice (various). Thank you for your input.
6. T2 – Leave the Evo alone (Keane). Thank you for your input.
7. T3 – T3 S2000 proposal (Lier). Thank you for your input.
8. T3 – HHR SS T3 input (Costello). Thank you for your input.
9. T/SS – Touring member input (various). Thank you for your input.
10. SS – Reconsider classification formula (Lipperini). Thank you for your input. AWD cars are properly classed.
11. SS – Clarify Mustang tire rules (Palmer). Thank you for your input. Rule is adequate as written.
12. SSC – Equalize SSC (Hagerty). Thank you for your input.
13. SSC – Form task force (Lipperini). Thank you for your input. The committee identified the problem and is looking for a category-wide solution.

Resumes

T/SS – John Buttermore – Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE: February 3, 2009

NUMBER: TB 09-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/09 unless otherwise noted.

GCR

1. Correct 3.1.2.D to read: Time for the combined practice and qualifying sessions must be a minimum of 70 minutes.
2. Add to Appendix B: Traction Control – Any system that employs electronic signals to reduce wheel spin, independent of direct driver inputs. To achieve their goal, such systems may, for example, reduce engine speed, reduce fuel flow, selectively apply braking, or modify differential output.

Grand Touring

GT1

1. Mustang (bodywork) (05-08), p. 263, add the following alternate wheelbase: 106"

GT3

1. Cars – Volkswagen p. 312, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Golf Mark- IV		3dr, 5dr	FWD	98.9

2. Cars – Volkswagen p. 312, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Jetta Mark- IV		4dr	FWD	98.9

3. Engines – Mazda , p. 302, reinstate the 2189cc as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	SOHC	86.0 x 94.0	2189	Alum Crossflow	3	(2) auto-type w/ 38mm choke(s)	1980	

GTL

1. Cars – Volkswagen Golf Mark – IV, p. 329, change the wheelbase as follows: ~~98.2~~ 98.9
2. Cars – Mazda MX-5, p. 304 change the years as follows: ~~2006~~ 2006-
3. Engines – Volkswagen , p. 330, add to the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
058, 06A and 06B	DOHC	81.0 x 86.4	1780	Alum Crossflow	5	24mm SIR	2050	

4. Cars – Mazda p. 322, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)	Notes:
MX-5	06-09	2dr	RWD	91.7	

5. Cars – Honda p. 320, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Civic	06-09	2dr	FWD	104.3

Improved Touring

ITA

1. Dodge/Plymouth Neon RT & ACR (01-03), p. 365, change the specs to read as follows: Weight(lbs): 2670.

ITB

1. Mercury Capri 2.3 (79-86), p. 366, change the specs to read as follows: Weight(lbs): ~~2640~~ 2550.

Production

EP

1. Acura Integra GSR (94-00), p. 420-421, change the specs as follows: Weight(lbs): ~~2090 *2142 **2195~~ 2040 *2091

****2142.** Notes: Comp. Ratio limited to ~~10.5:1~~ 12.0:1, Valve lift limited to ~~.450"~~ .500".

2. Honda Civic Del Sol Si (93-94), p. 424-425, change the specs as follows: Weight(lbs): ~~2090 **2142 **2195~~ 1950 *1999 **2048.

3. Honda Civic Si (99-00), p. 424-425, change the specs as follows: Weight(lbs): ~~2090 **2142 **2195~~ 1950 *1999 **2048.

4. Honda S2000 (00-03) 2157cc, p. 424-425, change the specs as follows: ~~(00-03)~~ (04-08) Wheels (max): ~~16 x 7~~ 17 x 8.5.

5. Mazda MX-5 (06-08), p. 426-427, add the 2009 model year.

6. Mazda RX-8 (04-08), p. 428-429, add the 2009 model year.

7. Pontiac Solstice (06-08), p. 432-433, add the 2009 model year.

8. Saturn Sky (07-08), p. 432-433, add the 2009 model year.

9. Mazda RX-7 (12A/13B) (79-85), p 428-429, change the note as follows: Level 1 dry sump, intake manifold porting permitted. Alternate multi-piece hub and roter allowed provided they are of the same dimensions as original and weigh a minimum of 10.2 lbs. ~~Any 86-95 rotor housing permitted.~~ 13B (only): *Any 13B rotor housing and any 84-92 non-turbo 6-port side housing permitted.*

10. Mazda RX-7 (13B) (86-91), p. 428-429, change the notes as follows: Any 13B rotor housing and any 84-92 non-turbo 6-port side housing permitted. Level 1 dry sump, intake manifold porting permitted. OEM or aftermarket rear spoiler not permitted. ~~Any 86-95 rotor housing permitted.~~

11. Combine the Triumph TR2, 3, 3A, 4, 4A and Triumph TR4A, IRS as follows:

Car	Prep.	Weight	Engine	Bore x	Displ.	Block	Head/PN	Valves
	Level	(lbs)	Type	Stroke	cc/(ci.)	Mat'l	& Mat'l	IN & EX
				(mm/(in.))				mm/(in.)
Triumph TR2, TR4A, IRS, 3, 3A, 4, 4A,	1	1820	4 Cyl OHV	83.1 x 92.0 86.1 x 92.0	1998 2138	Iron	Iron	(I) 39.6 (E) 33.0

Carb. No. & Type	Wheel-	Track (F/R)	Wheels	Trans.	Brakes Std.	Brakes Alt.:	Notes:
	base	mm/(in.)	(max)	Speed	(mm/(in.))	mm/(in.)	
	mm/(in.)						
(2) 1.75" SU or Stromberg, (2) 2" SU	2235	1346/1334 1387/1361	15 x 7	4	(F) 279 (11.0) Disc (R) 229 (9.0) Drum	(F) Calipers & discs from TR-6 (std. or alt.) (R) 254 (10.0) Drum Drum may be 9" or 10" and of alfin or steel.	Front apron assembly may be made of alternate material. Laycock overdrive may use 5 speed gearbox without overdrive.

FP

1. Ford Fiesta (78-80), p. 455-456, change the first part of the spec line as follows: Carb. No. & Type: (1) 40 DCN, DNCF, IDF w/34mm chokes.

2. Volkswagen Scirocco 1588, p. 450-451, add to the spec line as follows: Valves IN & EX mm/(in.): (I) 40.0, (E) 33.0.

3. Volkswagen Scirocco 1588, p. 450-451, change the second part of the Carb. No. & Type as follows: (2) auto type side draft w/30mm 34mm chokes.

4. Ford Capri (71-74), p. 440-441, change the second part of the spec line as follows: Carb. No. & Type: (2) Automotive-type side draft w/30mm 34mm chokes on I.R. manifold.

HP

1. Fiat 124 Sport Coupe, Prep Level 2, p. 454-455, add to model as follows: *Spider (2281 wheelbase only).*

2. Fiat 124 Spider & Sport Coupe, Prep Level 1, p. 452-453, add to model as follows: *Coupe (95.3 wheelbase only).*

3. Ford Fiesta (78-80), p. 455-456, change the spec line as follows: Carb. No. & Type: (1) 40 DCN, DNCF, IDF w/32mm chokes.

4. Ford Fiesta (78-80), p. 455-456, add to the spec line as follows: Carb. No. & Type: (2) *automotive side draft w/30mm chokes @ 75 lbs. penalty.*

5. Mini Cooper (02-05), p. 456-457, add the 2006 model year.

American Sedan

1. Classify the Chevrolet Camaro (98-02) in AS, p. 477, as follows:

Car	Wheelbase	Gear Ratios	Brakes (Max)	Weight	Notes:
		Std. (or Alt.)	(in/mm)	(lbs)	
Camaro & Firebird (98-02)		2.66, 1.78, 1.30, 1.00, 0.74, 0.50			
Restricted Prep.	101.1		12.2 x 1.25 Disc	3580	See below:

Notes: Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be main-tained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sen-sor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be

added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 18 x 8.5. Any final drive ratio and LSD permitted.

- Clarify section 9.1.6.F Engine Build Sheets by making the following changes: ~~Valve Stem Diameter: Minimum stock stem diameter shall be maintained for at least 70% of the overall valve length (measured from stem to tip).~~
- Camaro & Firebird (93-97) Restricted Prep., p. 476, change the spec as follows: Weight (lbs): ~~3580~~ 3480.
- Camaro & Firebird (93-97) Restricted Prep., p. 476, add to the weight as follows: SS/WS6: 3580.
- Mustang GT (2005), p. 478, add the 2006, 2007, 2008, and 2009 model years
- Mustang Coupe GT Restricted Prep., (05-07), p. 478, add the 2008 and 2009 model years.

Showroom Stock

SSB

- Ford Mustang V6 (05-07), p. 487, change the spec line as follows: Tire Size (stock): ~~215/65-225/50 (F&R)~~ 245/40 max tire size.
- Ford Mustang V6 (05-07), p. 487, add to the notes as follows: FR3 Handling Pack # M-2007-FR3V6 allowed. The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M-5490-C, Strut Tower Brace M-20201-F.

SSC

- Acura Integra GS-R VTEC (3 or 4 door) (95-01) classified in TB-09-01, change the spec line as follows: Wheel: 15 x 6 steel or alloy.
- Correct the Mazda3 classification in TB-09-02 by deleting the entire classification as follows:

Car	Bore x Stroke(mm)/	Wheel- base	Track F & R	Wheel Size (in.)/ Mat'l	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
	Displ. (cc)	(mm)	(mm)							
Mazda3 s (2009)	89.0 x 100.0					3.45, 2.06, 1.39, 1.03, 0.84, 0.72		(F)300 Vented Disc		
	2489	2640	1530/ 1514	17 x 7	205/50	0.84, 0.72	4.11	(R)280 Solid Disc	3115	

- Mazda3 s (04-08) p. 491, add the 2009 model year.

Super Touring

STO

- Chevrolet Camaro 5700, p. 393, add the Pontiac Firebird to the spec line.
- Chevrolet Camaro 5000, p. 393, add the Pontiac Firebird to the spec line.
- BMW E46 M3, classified in TB-09-02, add the E36 to the spec line.
- Honda S2000, classified in TB-09-02, add to the spec line as follows: Engine Displacement (cc): 2200.
- Classify the Corvette L98, LT1, LT4 in STO, p. 393, as follows:

Car	Engine Displacement (cc)	Min. Weight (lbs)	Restrictor	Notes
Corvette L98, LT1, LT1	See notes	3135		Max displacement of 383 ci allowed. Max bore & stroke: 4.00" x 3.75"

Touring

T1

- Chevrolet Corvette C6 Coupe (05-07), p. 566 add to the notes as follows: ARE dry sump system part numbers 3021-S. The following parts are approved: mount w/tensioner & spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. The oil tank shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06. GM battery mount- ing bracket and hardware must be used.
- Chevrolet Corvette C6 Coupe (08-09), p. 567 add to the notes as follows: ARE dry sump system part numbers 3021-S. The following parts are approved: mount w/tensioner & spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. The oil tank shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06. GM battery mount- ing bracket and hardware must be used.
- Classify the Ferrari 430 Challenge (06-07) in T1, p. 568, as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Ferrari 430 Challenge (06-07)	92.0 x 81.0 4308	2600	Must use 360 wheel specs as follows: 18 Alum	Must use 360 tire specs as follows: (F) 235/45 (R) 315/30 (max)	3.20, 2.10, 1.60, 1.20, 1.00, 0.80	4.44	Must use 360 brakes as follows: (stock) (F&R) 330 Vented Disc (Challenge) (F) 355 x 32 Vented Disc, (R) 330 x 18 Vented Disc	3350	Cars may be prepared to 2006 Ferrari Challenge specs except as follows: DOT tires per TCS are required, Weight per GCR.

4. Combine the Chevrolet Corvette C6 Coupe (05-07) and Chevrolet Corvette Coupe (2008) spec lines as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Chevrolet Corvette C6 Coupe (05-08)	101.68 x 92.0 5967 (LS2) 103.26 x 92.0 6162 (LS3)	2685	18 x 10 (F) 19 x 11 (R)	245/40 (F) 285/35 (R) or 315/35 max. (F&R) Rear tires may protrude up to 1.0" with GM T1 Perf. Susp. pkg. Max. cam-ber: (F) -3.5 (R) -2.5 with GM suspension pkg.	2.66, 1.78, 1.30, 1.00, 0.74, 0.50, or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57	3.42	(F) 325/340 Vented Disc (R) 305/330 Vented Disc	LS2: 3280 LS3: 3450	See below.

Notes: C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. This max. tire supersedes TCS 9.1.10.D.7.b. Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477, GM power steering cooler # 15925777, GM radiator # 25999103 (LS3 only), GM radiator baffle # 25953429 (LS3 only), GM engine oil coolers (2) #15803358 (LS3 only), Ron Davis Radiator, part #1-16CV0500, Fan shroud Phoenix part # 1005422, Canton Accusump part # CA24006 or # CA24024, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets, GM trans. cooler part # 12480080 and B&M differential cooler part #70298, Doug Rippie Motorsports brake duct kit # 12-101, 180 degree thermostat Hypertech # 1015 (LS3 only) Lingenfelter Performance Engineering #L310055204 thermostat (LS2 only), Earls oil cooler part # 619 Setrab (19 row), HD oil pressure shim Phoenix part # 1005421, Brake duct holder kit Phoenix #C6BBDH001. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm.

T2

1. Nissan 350Z Track/Touring/Standard (03-08), p. 573, add the Nismo model.
2. Lotus Elise SC (2005), classified in TB-09-01, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed.
3. Lotus Exige S (06-07), classified in TB-09-01, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed.
4. Lotus Club Racer (06-07), classified in TB-09-01, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed.
5. Lotus S240 (2008), classified in TB-09-01, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed.
6. Chevrolet Camaro SS (98-02), classified in TB-09-02, change the spec line as follows: Wheels: 17x9 (F&R) ~~16x10(F)~~ ~~16x11(R)~~.
7. Pontiac Firebird WS6 (98-02), classified in TB-09-02, change the spec line as follows: Wheels: 17x9 (F&R) ~~16x10(F)~~ ~~16x11(R)~~.
8. Ford Mustang Coupe GT & Shelby GT (05-08), p.572, add the 2009 model year
9. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p.573, change the notes as follows: Mitsubishi brake duct guides #MZ555004EX, Permactool trans. oil cooler #1006 or Setrab #SET616 and Mocal pump # MOC-17522HT, AMS front and rear springs #AMS-SCCA01 allowed or AMS front and rear spring kit #AMS-SCCA02 including Genesis Technologies 2" spacer allowed. AMS brake cooling kit #AMS041 allowed. 42.5mm Turbo Inlet Restrictor required. Koyo Radiator #KOY-R2676 allowed.

T3

1. Mazda RX-8 (04-08), p. 577, add to the notes as follows: Mazdaspeed front sway bar kit #0000-04-8302-AD allowed. Mazdaspeed coil spring kit #QSEA-34-01Z allowed.

Spec Miata

1. Clarify section 9.1.8.C.6.a by adding the following sentence to the end of the paragraph: All four wheels must be the same dimension including offset.
2. Clarify section 9.1.8.C.6.b by making the following: ~~Other than the stock 15" Mazda steel wheel, a~~ All wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

John Jackson vs. SOM, COA 08-23-SE

January 23, 2009

FACTS IN BRIEF

Following the November 29-30, 2008 "Turkey Trot" Regional Race at Sebring International Raceway, Peter Magnuson (Chief Steward) filed a Request for Action (RFA) citing John Jackson for violating GCR 4.7.2. (Falsification of Entry). The Stewards of the Meeting (SOM), Fritz Baker, John Edridge, and George Harper, Acting Chairman, met via telephone and email and determined that Mr. Jackson violated GCR 4.7.2, and imposed the penalty of a six-month suspension. Mr. Jackson was notified on Christmas Eve of this decision, which he is appealing.

DATES OF THE COURT

The National Court of Appeals (COA), David Nokes, Dick Templeton, and Bob Horansky, Chairman, met on January 8, 15 and 22, 2009 to hear, review and render a decision on the appeal

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from John Jackson and accompanying documents received January 8, 2009.
2. Official Observer's Report and related documents received January 8, 2009.
3. Email from George Harper received January 9, 2009.

FINDINGS

Based on all documentation supplied by Mr. Jackson, he was allowed to compete in the event with an expired Competition License. Mr. Jackson's membership card was not current, but he had renewed it by telephone on November 14, 2008. The SCCA National Office gave Mr. Jackson the instructions to print out his "License Verification" form which includes both membership and license status. At Friday night Registration, Mr. Jackson presented this form, and the Registrar apparently failed to notice that the license status did not show as current. Mr. Jackson was issued credentials.

On December 10, 2008, it was determined that Mr. Jackson's license had expired, and on December 12, 2008, the Chief Steward issued the RFA "back-dated" to November 30, 2008. While there was no documentation that Mr. Jackson was notified of the RFA, he did submit a statement to the SOM on December 16, 2008. The SOM reached their decision on December 24, 2008, and the Acting Chairman notified Mr. Jackson at 5:20 p.m. that day, mailing copies of the RFA and related documents to him on December 26, 2008.

The COA cannot find any authorization in the GCR that allows the Chief Steward to file an RFA 12 days following an event for a non-mechanical violation. GCR 8.3.2.B.6. states: "Any action initiated by the Chief Steward shall be received by the SOM prior to thirty (30) minutes after the posting of the Results of the last race, except a Request for Action resulting from a post-race inspection."

DECISION

The Court of Appeals overturns the decision of the SOM in its entirety. Mr. Jackson's appeal is considered well-founded and his appeal fee, less the amount retained by SCCA, will be returned. The Court of Appeals wishes to remind Registrars that memberships and licenses might not be renewed on the same date.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

William Hagerty vs SOM, COA Ref. No. 09-01-SP

January 16, 2009

FACTS IN BRIEF

At post-race impound at the Double National Race held December 6-7, 2008 at the Phoenix International Raceway, Bill Hagerty's 2006 Chevrolet Cobalt was found to be in violation of GCR 9.1.7.E., rear track. Based on repeatable measurements by tech, Chief Steward David Nokes issued a Request for Action (RFA). The Stewards of the Meeting (SOM) Leo Baker, Randy Gruening, SIT, and Barbara Knox, Chairman, heard Mr. Hagerty, reviewed the findings of the tech staff, and upheld the RFA. Mr. Hagerty was moved to the last finishing position in class and assigned three (3) penalty points. Mr. Hagerty is appealing the decision of the SOM.

Although this event was held in December 2008, by authority of the SCCA Board of Directors it was designated as a 2009 event for National Championship points.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Fred Cummings Alternate, and Bob Horansky, Chairman, conferred by email in late December and met on January 8 and 15, 2009, to review, hear and render a decision on the appeal. Mr. Nokes, member of the Court and JoAnne Jensen, Alternate member of the Court, were excused from hearing this appeal as they were respectively Chief Steward

and Assistant Chief Steward – Operating for this event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED.

1. Letter of Appeal and related documents from William Hagerty, received December 13, 2008.
2. Official Observer's Report from the Chairman, SOM, received December 22, 2008.
3. Copy of email containing details on the Chevrolet Cobalt model from John Barrick, official of the General Motors Corporation.
4. Email witness statement from David Nokes, dated December 28, 2008.
5. Email from David Nokes verifying the repeatability of the measurements by Tech, received January 10, 2009.
6. Emails from Bob Dowie, Chairman Club Racing Board and Dave Gomberg, CRB member and liaison to the COA, received January 11, 2009.
7. Email from Kevin Yaghoubi, Technical Coordinator, SCCA Club Racing, received January 15, 2009, stating an E&O on this issue will be published in the next issue of FasTrack.

FINDINGS

The rear track measurement for the 2006 Chevrolet Cobalt is 1470 mm. (maximum) in both the 2008 and 2009 GCR's. Based on the information in the 2009 GCR, the rear track on Mr. Hagerty's car was found out of compliance. The 2008 Cobalt measurement was corrected by FasTrack in 2008 to 1475 mm. Based on the information provided by General Motors, the track dimension for the 2006 Cobalt is in error and should have been the same as the 2008 Cobalt. The Chairman of the Club Racing Board verified that this is an Error and Omission and will issue a correction in FasTrack.

DECISION

The Court of Appeals reverses the decision of the Stewards of the Meeting due to the Error and Omission. Mr. Hagerty's penalty is removed from his record and his finishing position is restored. The COA finds Mr. Hagerty's appeal to be well founded and directs that his appeal fee, less the amount retained by SCCA, be returned to him.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Gerald Mason vs. SOM, COA Ref. No. 09-02-SE
January 29, 2009

FACTS IN BRIEF

On January 4, 2009, at the Florida Region Double National race held at Palm Beach International Raceway, Chief Steward Peter Magnuson filed a Chief Steward's Action (CSA) against Gerald Mason, driver of GT-2 #2. The CSA cited Mr. Mason for violating GCR 5.9.3.C, failure to report to impound, after he finished among the first three cars in class. Mr. Magnuson disqualified Mr. Mason for this violation; Mr. Mason subsequently protested that decision. The Stewards of the Meeting (SOM), Norm Esau, Sandy Jung, Smokey Harper and Robert Henderson, Chairman, conducted a hearing of the protest, reviewed the evidence, and heard Mr. Mason. The SOM disallowed the protest. Mr. Mason appealed the decision, contending that the SOM had more decision latitude than they acknowledged.

DATES OF THE COURT

The Court of Appeals (COA), David Nokes, Dick Templeton, and Robert Horansky, Chairman, met on January 29, 2009 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Gerald Mason, received January 13, 2009.
2. Official Observer's Report and related documents, received January 16, 2009.
3. Email statements from Chief Steward (CS) Peter Magnuson, received January 21 and 26, 2009.
4. Telecom between Chairman SOM Bob Henderson and COA chairman Bob Horansky, January 26, 2009

FINDINGS

Mr. Mason's car suffered on-track suspension failure on the 18th lap of a 23 lap race. Post race he was carried by a wrecker past impound to his paddock. Mr. Mason stated that, at that time, he was unaware that he was a top three finisher. The impound signboard worker they passed did not indicate he should stop at impound.

Mr. Mason stated that he was told repeatedly by both the CS and the SOM that they did not have the discretion to deviate from what they believed to be a mandatory disqualification penalty. GCR section 5.9.3.c. cited in the CSA states that failure of a top three finisher to report promptly to impound "may result in a penalty" as well as "It is the driver's responsibility to ascertain his or her finishing position and present his or her car to impound immediately, without going to the paddock, if among the top three (3) in class". Thus, it was Mr. Mason's responsibility to know his finishing position. Also, the CS had discretion to determine if there were mitigating circumstances and to determine what, if any, penalty was appropriate.

The race support vehicles, such as wreckers, are operated under the direction of the CS. Since the car had suspension damage, it is not reasonable for Mr. Mason to have moved the car to impound from the location where the wrecker deposited it. The Court finds that the CS and his race organization had shared responsibility to deliver Mr. Mason's car to impound if it was intended to enforce post-race inspection on this disabled car. The First Court did not appear to fully investigate Mr. Mason's protest by not calling as witnesses the ACS Operating Steward, the ACS Tech, the wrecker operator, the communicator, or the impound signboard worker. Their views may have better informed the SOM and assisted in their deliberations.

Neither the Supplementary Regulations nor the GCR specify a mandatory penalty for failing to immediately report to post-race impound. Both the CS and the SOM are expected to consider the circumstances surrounding an incident and arrive at an appropriate conclusion.

DECISION

The Court of Appeals upholds Mr. Mason's appeal and orders that his finishing position be restored. Due to procedural errors in processing Mr. Mason's appeal, his entire appeal fee shall be returned.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Jan. 29, 2009 (REVISED 2/24)

The Solo Events Board met by conference call January 29th. Attending were SEB members Tina Reeves, Steve Wynveen, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; Lisa Noble and Robin Langlotz of the BOD; and Howard Duncan, 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 1/1/2010.

Comments regarding items published herein should be directed to seb@scca.com

GENERAL

- The Event Operations Committee (EOC) is working on the operations portions of the Solo Rules, Sections 1-12, to help reduce the size of the National Supplemental Regulations and to consider better documentation of the changes that the sport has undergone in the past 36 years. Members are encouraged to watch future issues of Fastrack for proposed modifications and significant rule changes.
- The SEB is presenting a proposal for restructuring its (the SEB's) membership to the BOD. This proposal removes the formal requirement for one board member per Division, and—while retaining certain requirements for geographic representation—provides the opportunity to populate the SEB with members needed to provide a full spectrum of experience and knowhow. More information regarding this proposal is available elsewhere in this issue of Fastrack.
- The following new definition is published for member comment: Add new subsection 12.10, and renumber subsequent sections accordingly, as follows:

“12.10 Canard

A three-dimensional attachment to the front fascia with air passing over the top and bottom surfaces, which is intended to provide aerodynamic downforce to the front of the vehicle. Unlike a wing, one edge must be flush to the attachment surface. No portion of a canard may extend vertically above the front fascia/bodywork.” (ref. 09-018, 09-019)

STREET MODIFIED

- The following rule change proposals are published for member comment:
- Add new subsection 16.1.S as follows: “OE pop-up headlights may be replaced with with static headlights, provided the replacement units are DOT compliant and are produced specifically for that vehicle.” (ref. 08-737)
- Add to 16.1.L: “Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.” (ref. 09-018, 09-019)
- Revise 16.1.O to read as follows: Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc. (ref. 08-728)

STREET PREPARED

- With regard to fuel, additives such as MTBE, ethanol, and methanol are considered to meet the requirement of 3.6.B, which states that such additives are only permitted if they are ones which are found in service station pump fuel as defined in 3.6.A. (ref. 08-725)
- The SPAC is proposing the following listing addition to CSP: Toyota MR2 Spyder ('00-'05)
- Per the SPAC, the following set of listing changes is proposed for member feedback:
 - Subaru WRX STi ('04-'07) BSP
 - Subaru WRX and STi ('08+) BSP, separate line from above

PREPARED

- The following rule change proposals, recommended by the PAC, are published for member feedback:
 - Remove the last sentence of 17.2.O, which currently reads: “When bumpers are retained, the spoiler and bumper shall appear to be two separate parts.”

- Add to Appendix A, Prepared Class X, 1.b: "Unibody fenders may be replaced as described in 17.2.S."
- After further review by the PAC of the Production level 2 allowances in the GCR, it is now understood that update/backdate is allowed between models listed on the same line. Because of the oversight, the PAC has recommended and the SEB has agreed to retract the earlier Tech Bulletin on this subject, published in the January 2009. The limited-prep allowances in G Prepared should be equal to those used in the Production classes.

MODIFIED

- Per the MAC, the following rule change proposal is published for member comment: Add to 18.1.B.1.a: "8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads—such as rocker panels, floor pan, or frame—shall have reduced thickness or be replaced with lighter material." Note: The MAC notes that section 18.1.B.1 of the Modified rules is more restrictive than section 17.2.J of the Prepared rules, regarding the use of lightweight doors made of alternate materials without a weight penalty. Alternate material doors are only allowed currently in DM/EM in section 18.1.B.2, as one of the items between the front and rear bulkheads that are tied to the Modified Tub weight penalty. (ref. 08-579)
- With regard to the MAC's previously published request for input regarding kit cars in DM and EM, the membership is reminded that replicas of SCCA-recognized cars are currently legal in those classes, per the second paragraph of 18.1. The MAC is seeking feedback regarding other models of production-type kit cars which are capable of being licensed for the street. A few examples of manufacturers of such cars would be Noble, Ariel, Beck, Ultima.
- With regard to the MAC's previously published input request for increased DM/EM aero freedom, the membership is reminded to consider the following in formulating their replies: The current DM/EM 4 inch rooftop spoiler allowance is now exceeded by the recently-changed Prepared rules (17.2.P.2), which permit 7.5 inches.

NOT RECOMMENDED

- 08-672, Honda S2000 CR reclassification. Note: per the SAC, the car has not demonstrated dominance of its existing class to date.
- 08-470, Prepared roll bar exemption

TECH BULLETINS

- 1) Stock: Per 12.4, port-installed options provided by the factory are considered to be the same as those installed on the factory production line. (ref.. 08-712)
- 2) Stock: Effective immediately upon publication, the following new listing is added:
Nissan 370Z BS
- 3) Street Touring: The first line of 3.6.A should read: "Stock and Street Touring Category vehicles will use service station pump fuel only."
- 4) Street Touring: The last line of 3.6.C.1 should read: "This does not permit the cutting of vehicle sheet metal, e.g. the trunk floor, for tank installation in the following categories: Stock, Street Touring, Street Prepared, or Street Mod."
- 5) Street Touring: 14.10.6 should read: "All vehicles must comply with the EPA tailpipe emissions test requirements as a minimum."
- 6) Street Touring: Appendix A, page 168 under STX example classifications, "All STS Eligible cars." should instead be "All ST class eligible cars."
- 7) Street Touring: Appendix A, page 169, under STU example classifications, "All STS and STX Eligible cars." should be "All ST class and STX class eligible cars."
- 8) Street Prepared: 15.9.D, second sentence is clarified to read: An alternator or generator must have an *amperage* output equal to or greater than the original equipment unit. (ref. 08-714)
- 9) Street Prepared: The allowances of 15.10.R do not permit the alterations required to fit a limited-slip differential from one model into another which is not listed on the same line in Appendix A. Such an update/backdate interchange would also violate the requirements of 15.1.B (ref. 08-714)
- 10) Street Prepared: Per the SPAC, the "Subaru WRX" listing in ESP is clarified to read: "Subaru WRX (except STi) ('02-'07)"
- 11) Street Prepared: Per the SPAC, the "MR2 non-turbo ('91+)" listing in CSP is clarified to read: "MR2 non-turbo ('91-'95)"
- 12) Street Prepared, errors and omissions: The reference in 15.8.H.2 should read "...as allowed by 15.8.C, F, or G..."
- 13) Street Prepared, errors and omissions: The following changes should have been incorporated into Appendix A and were accidentally overlooked:
Add the New Beetle 1.8T to the same listing line in DSP as the Golf and Jetta ('99-'05)
Combine all 1st-gen Toyota MR2's onto one line in CSP

14) Street Prepared: Effective immediately upon publication, the following new listings are added:

Saab Sonnet ('68-'74 all)	FSP (ref. 08-732)
Audi RS4 ('07-'08)	ESP (ref. 08-636)

15) Prepared: Per the PAC, the following new listings are added and are effective immediately upon publication (ref. 08-467):

Factory Five Mk3 Roadster & Challenge Car	XP
Factory Five Type 65 Coupe	XP
Factory Five GTM Supercar	XP
Superformance MKIII	XP
Superformance GT40 MKII	XP
Superformance Shelby Cobra Daytona Coupe	XP
Mosler MT900S & MT900R	XP

16) Prepared: per the PAC, 17.2.G is clarified to read as follows:

"Bumper components not integral to the bodywork may be modified, substituted with a replica of alternate material, or removed, provided all projecting hardware is also removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose. Bumper fascias integral to the bodywork may be modified or substituted with a replica of alternate material. Internal bumper components may be removed, replaced or modified. Modified or replica bumpers/fascias must be of similar shape as original equipment, completely cover the area of the original bumper/fascia and not confuse the identity of the original vehicle." (ref. 08-234, 08-720)

17) Prepared: per the PAC, update/backdate rules do allow fuel injection swaps within the specifications for makes and models listed on the same line in Appendix A. (ref. 09-046)

18) Prepared: per the PAC, the following listing correction should be made in Appendix A:

In Prepared Class G, Limited-Preparation Vehicles, change the line listings for the applicable Hondas to combine the Civic/Civic SI ('84-'87) onto one line, and (separately) the CRX/CRX SI ('84-'87) onto one line.

19) Modified, errors and omissions: Per the MAC, the following should be added to 18.A.7: "GCR restraint aging requirements do not apply."

20) Modified: Recapped tires are permitted, provided they meet the requirements of 3.3.3.

SOLO MEMORANDUM

The following is an overview of the proposed Solo Events Board restructuring:

Overview

- Proposed SEB Structure:
 - Reduce from 9 to 7 members, with no more than 2 from any one Division.
- Selection Criteria for SEB members:
 - Qualifications and experience of SCCA members seeking appointment.
 - Level of commitment to serve the Club and the sport.
 - Current SEB need for specialty knowledge.
- Increased Role of Divisional Solo Event Stewards:
 - Collectively serve as an Advisory Committee to the SEB representing the members of their respective Divisions with respect to Regional/Divisional events, the Solo Rules, and the direction of the Solo program.
 - Develop and execute a Divisional Solo program that supports the National program, as well as local needs.
 - Serve as the primary Divisional Solo representative at Division meetings and Conventions.
 - Serve as an advisory resource for Regional Solo Chairman.
- Increased Role of the Chairman of each SEB Advisory Committee:
 - Serve as a primary contact with SEB, along with the SEB liaison to the AC, and take part in the appropriate portion of each SEB meeting or conference call.

Benefits:

- Increases the pool of potential SEB members by reducing the geographic restrictions.
- Allows for a better balance of knowledge and experience on the SEB.
- Divisional Solo Events Steward (DSES) position is strengthened and enhanced.
- Improves SEB event operation knowledge base and Division representation, with each DSES serving on the DSES Advisory Committee.

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>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

BOARD OF DIRECTORS MINUTES

SCCA BOARD OF DIRECTORS MINUTES | Feb. 18-22, 2009

The Board of Directors, Sports Car Club of America, Inc., met in at the South Point Hotel, Las Vegas, February 18 through February 22, 2009. The following members participated: R.J. Gordy, Chairman; Howard Allen; Jim Christian; Philip Creighton; Bob Introne; Robin Langlotz; Mike Lewis; Bob Lybarger; Marcus Merideth; Lisa Noble; Mike Sauce; John Sheridan; and Jerry Wannarka. Jeff Dahnert, President & CEO; Rick Ehert, Vice President, Finance; Eric Prill, Vice President, Marketing & Communications; Terry Ozment, Vice President, Club Racing; Colan Arnold, Vice President, Membership and Region Development; Howard Duncan, Vice President, Rally/Solo and Special Programs; Aimee Thoennes, Executive Assistant; John Bauer and Kevin Yaghoubi, Club Racing Technical Staff; Doug Gill, Solo Competition Manager; Ken Patterson, Chairman of the Stewards; Bob Dowie, Chairman, Club Racing Board; Tina Reeves, Chairman, Solo Events Board; Mark Walker, Chairman, RallyCross Board; Kevin Poirer, Chairman Road Rally Board; Peter Lyon, Risk Management, Bob Wildberger, President & CEO, SCCA Pro Racing, and members of the various Program Boards also participated.

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

MOTION: To approve the minutes of the December Board meeting. (Introne/Allen) PASSED, Creighton not present.

ELECTRONIC MEETING MINUTES: The following two motions were proposed and voted on via the internet following the December meeting.

MOTION: Move that the final amount of \$8325.00 debt be forgiven of the Foundation. (Sauce) PASSED 1-19-09, Langlotz No

MOTION: Appoint Dan Coughnour from the Great Lakes Division to the Time Trials Committee. (Merideth) PASSED 2-10-09, Sauce Abstain

To approve the motions made and voted on via electronic media. (Wannarka/Lewis) PASSED, Unanimously

PRESIDENTS REPORT

Jeff Dahnert summarized 2008 year as being quite challenging due to the economy. While Club Racing and Solo entries were down a bit, entries were up in RallyCross, Rally, Time Trials and the Tire Rack Street Survival program. The re-launch of Trans-Am is well underway with races scheduled in conjunction with Pro and Club Racing events. The new insurance program provides the same coverage as in the past but at a reduced cost. The Club is expecting a tough 2009, but planning is underway to make it as successful as possible.

FINANCE AND ADMINISTRATION

Rick Ehert provided the financials for 2008. SCCA Inc. had a net operating income of over \$105,000, and both Enterprises and Pro had net operating incomes of over \$95,000.

MEMBERSHIP AND REGION SERVICES

Attendance at the Convention was significantly higher than last year and may result in one of the largest Conventions in Club history. Membership has declined about 1,254 members with the year end total ending up at 48,358. A number of projects are underway which will result in a simplification of membership and license renewal.

MARKETING AND COMMUNICATIONS

Eric Prill provided an update on the Trans-Am series. He also gave an overview of the contingency/sponsorship programs for Club Racing and Solo. Solo publicity kits to be used by Regions will be unveiled at the Convention.

CLUB RACING

Terry Ozment provided an overview of the National Chief Driving Instructor program. Instructor packets will soon be available to the SCCA Fastrack News

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Regions. She also reported on progress for transitioning the Runoffs to Road America. The Spec Miata Compliance program was discussed with a summary of the 2008 activities; the budget and activities involving increased compliance visits as proposed for 2009. The CRB has begun working on a review of the rules making process. Ms. Ozment also announced the Club's receipt of a \$50,000 grant from the FIA to be used to train track inspectors.

SOLO/RALLY AND SCCA FOUNDATION

Howard Duncan reported that Road Rally entries were down 8% for the year whereas RallyCross entries were up 14%. Plans are underway for the RallyCross National Championship at its new location in Colorado.

The Solo program remains solid but did experience an 11-12% decrease in entries. Relocation of the Tire Rack Solo National Championship to Lincoln Nebraska has generated a lot of interest among soloists. Advanced entries for Solo National Tour events are ahead of last year. A restructuring of the Solo Events Board will be presented to the Board for approval later in the week.

The Foundation continues to be healthy with a nearly \$40,000 increase in assets. A key factor in the success of the Foundation is The Tire Rack Street Survival (TRSS) program. Starting the year with the objective of 20 events, that goal was exceeded ending up with 27 events and a total of 408 students trained.

LIAISON REPORT: Club Racing Board (Merideth and Wannarka)

The CRB is busily trying to address all open rules changes, omissions/errors and competition adjustments before the racing season gets far underway. This is being done in concert in anticipation that a rules season will be initiated for the 2010 competition year. Details of the new Fuel Testing Program will be presented to the Executive Stewards and the Board of Directors for their consideration at the Convention. Progress is well underway by the National Administrators to update all of the specialty manuals.

LIAISON REPORT: Planning Committee (Wannarka)

Primary effort of the Planning Committee this year was to update and integrate all of the strategic plans. We now have strategic plans for SCCA Inc., Club Racing, Solo, RallyCross and RoadRally. Tactical plans were developed for the Time Trials Administrative Council, Executive Stewards and the Club Racing Board as subsets to the Club Racing Board Strategic Plan. The central themes are "Make it Easy - Make it Fun" and program fiscal responsibility.

LIAISON REPORT: Solo Events Board (Noble and Langlotz)

A Triad Championship was announced which ties together the Tire Rack Division Championships and Tire Rack National Championship. To win the Triad Championship, a driver must win the Eastern or Western States Championship as well as a Tire Rack Divisional Championship and a Tire Rack National Championship, all in one class. 2009 represents the 15th year of Tire Rack's title sponsorship of the National Solo program. This is the longest running major sponsorship in SCCA. The SEB will be presenting its Restructuring Plan for Board consideration during the Convention.

LIAISON REPORT: Court of Appeals (Allen)

A summary of Court of Appeal Actions occurring during the 2008 competition year was presented to the Board.

STEWARDS' PROGRAM:

Ken Patterson provided an overview of the 2008 Stewards Program along with special emphasis on Executive Steward activities. Recent activities include revitalization of the Track Review Program, updating Minimum Penalty Guidelines, and conversion of the Strategic Plan to a Tactical Plan.

BOARD ACTIONS:

APPOINTMENT: The following individuals were appointed to the 2009 Foundation Board: Lisa Noble, Bev Heilicher, Howard Allen, Larry Dent and Mike Lewis. The Staff was tasked to review the Foundation by-laws pertaining to Board membership and make recommendations as to the mechanism for updating them and to consider inclusion of a Liaison.

MOTION: To modify the RoadRally Rules as below. (Allen/Lybarger) PASSED, Christian opposed, Creighton not present.

Remove 4.B.4 "For SCCA RoadRally National Championship Series points reporting only, Regional events shall combine classes until there are a minimum of two cars per class. The Regional event's general instruction shall specify a reasonable method for combining classes, if needed."

Remove the reference to 4.B.4 from 2.D and renumber article 2.D.

Change 8.B.4 to read "Champions in each category shall be determined by the accumulation of points earned in up to ten SCCA RoadRally championship events in a series. Regional rallies may account for a maximum of 70 of these points in each series."

MOTION: To change the make up of the Solo Events Board as described in paragraph 6.2 of the Operations Manual effective immediately. (Noble/Langlotz) PASSED, Lewis opposed. New wording:

6.2 Appointment: The Board of Directors (BoD) annually shall appoint a Chairman and up to six additional members to the Solo Events Board (SEB). The geographical distribution of the members shall provide that no more than two members shall be members of the same SCCA Division at the same time. Those appointed shall be recommended to the BoD by the sitting SEB. While SEB members generally serve from three to six years, they shall serve on the SEB for no longer than six years. Each member is subject to annual appointment by the BoD.

MOTION: Effective immediately, Appoint Mark Rothermel to the Time Trials Advisory Committee. (Merideth/Langlotz) PASSED, Unanimous.

MOTION: To authorize Staff to waive GCR provisions dealing with waivers. (Creighton/Langlotz) PASSED, Christian opposed. Motion modified to be effective immediately. (Introne/Langlotz) PASSED, Unanimously.

Wording of the motion: "To authorize staff (V.P. of Club Racing) to waive provisions of GCR 3.9.1.F regarding late changes of Region of Record, errors in Region of Record or late addition of a second class Region of Record. Waivers will be approved on a case by case basis. Minimum participation for the Runoffs shall not be waived."

MOTION: To waive the RallyCross Operations Manual requirement to be a RallyCross Board member for 1 year prior to becoming Chairman of the RallyCross Board. To appoint Karl Sealander as a member of the RallyCross Board. (Allen/Sauce). PASSED, Lewis Abstain.

MOTION: The Board of Directors is interested in making available club racing activities to members that are 15 years old. Following discussion, the Board voted to task the CRB in coordination with the Executive Stewards to explore options for such a program and present a plan for implementation to the Board at its May meeting. Factors that should be considered in the program include an increased number of races required for license upgrade, an enhanced monitoring program for participants, and limiting competitors to the lower horsepower classes. PASSED, Christian No, Lewis Absent.

CLUB RACING BOARD RULES CHANGES

Bob Dowie described the new Fuel Testing Program and went over the administrative details for implementation of the new program. The CRB will also present the Program to the Executive Stewards during the Convention to gain their acceptance. The Executive Stewards provided their acceptance of the Program but requested that an additional battery of tests be conducted to further verify the reliability of the program.

The Board of Directors met with the CRB at the SCCA National Convention and determined a rules season process should be initiated for the GCR and the 2010 Competition season. The process instituted will provide for all rules changes to be incorporated in the GCR prior to going to print. Rules directed toward safety may be implemented during the competition year. Competition adjustments will be reviewed at the CRB Spring Meeting. The CRB has also been asked to clarify the definitions for rule changes, errors and omissions, competition adjustments, and spec line changes. The Board requests the CRB to present a proposed set of dates that would be considered deadlines for each step involved in the rules process at the Board's May meeting.

All motions pertaining to Club Racing rule changes were made and seconded by the CRB Liaisons (Wannarka and Merideth).

GENERAL COMPETITION RULES (GCR) CHANGES

MOTION: Change 5.7.2 to "Sound control may be in effect for all events...." Changes 'shall' to 'may' and represents an attempt to get event by event relief from the 103 db requirement. Action on motion delayed until May meeting.

MOTION: Effective 4/1/09: Change section 4.4.5.F as follows: Canadian residents holding a current Professional Grade "C" or better... 4.4.5.F.2. Application shall include a copy of the current license and medical form.

Effective 4/1/09: Change 5.1.1 and 5.9.1 deleting the Series Chief Technical and Safety Inspector designation.

Effective 1/1/10: Add to section 9.3.28.A "The numeral '1' shall be exclusively reserved for the current national champion in each class for national events. In the event two or more national champions are entered in the same run group, the first group to register shall have preference."

Effective 4/1/09: Change section 9.4.G.8 to "MANUFACTURER SUPPLIED/FIA HOMOLOGATED ROLL CAGES: Cars may compete with FIA or FIA Approved Test Houses homologated cages provided the cage was built by the manufacturer or manufacturer designated shop/team and approved for use. Cars must have an FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car, or confirmation that the cage was certified by an FIA-Approved Test House.

Effective 4/1/09: Change 9.3.15 to "**Coolant Catch Tanks** Cooling systems shall be equipped with coolant catch tanks with a minimum capacity of 1 US pint, except cars that are equipped with working OEM pressurized coolant reservoirs.

Effective 4/1/09: Change definition in Appendix B. to "**Catch Tank** – A container with the purpose of collecting liquid, generally lubricant or coolant, vented from an engine, transmission, transaxle, or differential and preventing the loss, from the car, of the liquid.

Effective 1/1/10 Change table in 9.4.5.E.4.b. to:

<u>Vehicle Weight with Driver</u>	<u>Tubing Size (inches)</u> [outer diameter x wall thickness]
Up to 1700 lbs	1.375 x 0.080
1701 to 2699 lbs	1.50 x 0.095 or 1.625 x 0.080
Over 2699 lbs	1.625 x 0.120 or 1.75 x 0.095

Effective 1/1/10. Change without to with in section 9.4.5.E.4.

Effective 4/1/09. Change definition of Duct/Ducting in Appendix B to “**Duct/ducting** – A tube or enclosed passage for conveying a substance, usually air.”

Effective 4/1/09. Change the third paragraph of section 3.1.5 to include the Miller Motorsports Park Racing Association full competition license in SCCA Regional competition.

All above PASSED, Unanimous.

FORMULA CAR CHANGES

MOTION: Effective 4/1/09. Change 9.1.1.B.3.a as follows: The rockers shall remain entirely unmodified. Alternate manufacturers may be used as long as the original materials and dimensions are the same. Camshafts must be from Ford Motor Company, or Crower part #E57553 FF2000, or any camshaft that is a replica of the original and of the same material may be used.

PASSED, Christian No, Lybarger and Sheridan Abstain.

MOTION: Effective 4/1/09. Change 9.1.1.B.3.b as follows: A standard crankshaft shall be used or any crankshaft that is a replica of the original crankshaft and of the same material may be used....

PASSED, Sauce, Creighton, and Christian, No, Sheridan Abstain.

MOTION: Effective 4/1/09. Change section FV section 9.1.1.C.5.D.20 as follows:

“US imported VW Type 1, 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded.

a. Down Tube: The down tube shall be measured at two different locations within an area between 0.500” and 2.00” above the horizontal manifold tube. Each measurement shall be taken four times rotating around the circumference of the tube, and averaged. Averaged down tube dimensions shall not exceed 1.140 inches in O.D. Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibited. The original factory furnace bronze attaching process and original factory bronze repair material MAY be visible, inside and outside the manifold.

b. Horizontal tube: The horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between the bend and a point that is 1.500” from the center of the down tube connection. Each measurement will be taken four (4) times, rotating around the circumference of the tube, and averaged. Averaged horizontal tube dimensions shall not exceed 0.994 inches O.D. In addition, the maximum O.D. of the manifold measured where the tube inserts into the two head flanges, and just above any repair material that has been added, is 1.050 inches. Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

c. The finished, race prepared, manifold shall not weight less than 24 ounces. Intake manifolds may be repaired. Repaired manifolds shall start at 24 ounces BEFORE repair.

The addition of excessive material to achieve the minimum weight is not permitted.

d. All exterior surfaces shall be in original condition. Bead blasting is permitted for cleaning only. Manifolds must remain unpainted with color but may have a thin, transparent coat of rust proofing material or clear coat type material applied. Removing material from the outside of the manifold to achieve the legal dimensions is not permitted.

e. Matching of manifold flanges (to the ports) is permitted. Seal rings or “gaskets” of any type are acceptable as long as the bottom of the manifold flange is not raised above the cylinder head casting around the port opening. Removal of the manifold flanges that connect the manifold to the cylinder head is prohibited. Factory “VW” casting marks surrounded by a circle and VW casting numbers shall be visible on the bottom side of the flanges, closest to the head. No repair material of any type shall be visible or cover these markings on the bottom of the flanges. Factory furnace Bronze and manifold repair material may be visible where the horizontal tube enters the top of the flange. The exterior dimensions of these flanges must not exceed 2.990” x 1.360”.

PASSED, Christian No, Noble and Sheridan Abstain.

MOTION: Effective 4/1/09. Revise 9.1.1.D.2.s.10 as follows: “Exhaust outlets on cars registered after January 1, 1986 shall not extend more than 60 cm (23.60”) behind the centerline of the rear axle and shall be positioned between 10 cm (3.9”) and 60 cm (23.6) from the ground, measured to the bottom of the exhaust pipe.”

PASSED, Christian No, Sauce and Sheridan Abstain.

GRAND TOURING CHANGES

MOTION: Effective 4/1/09. Remove the third paragraph of section 9.1.2.F.2.

Change section 9.1.2.D.3.a.1 to "Only one radiator is allowed provided that there are no changes to the exterior bodywork to accommodate its use. It shall not be located in the driver/passenger compartment. Radiator overflow line (s) shall terminate in a catch tank.

Add to section 9.1.2.D.5.b.3: Alternatively, any purpose built tube frame car can be built to a 102 inch wheel base to enable eligibility in both GT-1 and Transom events.

Add to 9.1.2.D.5.c.2: No hydraulic or pneumatic interconnecting or cross linking of shocks is allowed.

Add to 9.1.2.D.5.b.3: Alternatively, any purpose built tube frame car may be built to a 102 inch wheelbase.

Change section 9.1.2.D.8.a.3 as follows: "Maximum overall car width shall not exceed 80.65 inches. Existing cars built to 84.75 inches with a log book history of running in that configuration may continue to do so.

Delete section 9.1.2.D.19.b.1 in its entirety and renumber the remaining items. PASSED. Christian No, Lewis and Sheridan Abstain.

IMPROVED TOURING CHANGES

MOTION: Effective 4/1/09.

Add to 9.1.2.D.9.i, "The complete duct assembly in the plane of the window shall be no larger than 100 square inches."

Add to 9.1.3.D.9.m, "If equipped, the vent window and its supporting structure may be removed."

PASSED, Christian No, Sheridan Abstain

AMERICAN SEDAN CHANGES

MOTION: Effective 4/1/09.

Change 9.1.6.D.3 as follows: "Concentric hydraulic clutch release bearings may be used. Any clutch master cylinder and hoses may be fitted."

Change 9.1.6.F Notes #3 as follows: "Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. Blocks may be machined to accept four bolt bearing caps."

Add to section 9.1.6.F under Block Options, "7. Cylinder bores may be sleeved. A maximum of two cylinders may be sleeved."

Change section 9.1.6.9.a as follows: "Original door hinges, safety intrusion beam, and remainder of door structure shall be retained, except for inner door sheet metal, which may be modified or removed. Doors may be pinned, not bolted, for safety. All door glass and winding mechanism may be removed.

PASSED, Christian No, Sheridan Abstain

SHOWROOM STOCK CHANGE

MOTION: Effective 4/1/09. Reclassify the SSB Hyundai Tiburon (03-04) to SSC at 3290 lbs. PASSED. Christian No, Sheridan Abstain.

SPEC MIATA CHANGES

MOTION: Effective 1/1/09, Change section 9.1.8.C.6.c.2 as follows: "All Regional SM races will use either Toyo RA-1s or Toyo R888s (205/50R15). Action on motion delayed until the May meeting.

MOTION: Effective 7/1/09, All Regional SM races will use Toyo 888s (205/50R15). Action on motion delayed until the May meeting due to concerns about the appropriateness of the implementation date.

SPORTS RACING CHANGE

MOTION: Effective 4/1/09. Remove the 25 lb weight penalty for fuel injection in CSR section 9.1.9.A.2.a.4. PASSED, Christian No, Noble Abstain.

MOTION: Effective 4/1/09. Change 9.1.9.A.2.d.2 as follows:

- a. For the full width of the DSR body
- b. No aerodynamic devices.....
- c. All ducted air that exists....

PASSED, Allen, Noble and Christian No, Sheridan Abstain.

MOTION: Effective 4/1/09. Change 9.1.9.B.5.a as follows: "The rockers shall remain entirely unmodified. Alternate manufacturers may be used as long as the original materials and dimensions are the same. Camshafts must be from Ford Motor Company, or Crower part #E-5753 FF2000, or any camshaft that is a replica of the original camshaft and of the same material may be used.....

PASSED, Christian No, Sheridan Abstain.

MOTION: Effective 4/1/09. Change section 9.1.9.B.5.b as follows, "A standard crankshaft shall be used or any crankshaft that is a replica of the original crankshaft and of the same material may be used.....

PASSED, Sauce, Creighton and Christian No, Sheridan Abstain

SUPER TOURING CHANGES

MOTION: Effective 4/1/09.

Change section 9.1.4.L.2 as follows: "Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 25 mm; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs must be added to the car. The body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of six inches (6"). The 24 mm tolerance applies to pick-up points on the chassis only.

Change 9.1.4.L.9 as follows: "Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle RWD may reduce the minimum weight by 50 lbs.

PASSED. Christian No, Lewis and Sheridan Abstain.

TOURING CHANGES

MOTION: Effective 4/1/09

Reclassify the ST Lotus Sport Exige Cup 255 (2007) to T1 at 2090 lbs.

Reclassify the T1 Acura NSX (97-03) to T2 at 3100 lbs.

Reclassify the T2 Acura Integra Type R (97-01) to T3 at 2650 lbs.

Add a new section 9.1.10.D.1.f. "3. An oil catch can is permitted."

Add a new section 9.1.10.D.4.a. "2. An oil catch can is permitted"

Add a new section 9.1.10.D.4.b. "4. An oil catch can is permitted"

PASSED, Christian No, Noble and Sheridan Abstain

MOTION: Effective 4/1/09: All cars classified in Touring may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing.

Any oil cooler(s) is permitted.

Any radiator is permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine.

Any transmission cooler(s) is permitted.

Any power steering cooler(s) is permitted.

PASSED, Creighton and Christian no, Sheridan Abstain

ACTION ITEM: Conduct Additional Reproducibility Fuel Tests

The Executive Stewards reviewed the new Fuel Testing Program and felt they could endorse the Program if an additional test is conducted to verify its reproducibility. The Technical Staff of the Club Racing Office with input from the CRB will undertake the testing. Results are to be reported to the Board at its May meeting.

ACTION ITEM: Review Program Board Functions.

The Board requested a review of the various program boards be initiated to determine if Operational Manuals reflect program needs, to develop consistency when appropriate between Boards, and to determine general compliance with the Operation Manuals. Liaisons are to report back at the May meeting.

ACTION ITEM: Formalize a criteria and procedure for conducting Board business via the internet.

The VP of Membership and Regional Services has developed a procedure for conducting business via the internet. Concept will be disseminated to the Board for consideration of acceptability at the May meeting.

MOTION: To adjourn the meeting. (Merideth/Langlotz) PASSED. Unanimous.

Respectively submitted,

Jerry Wannarka

Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | March 3, 2009

The Club Racing Board met by teleconference on March 3, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were Marcus Meredith and Jerry Wannarka, BoD liasons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

ATTENTION ALL MEMBERS:

Beginning this month, the CRB minutes are changed to better serve the membership. The following sections acknowledge and provide solutions to information presented in letters:

SUGGESTED RULES FOR NEXT YEAR – This section presents recommended rules changes that the CRB will present to the BoD for voting, to be effective for next year. The effective date for items suggested before the Runoffs will be the First of the month following the event. Post-Runoffs, the effective date will be January 1.

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.

WHAT DO YOU THINK? – The CRB will ask for member input. These were formerly in the "Member Advisory" section. These are ideas that the CRB wants to bring forward without creating any rules changes yet.

MEMBER ADVISORIES – This section publishes information the CRB wants to provide the membership. This section will no longer ask for member input.

NOT APPROVED BY THE CRB – Similar to the former "Not Recommended" section, these are the items that the advisory committees and CRB have determined would not be beneficial to the membership or a particular community.

NO ACTION REQUIRED – This is the same as the former section of the same title. Support or opposition to rules changes will appear here, as well as comments requiring no action by the CRB or club.

The following sections are no longer included in CRB minutes:

NEW CAR CLASSIFICATIONS – New car classifications are already published in the technical bulletin with specifications. There is no need to repeat them in the CRB minutes.

TABLED or REFERRED – The Technical Services department will notify the writer by e-mail that their subject has been tabled for further discussion or research. When the situation has been resolved, it will appear in the CRB minutes in the appropriate section.

PREVIOUSLY ADDRESSED – The Technical Services department will acknowledge the letter and inform the writer when the topic was resolved in *FasTrack* or other means.

RESUMES – The Technical Services department will acknowledge receipt of the resume.

In addition to those items covered in Technical Bulletin 09-04, 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 to crb@scca.com.

Formula/Sports Racing

Items 1 and 2 would allow the Rotax 494 RAVE engine to be used in F500.

Item 1. Effective 10/1/09: Change F500 section 9.1.1.E.2 as follows:

Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 lbs for AMW and Rotax RAVE/non-RAVE 494 engines, 825 lbs for Rotax 493 engines).

Item 2. Effective 10/1/09: Change F500 section 9.1.1.E.14 as follows:

Rotax Model 494 and Model 493, single expansion chamber and electric and/or pull starter, Rotax ~~494 RAVE engine not allowed~~ 494 RAVE engine must use the 494 non-RAVE rotor, Ski Doo part numbers 420 924 509 or 420 924 508, 147 degree designation. RAVE valves may be blocked in the "full open" position or left as delivered. 494 RAVE and non-RAVE cylinder heads may not be interchanged

between engines.

Items 3 and 4 would move the Enterprise Sports Racer from CSR to S2000.

Item 3. Effective 10/1/09: Remove the following item from CSR/DSR section 9.1.9.A.2.a:

a. CSR Engine and Weight Restrictions

...

~~Enterprises Sports Racer in CSR see 9.1.9.G~~

Item 4. Effective 10/1/09: Add the following paragraph to the end of S2000 section 9.9.B.1:

Enterprises Sports Racer in S2000 section 9.1.9G.

Item 5. Effective 10/1/09: Add the following after the fourth sentence of S2000 section 9.1.9.B.5.a:

An alternate optional camshaft, Elgin part number 2000FC, may be used only in the original iron head.

Item 6. Effective 10/1/09: Change S2000 section 9.1.9.B.13 as follows, which renders S2000 subject to section 9.3.31:

A self starter is mandatory, operated by the driver. ~~Two stoplights and two taillights, each at least fifteen (15) watts rating shall be operable.~~

Grand Touring

Item 1. Effective 10/1/09: Add the following to the end of sections 9.1.2.D.8.h and 9.1.2.F.3.c.1 as follows:

In place of clips, polycarbonate windscreens may be mounted using a fastener spaced a minimum of every 12.0 inches across the top and sides, with a minimum of four across the bottom spaced as close as possible to the intake opening.

Showroom Stock

Item 1. Effective 10/1/09: Change section 9.1.7.F.2 as follows:

2. It shall be in segments no lighter than ~~twenty five (25)~~ ten (10) pounds and no heavier than fifty (50) pounds, and shall be capable of being weighed apart from the vehicle.

Spec Miata

Item 1. Effective 10/1/09: Add a new subsection k to section 9.1.8.C.7. as follows:

- k. *Exterior mirror assemblies must be factory OEM units. Removal of these mirror assemblies is not allowed. Additional interior mirrors may be installed provided they are safely and securely mounted.*

Item 2. Effective 10/1/09: Change section 9.1.8.C.8.d as follows:

- d. Any interior ~~or exterior~~ mirrors may be used.

WHAT DO YOU THINK?

Formula

The CRB requests input from the **FV** community about whether to allow dry sump systems.

MEMBER ADVISORIES

Formula

The CRB requests that all members of the **Formula First** community with **Formula Special homologation** mail their current certificate to the SCCA national office technical department. The technical department will issue new Formula FST homologation certificates at no charge.

Spec Miata

Item 1. The SCCA National Staff would like to acknowledge that it has received considerable input on the performance of the Toyo R888. We are actively working with Toyo Tires to determine the size and scope of the issue.

Item 2. Reminder: There is no provision to remove exterior mirrors. All exterior mirrors must be retained. Interior mirrors are open.

NOT APPROVED BY THE CRB

Formula

FV – Oil sump change request (Van de Car). There is no demonstrated need.

Grand Touring

1. GT1 – Help the GT1 RX7 (Jung). The car is classed appropriately.
2. GT1 – Classify the 04-06 GTO body with 18 inch wheels (Heeg). The wheels would render the car outside the performance parameters of the class. Please refer to this month's technical bulletin for the GTO body classification.
3. GT2 – Allow factory RSR wings (staff). Factory-style wings are not considered for classification. The GTCS wing specs are listed as maximum requirements. A factory wing may be used if it falls inside the maximum specs.
4. GT2 – Classify the 997 Porsche GT3 Cup car (Mead). The car is classed appropriately in GT1.

Production

FP – Fix the Nissan/Datsun SPL311/311-U spec line (Lamb). The specs are correct.

American Sedan

1. Reduce the weight of T2 crossovers (Aquilante). Recent changes (100 lbs removed) will be monitored.
2. Engine build specs (rod journal); allow aftermarket blocks (Werth). These items were discussed extensively during the development of the new engine rules. The advisory committee believes stability in the rules is very important and does not believe these requests are necessary. We will monitor the performance of the new engines.

Touring/Showroom Stock

1. T1 – Help the Viper (Lynch). The car is specified correctly.
2. T2 – Allow the Z4 M an alternate suspension (Leithauser). We will monitor the car's performance to collect more data.
3. T2 – Reduce the Z4 weight (Leithauser). The weight is specified correctly.
4. T2 – Reduce the Evo weight (Grand). The car is specified correctly.
5. T3 – Allow the MKV GTi a trunk kit (Stehly). This is outside the T3 performance parameters.
6. SSB – Reduce the weight of the Solstice (Aubuchon). The weight is specified correctly.

NO ACTION REQUIRED

Formula

1. FC – Elan intake input (Lee). Thank you for your input.
2. FV – Intake manifold input (various). Thank you for your input. The CRB has received a great deal of input on this subject and will take each letter into consideration for the next meeting.

Grand Touring

1. GT – Fuel injection input (Goughary). Thank you for your input.
2. GT1 – Preparation changes (Grant). Thank you for your input. One bulkhead protecting the driver is sufficient. There have been recent changes to the oil tank wording.
3. GT1 – Compression ratio input (Sloma). Thank you for your input.
4. GT1 – Wing mount input (Simms). Thank you for your input.
5. GTL – Future of the class – roadsters, 2-seaters, Miatas (Patten). Thank you for your input. The CRB has carefully reviewed the proposal and will certainly keep support for it in mind for future classifications. Additionally, Mr. Patten has been invited to participate in a conference call with the GT Advisory Committee.

Production

P – Dry sumps in Production (Mead). Thank you for your input. Dry sumps will be considered on a case-by-case basis.

American Sedan

Support for alternate crankshaft dimensions (Bailey). Thank you for your input. Please refer to item 2 in the American Sedan section under NOT RECOMMENDED BY THE CRB.

Touring/Showroom Stock

1. T – Dry sump input (Berkeley). Thank you for your input.
2. T – M Z4 input (Leithauser). Thank you for your input.
3. SSC – Reduce the weight of the Sentra SER Spec V (Jones). Letter withdrawn.

CLUB RACING TECHNICAL BULLETIN

DATE: March 3, 2009

NUMBER: TB 09-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/09 unless otherwise noted.

GCR

- Clarify section 9.3.25.A by changing the paragraph as follows: 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 D.C. of gasoline, ~~as~~ will be measured by an SCCA Fuel Check Meter (Precision Fuel Testing ~~HDE G-01 Fuel Analyzer or Kavlico FT-K01 Fuel Tester~~). The "0.0" calibration of the SCCA Fuel Check Meter is set against reagent or laboratory grade cyclohexane. 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.

Formula

FC

- Clarify section 9.1.1.B.3.i by adding "Standard Camshaft" above the current table.
- Clarify section 9.1.1.B.3.i by adding the following alternate cam specs below the current table:

Alternate Camshaft

EXHAUST			INTAKE		
Angle	Opening	Closing	Angle	Opening	Closing
0	10.149	10.149	0	11.182	11.182
5	10.07	10.071	5	11.102	11.092
10	9.831	9.829	10	10.853	10.821
15	9.426	9.415	15	10.423	10.363
20	8.854	8.826	20	9.821	9.721
25	8.117	8.073	25	9.069	8.916
30	7.205	7.154	30	8.177	7.955
35	6.132	6.071	35	7.131	6.85
40	4.92	4.866	40	5.96	5.624
45	3.611	3.6	45	4.702	4.313
50	2.346	2.38	50	3.425	3.01
55	1.325	1.406	55	2.242	1.851
60	0.722	0.825	60	1.278	0.994
65	0.488	0.604	65	0.642	0.509
70	0.385	0.524	70	0.334	0.307
75	0.303	0.461	75	0.215	0.208
80	0.224	0.404	80	0.134	0.13
85	0.146	0.343	85	0.064	0.063
90	0.09	0.279	90	0.022	0.024

FE

- Change section 9.1.1.A.5.7.a.14, p. 548 as follows: Fuel Filter: ~~Part # WM591924~~ any 10 micron fuel filter may be used as long as it performs no other purpose than to filter fuel.

FF

- Clarify section 9.1.1.D.1.r by making the following changes: Distributor: Distributors are unrestricted provided the original drive, location, and housing (~~standard Motorcraft, Bosch, Lucas, or Mallory distributor #4558101~~) are retained. The distributor is defined as the component that triggers the LT current and distributes the HT current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute, or time the ignition. ~~Standard Motorcraft (Autolite), Bosch, or Lucas.~~ The vacuum advance mechanism may be removed, and the distributor advance plate may be secured by soldering or welding or by suitable fasteners. The advance curve and advance springs are unrestricted. Generators/ Alternators: not required. All other electrical components are unrestricted.

Grand Touring

GT1

- General Motors Corporation – Pontiac, p. 264 add the GTO with 102"/110" wheelbase.

GT2

- Cars – Nissan 240Z/260Z/280Z, p. 288 add to the notes as follows: Hood bulge allowed.
- Cars – PORSCHE 996 GT3 Cup, p. 292, change the notes as follows: Cars must be prepared to Porsche Cup Specifications for 98-05 except that cars must meet all SCCA safety standards unless otherwise noted. Competitors must have a ~~current~~ copy of the Porsche Cup ~~rules specifications~~ in their possession *outlining authorized modifications and approved parts for their model year*.
- Engines – PORSCHE, p. 293, change all engines listed as DOHC with 2 valves/cyl. to SOHC.
- Engines – PORSCHE, p. 293, change the engine with Displ.(cc) 380 as follows: ~~380~~ 3800.
- Engines – BMW , p. 282, add the S50B32 as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
S50B32	DOHC	86.4 x 91.0	3201	Alum. Crossflow	4	37mm SIR	2280	

- Engines - BMW , p. 282, add the S54 as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
S54	DOHC	87.0 x 91.0	3246	Alum. Crossflow	4	37mm SIR	2280	

GT3

- Cars – Honda CRX 84-87, p. 303 add to the notes as follows: Hood bulge allowed.

GTL

- Cars – Toyota p. 328, add to the spec line as follows:

Wheelbase (in)					
Model	Years	Body Style	Driveline	Notes:	
MR2	91-95	2dr	RWD	91.3	Hood bulge allowed.

- Engines - VW , p. 330, add to the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
058, 06A, 06B	DOHC	81.0 x 86.4	1780	Alum Crossflow	5	24mm SIR	2050	

Production

EP

- Mazda MX-5 (06-08), p. 426-427, add to the notes as follows: OEM hardtop allowed.
- Pontiac Solstice (06-08), p. 432-433, add to the notes as follows: GM part #PCS-0664 hardtop allowed.
- Saturn Sky (07-08), p. 426-427, add to the notes as follows: GM part #PCS-0664 hardtop allowed.
- Honda S2000 (00-03), p. 424-425, add to the notes as follows: OEM hardtop allowed.
- Honda S2000 (04-08), p. 424-425, add to the notes as follows: OEM hardtop allowed.
- BMW Z3 2.8L (97–00), p. 422-423, add to the notes as follows: OEM hardtop allowed

FP

- Honda Civic Si (88-91), p. 440-441, change the specs as follows: Weight(lbs): 1900 *1948 **1995.
- Elva Courier Mk. I, II, & III 1622 & 1798 p. 438-439, change the specs as follows: Weight(lbs): 1798cc: 1825.
- Elva Courier Mk. III, IV 1800 & Mk. IV R & C p. 440-441, change the specs as follows: Weight(lbs): 1825.

American Sedan

- Clarify section 9.1.6.D.1.3 by making the following addition to the second sentence: Any carburetor jets, *air jets*, accelerator pump, pump cam, and accelerator pump nozzles may be used.
- Cadillac CTS-V (04-05) Restricted Prep., p. 476, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
- Cadillac CTS-V (06-07) Restricted Prep., p. 476, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
- Camaro & Firebird (98-02) Restricted Prep., classified in TB 09-03, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.

8 wheels.

5. Mustang (94-95) Restricted Prep., p. 477, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
6. Mustang Cobra R (1995) Restricted Prep., p. 477, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
7. Mustang Cobra (96-98) Restricted Prep., p. 477, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
8. Mustang Cobra (99-02) Restricted Prep., p. 478, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
9. Mustang Mach 1 (03-04) Restricted Prep., p. 478, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
10. Mustang Coupe GT (05-07) Restricted Prep., p. 478, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
11. GTO (04-05) Restricted Prep., p. 479, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
12. GTO (2006) Restricted Prep., p. 479, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
13. Camaro & Firebird (98-02) Restricted Prep., classified in TB 09-03, change the notes as follows: ~~Wheel Size: 18 x 8.5.~~

Showroom Stock

SSB

1. Classify the Mazda3 s (2010) in SSC, p. 491, as follows:

Car	Bore x	Wheel-	Track	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	F & R	Size (in.)/	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)	(mm)	Mat'l	(stock)					
Mazda3 s (2010)	89.0 x 100.0		1530/			3.45, 2.06, 1.39,		(F)300 Vented Disc		
	2489	2640	1514	17 x 7	205/50	1.03, 0.84, 0.72	4.11	(R)280 Solid Disc	3115	

SM

1. Clarify section 9.1.8.C.1.a.5 p. 498, **(Effective on publication)** by making the following addition to the last sentence: Restrictor plates must be the proper size as listed in the Specification Table, must be from Mazdaspeed Motorsports Development or SCCA Enterprises, and must not be modified.

Sports Racer

ESR

1. Change section 9.1.9.G.7.a.14, p. 548 as follows: Fuel Filter: ~~Part # WM591924~~ any 10 micron fuel filter may be used as long as it performs no other purpose than to filter fuel.

Touring

T1

1. Classify the BMW E92 M3 (08-09) in T1, p. 566, as follows:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
BMW E92 M3 (08-09)	92.0 x 75.2		F:18x8.5		4.05, 2.40, 1.58,		F:360x30		
	3999	2761	R:18x9.5	265/40	1.19, 1.00, 0.87	3.85	R:350x24	3300	

2. Chevrolet Corvette C6 Coupe (05-08), combined spec line listed in TB 09-03, add to the notes as follows: Alternate wheel bearings SKF Part # BAR 5049C permitted.
3. Chevrolet Corvette C-5 (98-04), p.566, add to the notes as follows: Alternate wheel bearings SKF Part # BAR 5049C permitted.

T2

1. BMW M3 (01-06), p. 570, change the spec line as follows: Wheel Size (inch): ~~18 x 8 (F)~~ 18 x 9 (F), Tire Size: ~~225/45 (F)~~ Max: 255/40 (F). Add to the notes as follows: Notes: This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.
2. Lotus Elise SC (2005), classified in TB-09-01, change the spec line as follows: Wheel Size (inch): ~~16 x 5.5 (F)~~ 16 x 6.5 (F), Tire Size: ~~175/50 (F)~~ Max: 195/50 (F). Add to the notes as follows: Notes: This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.
3. Lotus Exige S (06-07), classified in TB-09-01, change the spec line as follows: Wheel Size (inch): ~~16 x 5.5 (F)~~ 16 x 6.5 (F), Tire Size: ~~175/50 (F)~~ Max: 195/50 (F). Add to the notes as follows: Notes: This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.
4. Lotus Club Racer (06-07), classified in TB-09-01, change the spec line as follows: Wheel Size (inch): ~~16 x 5.5 (F)~~ 16 x 6.5 (F), Tire Size: ~~175/50 (F)~~ Max: 195/50 (F). Add to the notes as follows: Notes: This max tire size supersedes TCS tire rule section

9.1.10.D.7.b.

5. Lotus S240 (2008), classified in TB-09-01, change the spec line as follows: Wheel Size (inch): ~~16 x 5.5 (F)~~ 16 x 6.5 (F), Tire Size: ~~175/50 (F)~~ Max: 195/50 (F). Add to the notes as follows: Notes: *This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.*

6. Lotus Elise (2005), p. 573, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.

7. Lotus Exige (06-07), p. 573, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.

8. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p.573, change the notes as follows: ~~42.5mm~~ 41mm Turbo Inlet Restrictor required.

9. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p.573, add to the notes as follows: Alternate AMS front sway bar permitted #AMS-SCCA-SBF02, alternate rear sway bar permitted #AMS-SCCA-SBR02.

T3

1. Mazda RX-8 (04-08), p. 577, add to the spec line as follows: Gear Ratios: Alt: 3.82, 2.26, 1.54, 1.18, 1.00, 0.79, Final Drive: Alt: 4.78, Notes: Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive.

2. Mazda MazdaSpeed Miata (04-05) p.577, add to the notes as follows: Bell Engineering (BEGi) intercooler kit permitted #67022. Complete kit includes throttle inlet tube, cool air box and Forge Motorsports diverter valve. Kit must be used as a whole, including all hardware.

3. Mini Cooper S (02-06), p. 577, add to the spec line as follows: Wheel Size (inch): 17 x 8 (F&R), Notes: Mini Mania strut tower plate #MMS7300 permitted. Make the following change: Tire Size: ~~195/55 (F&R)~~ Max: 225/40 (F&R). Notes: *This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.*

4. Mini Cooper S (07-08), p. 577, add to the spec line as follows: Wheel Size (inch): 17 x 8 (F&R), Notes: Mini Mania strut tower plate #MMS7300 permitted. Make the following change: Tire Size: ~~195/55 (F&R)~~ Max: 225/40 (F&R). Notes: *This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.*

5. Lotus Elise (2005), p. 577, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.

6. Lotus Exige (06-07), p. 577, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Andrew Charbonneau vs. Driver Review, COA Ref. No. 09-03-SE

February 12, 2009

FACTS IN BRIEF

Andrew Charbonneau was invited in SRF to the 2008 Runoffs at Heartland Park Topeka. He was also mistakenly invited in Spec Miata. When the error was discovered, he was notified orally and in writing by the Club Racing staff. At the event, he asked for, and was given, permission to start at the back of the SM pack by the Assistant Chief Steward. He registered, completed Tech, and raced.

On November 4, 2008, Rick Mitchell, SEDiv Executive Steward, convened a Driver Review per GCR 2.4., "to review the circumstances and your activities regarding your entry in the SM race at the 2008 National Championship Runoffs...The review will also examine your competition record."

The Driver Review, consisting of Costa Dunias, Earl Hurlbut, and Tom Hoffman, Chairman, investigated and discussed the evidence, finding that Mr. Charbonneau violated 2.2. of the event Supplementary Regulations (eligibility) and GCR 2.1.2. (acting to participate in a competition when known to be ineligible). The Driver Review disqualified Mr. Charbonneau from the Spec Miata race, which carries 4 automatic penalty points. The Driver Review also excluded Mr. Charbonneau from all participation as a driver in the 2009 Runoffs. They reviewed Mr. Charbonneau's prior driving history, deciding to take no action.

Mr. Charbonneau is appealing the decision, contending that exclusion from the 2009 Runoffs is outside the authority of a Driver Review.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, David Nokes, and Robert Horansky, Chairman, met on February 5, 2009, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Andrew Charbonneau and related document, received January 28, 2009.
2. Driver Review documents from Chairman Tom Hoffman, received February 2, 2009.
3. Driver file for Andrew Charbonneau, received February 2, 2009.
4. Email statement from Runoffs ACS Dennis Dean, received February 2, 2009.

FINDINGS

Despite the initial notification error, there is no question that Mr. Charbonneau was ineligible to participate in the SM race and that he was fully informed he was ineligible. His misconception that the Runoffs Chief Steward may allow any car in the class to start at the back of the pack led to his request. An unfortunate series of officials' and clerical errors enabled him to register, complete Tech, and race in SM. As a result, the Court finds that while there is shared responsibility, the heavier burden rests with the competitor, and supports the Driver Review in disqualifying Mr. Charbonneau from a race for which he was ineligible to participate.

With respect to excluding Mr. Charbonneau from driving in the 2009 Runoffs, the Court finds that this penalty is listed in the 2008 Runoffs Supplementary Regulations, making it available only to the event SOM, while GCR 2.4. limits a Driver Review to the Penalties listed in GCR Section 7. The Court concurs with Mr. Charbonneau that exclusion from the 2009 event was outside the authority of the Driver Review.

The Driver Review considered Mr. Charbonneau's driving record, but opted not to take additional action, which was well within its purview. However, the Court of Appeals observed a pattern in Mr. Charbonneau's driving record since 2004. His record includes multiple probations, CSAs, and RFAs (one was disallowed), for various technical infractions, passes under yellow, failure to allow racing room and body contacts.

DECISION

The Court of Appeals upholds the Driver Review, but modifies the penalty. Mr. Charbonneau is disqualified from the Spec Miata race at the 2008 Runoffs, which carries an automatic penalty of 4 points. Provided he is invited, Mr. Charbonneau will be permitted to participate as a driver in the 2009 Runoffs. Mr. Charbonneau is placed on Probation for a period of 7 months, effective immediately upon receipt of his Competition License, which carries an automatic penalty of 3 points. The total number of automatic penalty points as a result of the disqualification and probation is 7.

The Court finds that Mr. Charbonneau's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Lee Niffenegger vs. SOM, COA Ref. No. 09-04-SP

February 19, 2009

FACTS IN BRIEF

At the Cal Club Region National race held at Auto Club Speedway on January 25, 2009, Lee Niffenegger, driver of SSB #53, filed a protest against Tim Brecht, driver of SSB #26, citing violation of GCR 6.8.1.A. and B. (Avoiding Contact and Racing Room) related to side-to-side contact at Turn 15 during the last lap of the race. The Stewards of the Meet (SOM) Jack Brabban and Irene Wells, Chairman, inspected the cars, interviewed the drivers, and issued a Reprimand to Mr. Brecht. Mr. Niffenegger is appealing the lack of severity of the penalty that left his second place finishing position unaltered, 0.93 seconds behind Mr. Brecht.

DATES OF THE COURT

The Court of Appeals (COA), David Nokes, Dick Templeton, and Robert Horansky, Chairman, met on February 12 and 19, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Lee Niffenegger, received February 10, 2009.
2. Official Observer's Report and related documents, received February 10, 2009.
3. Email statement from Chairman SOM, Irene Wells received February 10, 2009.
4. Email statement and photos from Tim Brecht received February 12, 2009.
5. Email statement from Jack Brabban, SOM, received February 15, 2009.

FINDINGS

There were no witness statements taken from either driver; there were no other witness statements or videos related to this on-track incident; and there was no entry in the race log related to this body contact. In their statements to the COA, both Mr. Niffenegger and Mr. Brecht state that Mr. Niffenegger was following Mr. Brecht into Turn 15, and there was no change in position as a result of the contact as Mr. Niffenegger attempted a pass. Mr. Brecht contends that there was only slight damage to the left rear quarter panel of his car as a result of the contact. The SOM based their decision on the testimony of the two drivers and inspection of their cars. In his appeal letter, Mr. Niffenegger provided extensive telemetry data from his car to substantiate that the incident caused him to slow enough to lose the race. There was no corresponding data submitted by Mr. Brecht.

DECISION

The Court of Appeals overturns the decision of the SOM. There is insufficient documented evidence to attribute fault to either driver. Mr. Brecht's Reprimand is rescinded. Mr. Niffenegger's appeal is well founded and his appeal fee, less the SCCA administrative costs, will be refunded.

COURT OF APPEALS

Judgment of the Court of Appeals

John Jackson vs. Driver Review COA 09-05-SE

March 11, 2009

FACTS IN BRIEF

Rick Mitchell, Southeast Division Executive Steward, convened a Driver Review Court requesting an investigation of John Jackson's actions at the Palm Beach/Moroso Regional event held November 15-16, 2008 as well as a review of Mr. Jackson's driving record. The Driver Review Court of John Edridge, Bud Merrill, and Bob Shafer, Chairman, met and determined that Mr. Jackson violated GCR, 4.7.2.(Falsification of Entry) and GCR 4.3.1.(Possession of License). The Review Court assessed penalties of disqualification from the November 15-16, 2008 and the November 29-30, 2008 events, six-month license suspension, and six-month probation following the suspension. Mr. Jackson appealed their decision.

DATES OF THE COURT

The National Court of Appeals (COA), David Nokes, JoAnne Jensen, and Dick Templeton, Acting Chairman, met on March 5, 2009 to hear, review, and render a decision on the appeal. COA Chairman Robert Horansky and COA Alternate Fred Cummings asked to be recused from any participation in the appeal hearings.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from John Jackson and accompanying documents received February 20, 2009.
2. Report of the Executive Steward's Review Court and related documents received February 27, 2009.
3. Emails from Bob Shafer dated March 1 and March 3, 2009.
4. Email from John Edridge dated March 2, 2009.

5. Email from Rick Mitchell received March 3, 2009.
6. SCCA driver file for John Jackson received March 2, 2009.

FINDINGS

As stated in COA 08-23-SE, Mr. Jackson entered and participated in the Palm Beach/Moroso "Palm Beach Classic" as well as the Sebring "Turkey Trot" events with an expired competition license. However, the COA found in COA 08-23-SE that there was shared culpability between the organizing regions/registrars and Mr. Jackson. The Driver Review emphasized an incident at the Sebring weekend involving Mr. Jackson and two other cars which resulted in cancelling the balance of that event due to track damage. It was noted by the COA that the Chairman of the SOM for that event had stated that Mr. Jackson was merely in the wrong place at the wrong time.

A review of Mr. Jackson's driver record from the SCCA National office shows no other violations have been ascribed to him beyond the allegations regarding his registering with an expired competition license at the Sebring event.

DECISION

The Court of Appeals agrees with the Driver Review Court that Mr. Jackson violated GCR 4.3.1. and 4.7.2. However, in both instances there was sufficient cause to believe that the organizing regions shared the responsibility for Mr. Jackson's improper entry for those races. The COA upholds the disqualifications but overturns the six-month suspension and six-month probation. Therefore, Mr. Jackson's penalty points will be reduced to four penalty points. Mr. Jackson's appeal is considered well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

SCCA

National Championship

RUNOFFS®

Event Schedule

ROAD AMERICA #IDC-09-S
HELD UNDER 2009
GENERAL COMPETITION RULES

ACTIVITY CALENDAR

Mon 9/21
6:00 pm*
Welcome Party

Tues 9/22:
6:00 PM**
Worker Party

Wed 9/23:
6:00 pm*
Worker Party

Thurs 9/24:
6:00 pm**
WORKER OF THE YEAR PARTY
DRIVERS WELCOME!!

Fri 9/25:
5:30 PM**
Worker Party

Sat 9/26:
5:30 pm*
PARTICIPANT PARTY

Sun 9/27:
5:30 pm**
Worker Party

*All times are approximate
**Worker Parties start @
conclusion of days events

QUALIFYING / MEETINGS

25 min. sessions

	<u>TUES 9/22</u>	<u>WED 9/23</u>	<u>THURS 9/24</u>
	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>
8:00	T3/SSB	FC/FE	EP
8:35	SM	GT1	GTL/FP
9:10	SRF	F5/FF	CSR/DSR
9:45	FV	GT2/GT3	T2/AS
10:20	T1	EP	FM/S2
10:55	FC/FE	GTL/FP	SSC/HP
11:30	GT1	CSR/DSR	FA
12:05	F5/FF	T2/AS	T3/SSB
LUNCH- CRB MTGS	FORMULA/ SPORTS RACER/PROD	GT/SM	SS/AS/ TOURING
1:30	GT2/GT3	FM/S2	SM
2:05	EP	SSC/HP	SRF
2:40	GTL/FP	FA	FV
3:15	CSR/DSR	T3/SSB	T1
3:50	T2/AS	SM	FC/FE
4:25	FM/S2	SRF	GT1
5:00	SSC/HP	FV	F5/FF
5:35	FA	T1	GT2/GT3

HARDSHIP SESSIONS

Please see the Chief Steward

	<u>FRI 9/25</u>	<u>SAT 9/26</u>	<u>SUN 9/27</u>
7:45	SESSION 1	SESSION 1	SESSION 1
8:00	SESSION 2	SESSION 2	SESSION 2

NATIONAL CHAMPIONSHIP RACES

ALL RACES 13 LAPS OR 40 MIN., WHICHEVER ELAPSES FIRST.
RACE TIMES ARE GREEN FLAG TIMES.

	<u>FRI 9/25</u>	<u>SAT 9/26</u>	<u>SUN 9/27</u>
8:30	GTL	T3/SSB	FE
9:30	CSR	FM	GT2
10:30	T2	SM	F500
11:30	S2	SRF	HP
LUNCH			
1:30	AS	FV	FF
2:30	SSC	T1	GT1
3:30	FP	FC	DSR
4:30	FA	GT3	EP



Held under the 2009 General Competition Rules

#IDC-09-S

Online Registration at www.scca.com

SUPPLEMENTARY REGULATIONS

1. Entries
2. Driver Eligibility
3. Tow Fund
4. Registration & Credentials
5. On-track Sessions
6. Grid
7. Start/Finish
8. Timing & Scoring

9. Pre-race Tech Inspection
10. Impound & Post Race Inspection
11. Decals/Patches
12. Penalties/Protest/Appeals
13. Race Results
14. Rules of Operation/Pits/Paddock
15. General Info
16. Race/Driver Info.

1. ENTRIES

- 1.1. All drivers shall be current Sports Car Club of America (SCCA) members in good standing, hold a current National Competition License and meet all criteria as listed under section 2.
- 1.2. Driver Eligibility: Drivers may enter as many classes as they wish and drive any car eligible for that class, provided they meet all driver eligibility requirements for each class entered.
- 1.3. One Vehicle, Multiple Classes: A driver may enter one vehicle in more than one class at this event. The driver shall have qualified for each class entered per these supplemental regulations and the vehicle shall be capable of meeting all requirements and specifications for those classes. Separate entry forms and fees are required for each class entered.
- 1.4. Registration: Online registration will be available at www.scca.com. Paper entry forms and fees (under same cover) shall be faxed to 785-232-7214 or mailed to:

SCCA
Attention: Club Racing
P.O. Box 1833
Topeka, KS 66601-1833

All fields of the entry form shall be completed to be valid. The driver bio is optional. The entry fee shall accompany the entry form (see section 1.6)

- 1.5. Entry Dates: In order to support the **Continuous Participation Rewards Program** announced on 6/11/2008, the following dates will apply:
 - June 3rd, 2009 9:00 AM CDT Registration opens for drivers who have participated in 10 or more Runoffs
 - June 10th, 2009 9:00 AM CDT Registration opens for drivers who have participated in 1 or more Runoffs
 - June 17th, 2009 9:00 AM CDT Registration open for all driversVolunteer Registration will begin at 9:00 a.m. June 3rd, 2009 CDT.
Paper or Online entries will not be accepted before the dates noted above. Entries received prior to these dates will be returned.
- 1.6. Entry Fee: Online entry fee is **\$400** payable with Visa or Mastercard. Paper entry fee is **\$410** (US Funds) payable to SCCA, Inc. The paper entry fee includes a \$10 handling fee. After midnight (CDT), Friday, August 28, 2009 (online, postmarked or dated by an express delivery service) the entry fee is \$600 for online or \$610 for paper entries. Note: An additional \$25 fee will be charged for checks returned for insufficient funds. Driver's that participated in the 2008 Runoffs will receive a \$50 discount on their entry fee (limit one class entry per driver – registration system will automatically apply the credit) per the Continuous Rewards Program.
- 1.7. Cancellation and Refunds: The cancellation deadline for a **full** refund is midnight (CDT) Tuesday, September 8, 2009. Driver/entrant may cancel by the following methods:
 - Fax – (785) 232-7214
 - U.S. mail (see section 1.4 for address)
 - E-mail – runoffs@scca.comCancellations received between Sept. 9th & Sept. 27th will be refunded the entry fee less \$175. If your entry is not accepted for the Runoffs, you will automatically receive a full refund.
- 1.8. Entry Acceptance: SCCA will not accept entries from drivers who do not meet the requirements of GCR Section 3.9.2.A. and the guidelines as set forth in these supplemental regulations.
- 1.9. Car Numbers: 2009 Runoffs participants (who competed in the 2008 Runoffs) will be given the opportunity to retain their 2008 car number. These competitors will have until 9:00 am, July 1st, CDT to register thereby securing their 2008 number. 2008 defending National Champions desiring # 1 should contact the SCCA Club Racing office for Number Assignment (see section 8.1 in the Supplemental Regulations). All 2008 numbers not registered to a 2009 participant after this date will be released and available to anyone.
 - In the case of groups with combined sessions, if there are two drivers requesting the same number, the number will go to the first one registering.
 - The official paper event entry form provides space to indicate six (6) possible numbers of your choice.
 - The official online event entry form allows you to choose your number from the remaining available numbers.
 - Permitted numbers range from 00 through 99.
 - **Changes to assigned numbers shall be made before 5 pm CST September 14, 2009.**
 - Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring.
 - Illegible numbers may not be timed or scored.
 - In addition to having numbers on the end plate, all winged Formula cars are encouraged to have numbers elsewhere on the car.
- 1.10. Entry to the Monday, September 21st, 2009 Test day will be via a registration link once you have completed your Runoffs Entry. Test day admittance will be capped at 300 cars. Registration will be on a first come, first served basis. Drivers that participated in the 2008 Runoffs will receive a 50% discount on the Monday test day entry fee.

2. DRIVER ELIGIBILITY

- 2.1. Entries will be accepted for this 2009 Interdivisional Championship Event from those drivers who meet the following for each class entered:
- 2.2. Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record and have been classified as a finisher in at least four (see GCR 3.9.2.A./B./C./D. (and Club Racing Technical Bulletin dated December 2, 2008 GCR item 2 in the January 2009 Fastrack) GCR 6.7.2 and GCR 6.7.3).
- 2.3. Shall have finished in the top ten (10) in their class in their division's 2009 National points standings.
- 2.4. Shall have accumulated at least four (4) National Championship points in 2009.
- 2.5. Defending National Champions: See section 3.9.2.B on page 20 in the 2009 GCR for requirements.
- 2.6. If you are not sure you have sufficient points to qualify, send an entry anyway. If the entry is denied, your entry fee will be refunded in full. Drivers who believe their points accumulation totals for Divisional Championship standings and National Championship Runoffs® invitations are in error, shall contact their Divisional Pointskeeper, before the entry deadline, for resolution. Only if satisfaction cannot be achieved at the Divisional level should a driver/entrant contact the National office for review of the matter.
- 2.7. In the event of a tie for tenth place, the first consideration for breaking the tie will be the above Driver Eligibility, followed by GCR 3.9.1.C.

3. TRAVEL/TOW FUND

- 3.1. A Tow Fund will be collected and maintained by the SCCA during the 2009 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®.
- 3.2. Fund Determination: A driver's payment will be determined by the following:
 - Straight line mileage from the driver's permanent residence to Road America.
 - The address will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received before the receipt of the entry.

Note: False representation of permanent residence may result in penalties as provided in GCR section 7.2.

- 3.3. Distribution of Tow Fund: Tow fund will be paid to drivers who meet the following criteria:
- Top three (3) drivers with the highest points total in each class from each Division that attend the event (no tow money will be paid to drivers living closer than 299 miles) and the maximum mileage to be paid will be 2,100 miles.
 - Shall enter on time and entry be accepted to participate in the Runoffs®
 - Shall complete registration, Tech inspection and be on-track at least once during the week.
- Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2.H).
In the event there is an unbreakable tie within a class and Division (see GCR 3.9.1.C.) affecting Tow Fund payout, both parties will receive payment.*
- 3.4. Mailing of Funds: The National office will mail tow fund checks within 60 days of the completion of the event.
- The name and address on the check will match that of the W-9 form each driver must complete prior to receiving check.
 - A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 shall be completed using the Tax ID company name; the tow fund check will be issued to that named company.
 - Federal Tax ID and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in tow fund.
- 3.5. Tow Fund Claim Deadline: All inquiries regarding tow fund shall be made by December 14, 2009. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by December 14, 2009. No claims made after this date will be considered.
- 4. REGISTRATION AND CREDENTIALS**
- 4.1. Registration Hours (All times are Central Time Zone)
- | | | |
|----------------|------------|------------------------|
| Thurs..... | Sept 17 | 9:00 a.m. - 6:00 p.m. |
| Fri-Sun | Sept 18-20 | 7:00 a.m. - 6:00 p.m. |
| Mon-Thurs..... | Sept 21-24 | 7:00 a.m. - 5:00 p.m. |
| Fri..... | Sept 25 | 7:00 a.m. - 5:00 p.m. |
| Sat..... | Sept 26 | 7:00 a.m. - 4:00 p.m. |
| Sun..... | Sept 27 | 7:00 a.m. - 12:00 p.m. |
- 4.2. Entry into Road America for those arriving after registration is closed: Drivers/entrants, crew and volunteers **without** transport vehicles or RVs may enter Road America after registration hours by showing a current SCCA membership card and signing the ROAD AMERICA waiver. Participants shall report to Registration the following day to sign in and receive event credentials.
- ROAD AMERICA will supply SCCA with a list of people entering after hours each day.
 - No race, transport vehicles or RVs will be allowed to enter after Registration closes for the day.
- 4.3. Hot-Pit Access: All crew members who need to be in hot-pit areas shall be listed as crew on the driver's entry form.
- SCCA shall provide a maximum of four passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile.
 - Only the driver or entrant may add/change free or paid-for crew names. The addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited.
 - WEEKEND SCCA MEMBERSHIPS ARE NOT VALID FOR USE DURING THE RUNOFFS.
 - Additional passes can be purchased from Road America for \$40 each.
- 4.4. Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 7.2 Penalties
- 4.5. Commemorative Photos IDs will be available at the track for \$5.00 each.
- 5. ON-TRACK SESSIONS**
- 5.1. **Schedule Modification:** SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that is undersubscribed by the Sept. 5th deadline may be combined with another class or classes for all sessions, including races.
- 5.2. Qualifying Sessions.
- Grid positions for the first qualifying session for each class will be by random number draw. The draw will be done on Monday, September 21st and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session. This process is **NON-PROTESTABLE**.
 - Combined Sessions: For combined groupings on the first day of qualifying, the group will be sorted by class with the group with the fastest track record going first. Position within each class will be determined by the process noted in preceding bullet. For the second and third days of qualifying, the group will be split by class by times from the previous day with the class with the fastest qualifier going first. This process is **NON-PROTESTABLE**.
 - During the qualifying sessions on Tuesday, Sept 27th, a **white flag** will be shown on the first lap for each group at each staffed corner station as information for drivers regarding corner station location per GCR 6.11.2. E.
 - All cars not on the grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of the field.
- 5.3. Eligibility for a Race Start: To be eligible to start the race, all cars shall qualify within 120 percent of the average of the fastest three qualifying times for their respective class.
- The Chief Steward may issue waivers to cars qualifying outside of the required 120 percent at his discretion.
 - Requests shall be made within 30 minutes of the posting of the grid.
 - Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.
- 5.4. Split Start: The SSB/T3 Race will utilize a split start with a pace car pacing each group.
- 5.5. Hardship Sessions: On Friday, Saturday and Sunday will be for **hardship** only. Any competitor may request permission to participate in the hardship lap sessions. Same day racers will have priority. Hardship laps are intended to allow competitors to check on the state of their car after repairs or adjustments have been made. Each competitor that wishes a hardship lap must request a pass for a hardship session from the Chief Steward or one of his designates prior to their race day. The pass must be presented to grid personnel prior to entering the track. The hardship lap will consist of a single traversal of the circuit from pit exit to the pit entrance. Markers will be placed on the track surface to remind competitors not to proceed past the pit entrance.
- 5.6. "Doughnuts" or reckless driving are not allowed on the track, in the paddock or on ROAD AMERICA property at any time.
- 6. GRID**
- 6.1. All cars shall enter the race track through the grid area located on the south end of the GearBox concession stand.
- Cars shall be in position and the grid cleared of crew at the one (1) minute warning.
 - Cars late to the grid shall enter the course from the grid through the pit lane.
 - The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic.
- 6.2. With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying position and be released from the pit lane at the back of the field.
- 7. START/FINISH**
- 7.1. THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT.
- 7.2. Pace laps: There will be one (1) pace lap at the start of each race. This lap does NOT count as a race lap.
- 7.3. Wave Off: In the event of a wave off of the first racing lap, the grid will continue at pace speed until the green flag is displayed by the Starter. Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black flagged and held **up to one (1) minute** in the pit lane. Other penalties may also be imposed (GCR 7.2).
- 7.4. Length of Race: Official track length is 4.0 miles; all races will be thirteen (13) laps or 40 minutes, whichever comes first. The 40 minute time limit will be in effect for all races commencing when the pole car crosses the Start/Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 6.7.3. The posted race times are green flag times.
- 7.5. One Lap to Go: A one lap to go sign with a number 1 will be displayed at the Start/Finish line indicating the last lap if possible.
- 7.6. Victory Lap: Each class winner may take a victory lap per GCR 6.8.7.
- 7.7. **Trophies will not be mailed.** If the race results are not available by the end of the day in which the race occurred, trophies will be mailed.

8. **TIMING AND SCORING**
- 8.1. All corrections, i.e., name and/or sponsor changes/additions, shall be submitted to Timing and Scoring before 5:00 p.m. on the last day of qualifying.
- 8.2. AMB TRANX 260 Transponders are required for all on-track sessions. All cars shall be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.
- 8.3. **To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line.**
- 8.4. Membership numbers may not be shown on official results.
9. **PRE-RACE TECH INSPECTION**
- 9.1. Tech Inspection Location and Hours: Tech Inspection will be held at the Registration building in the morning and at the Tech Area in the afternoons. Tech Inspection is on a first-come, first-served basis during the following hours:

Registration Building Express Tech only (Driver and Gear Check In) - see section 9.3 of these supps.

Sat-Sun..... Sept 19-20..... 7:00 a.m. – noon.

Tech

Sat-Sun Sept 18-20..... 8:00 a.m. – 6:00 p.m.

Mon-Sun..... Sept 21-27..... 7:45 a.m. – 6:00 p.m.

Note: Tech Areas will close by 8:00 PM CDT each day. Any inspections not completed by this time will be carried over to the next day.

- 9.2. Rules of Tech: The following shall be adhered to without exception:
- No engines will be run in the Tech areas at any time during the week, unless directed to do so by a Tech official. Push cars in and out of the area.
 - **Smoking is prohibited in the Tech areas.**
 - **Non-licensed minors and pets are prohibited from the Tech areas.**
- 9.3. Express Tech (Check In): If your car does not need an annual Tech and its logbook has no unresolved notations, you do not need to present your car for Technical Inspection. After you have registered, please bring the following items to Tech:
- Vehicle logbook
 - Helmet with a 2009 Club sticker
 - All Driver's suits to be used during the competition with official SCCA Club Racing patches on each suit and with the patches for any non-SCCA sanctioning body removed or covered
 - Tech sheet/vehicle declarations page (included in driver packet)
- 9.4. Vehicle Full Tech will be required if notations exist in the logbook or the car needs an annual Tech. Gear and helmet shall be presented at Tech Check-in. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing homologation shall have this accomplished prior to arrival at Road America.
- 9.5. Tech Stickers: The Runoffs® decals are your Tech inspection stickers and shall be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars and sports racers. In the event this placement is not possible, the Assistant Chief Steward of Tech will be responsible for the final placement of the Runoffs® decals. All classes must run the configuration in accordance with the declared minimum weight. If you change your declared weight, you will need to get a new tech sticker issued. If your new weight is lighter than your previous weight, you will lose your prior qualifying times.
No vehicle will be allowed to participate in this event **without** the Runoffs® decals properly placed at **all times** during the National Championship Runoffs® from Tuesday, Sept 22, 2009, through Sunday, September 27th, 2009. A Runoffs® decal will **not** be issued until your vehicle(s) has been approved by Tech officials.
- 9.6. Two-way Radios: All cars may employ two-way radios. You may be required to change frequencies if interference occurs with event officials and/or track communications.
Operation of radios is prohibited on the following UHF frequencies:
- | | | |
|------------|------------|------------|
| • 461.1750 | • 463.7875 | • 467.7875 |
| • 461.3000 | • 464.3250 | • 468.2250 |
| • 461.4750 | • 464.3750 | • 468.7875 |
| • 461.5875 | • 464.5250 | • 469.3250 |
| • 461.7750 | • 464.8875 | • 469.3750 |
| • 462.0000 | • 466.1750 | • 469.5250 |
| • 462.7875 | • 466.5875 | • 469.8875 |
| • 463.2250 | • 467.0000 | |
- 9.7. Back-up Car Procedures: Any additional cars and/or chassis that may be used at any time during the event shall be presented at Tech.
- The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class.
 - The Chief of Tech shall inform the Chief Steward directly or through the Tech Steward.
 - The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination before the substitution will be removed; the driver shall re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed. Should the driver choose to return to the original car, the driver may request that the times for the original car be reinstated.
- 9.8. Tire Rules: Formula Mazda Tire Rule 9.1.1.F.14. (A,B,C,E), ESR Tire Rule 9.1.9.G.13. (a,b,c) and FE Tire Rule 9.1.1.A.5.13 (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.
- 9.9. Scales: The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound. Scales are located in the Tech area near Pit Out.
- 9.10. Grid and Pit Lane Tech: Additional visual inspections of race cars may be conducted on the Grid and on the Pit Lane. These inspections will be non-intrusive. Items not in compliance will be noted and the competitor will be directed to Tech at the end of their session for additional inspection.
- 9.11. Stock OEM Components: Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.
- 9.12. Fuel: All cars shall use fuel purchased from the track as follows:

Class	Octane	Leaded or Unleaded
SRF, Spec Miata, Showroom Stock, Touring, rotary engine, and cars permitted to use fuel per IT requirements	93 or 100	Unleaded
Remaining Production, American Sedan, GT, Formula, Sports Racers	110, 112, or 116	Leaded

The track fuel pumps will be open Monday, September 14 th through Sunday, September 27, 2009.

Note: 100 and 110 Octane available 24 hours via credit card at permanent pumps. 93 and 112 octane will be available via attendant 8:00am-noon (9/14-9/20) and 8:00am-4:00pm (9/21-9/27). 116 Octane will be available via pre-order only through Road America.

- Competitors shall declare which fuel they are using.
 - Mixing fuels of different octane is prohibited.
 - These 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 Tuesday's first session or if you have changed fuel types, at a **MINIMUM**, we recommend draining your tank/cell, then add a few gallons of your spec fuel, run the car and drain the tank/cell again.
- 9.13. Fuel Testing: Fuel testing for compliance with section 9.14 of these supplemental regulations may be implemented during qualifying and post-race inspection.
- 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.

- 9.14. Data Acquisition: SCCA Technical Staff and/or Club Racing Board members and their delegates may install data acquisition equipment in a competitor's car. This program is to assist the CRB in competition adjustments; participation is mandatory, not optional and is NON-PROTESTABLE.
10. **IMPOUND AND POST RACE INSPECTION**
- 10.1. At the conclusion of each race, the first six (6) cars in each class shall proceed to the Tech area.
- Impound passes will be issued to the driver and three crew members of the impounded cars.
 - Additional cars may be ordered to the Tech areas at the discretion of the Chief Steward.
 - Cars shall remain in the Tech area with a minimum of one crew member until released. Crew members may leave the Tech area after checking with the category supervisor.
- 10.2. At the conclusion of each qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his discretion.
- 10.3. **Post Qualifying Compliance Verification:** Tech inspectors may employ non-intrusive measuring devices (P&G gauge, Whistler, etc.) throughout the week. These devices are used for a quick estimate of the measurement and do not ensure that the reading will be the same as that done during a detailed inspection, which may occur at a later time. The Tech Inspector will note on the back of the Tech card any items observed during the course of this inspection as non-compliant with GCR eligibility and/or preparation limits. The "Official Report" will be prepared by Tech and processed with the Chief Tech Steward. The Tech Decals will be marked VOID for items noted on the back of the tech card. The driver shall sign the back of the tech card to acknowledge awareness that these discrepancies exist. The car must be presented to Tech in a compliant configuration before a replacement Tech Decal will be issued. A replacement Tech Decal is required to proceed into the next session for that car.
- 10.4. Eligibility and Preparation Resolution: The Chief Steward will resolve all matters of eligibility and/or preparation non-compliance no later than ninety (90) minutes after the final qualifying session on Thursday, September 24th, 2009.
- In addition, any car impounded after its qualifying session that has a Tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.
- 10.5. During post race impound, admission to the Tech areas are restricted to authorized drivers, officials and crew members with proper credentials.
- 10.6. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.
- 10.7. Any part found to be in non-compliance with the GCR specification book and/or supplemental regulations may be retained by the SCCA, Inc. and disposed of at a later date, at its discretion.
- 10.8. The first place car in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection:
- Removal of cylinder head for measurement of bore, stroke and valve size, where restricted by the rules for the class and category.
 - A P&G gauge or other measuring device may be used in place of cylinder head removal at the option of the Chief Steward.
 - Teardown will begin within 45 minutes following the conclusion of post race ceremonies.
 - Teardown shall be completed within 4 hours, except for Showroom Stock, Spec Miata, Touring and AS.
 - The Chief Steward may modify these procedures at his sole discretion.
- 10.9. Disabled Race Car Parking: Disabled cars will be parked in the boneyard. Removal of any automobile shall be approved by the Log Book Tech Inspector.
- 10.10 Each driver is responsible for having a person available for transporting his/her vehicle to and from tech locations following on-track sessions. Vehicles may be escorted from one tech area to another.
11. **DECALS AND PATCHES**
- 11.1. All GCR required decals and patches, as well as vehicle logbooks, are available in Tech.
- 11.2. All decals and patches required for Contingency programs will be available at Driver Information located next to the gas pumps mid paddock (Sunday, September 20th from 1-4 pm and 8am-5pm September 21-27, 2009.)
- 11.3. GCR required driver suit patches will be checked during pre-race Tech inspection. Non-SCCA sanctioning body decals and patches shall be removed or covered on the driver's suit(s) and racecar. **NO DRIVER WILL BE ALLOWED ON THE PODIUM WITHOUT APPROPRIATE SCCA PATCHES ON THEIR DRIVER SUIT**
12. **PENALTIES / PROTESTS / APPEALS**
- 12.1. Penalties will be as stated in GCR section 7.2, except as follows:
- Drivers may be excluded from competing in the following year's Interdivisional Championship Event. Tow fund may not be paid to drivers/cars disqualified from the event.
- 12.2. Protests: All protests shall be lodged at the Competitor Services Center, which is located in the Farmhouse Building across from Registration. Driver advisors will be available to provide assistance. Protests shall be filed and will be heard in accordance with the provisions of Section 8.3 of the GCR except as follows:
- Anyone who may be involved in a protest and fails to be available for the Court hearing waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event.
 - Protests against the validity of an entry or the eligibility of a driver, entrant or automobile, shall be lodged no later than ninety (90) minutes after the final qualifying session for the class of car being protested.
- 12.3. **All decisions or penalties rendered by the Stewards of the Meeting may be appealed.**
- 12.4. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions:
- Appeals shall be submitted to the Competitor Services Center. The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision.
 - **A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.**
13. **RACE RESULTS**
- 13.1. Results will normally be posted within 30 minutes after the conclusion of each race at Drivers Information located next to the gas pumps mid paddock. Upon completion of the event, each competitor will be mailed the final results book.
14. **RULES OF OPERATION/PITS/PADDOCK**
- Note: All fees listed below are set by Road America.**
- 14.1. **TRACK ORDINANCE:** Racing engines shall not be run after the final checker of the day or 7:00 pm, whichever is later or before 7:30am.
- 14.2. Vehicle Registration and Rules of Operation: All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that shall be purchased at Registration for \$25. This sticker is valid for the entire 2009 Season at Road America. The sticker must be affixed to the registered vehicle along with car number and class.
- Note: Vehicle passes for handicapped persons will not be charged.**
- Vehicle passes will not be required for bicycles. **No bike riding or walking the Track after the Track closes for the day.**
- 14.3. Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts, other personal transportation and utility vehicles in the spectator areas are restricted to designated areas.
- 14.4. Speed limit is 10 miles per hour.
- 14.5. Only licensed drivers may operate pit vehicles.
- 14.6. In the pit lane, pit vehicles shall be used only for essential transportation and hauling.
- 14.7. Reckless and dangerous driving, speeding, or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 7.2 (Penalties).
- 14.8. For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility.
- The only race cars that will be allowed to be driven out of the facility will be the cars specifically used by competitors for day-to-day transportation (for example, Showroom Stock cars) or race cars going to the Engine Dyno located behind the Road America Maintenance Building across from Registration.

- Race cars are prohibited to be driven outside the paddock area (except as noted above).
- REMEMBER, DRIVERS/ENTRANTS ARE RESPONSIBLE FOR THE ACTIONS OF CREW MEMBERS.**
- 14.9. Rules of the Pit Lane and the Grid: The following are **prohibited** from the Pit Lane, Grid and Road America property
- Skateboards
 - Roller skates/blades
 - Scooters – electric or non-electric
 - Children's tricycles
- 14.10. Shoes that cover the entire foot are required of those entering the Pit Lane area. Sleeved shirts are required in the Pit Lane.**
- 14.11. Pets are welcome at Road America. Owners are required to keep their pets on a leash and clean up after them. ROAD AMERICA reserves the right to remove pets and owners who do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**
- 14.11. Posting of private classified For Sale signs is allowed in designated areas only. Road America reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.
- 14.13. Vending is not allowed on Road America property without obtaining the proper permit from Road America.
- 14.14. Rules of the Paddock: Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. Do not deface any items on Road America property. Check voltage in electrical receptacles before using.
- 14.15 OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS.** Special oil and fluid reclamation stations will be accessible throughout the paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area and notifying Road America personnel immediately.
- 14.16. Parking: If you wish to leave your equipment at Road America between events, you must notify Road America office of your intentions so that arrangements can be made. Unless prior arrangements have been made with Road America, teams arriving prior to Sunday, September 13th, 2009, may not have access to the facility.
NOTE: Drivers/volunteers are permitted to stay over Sunday night, Sunday September 27th, 2009, but need to vacate by 10:00 a.m. Monday, September 28th, 2009.
- 14.17. Reserved Parking: Optional reserved paddock parking may be obtained through Road America after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Road America website, which will have all available spaces for reservation.
- All spaces will be \$100. Spaces range from 30 x 40 to 15 x 70. Each competitor may only reserve one (1) spot per entry.
 - If you do not wish to reserve/pay for a parking spot, non-reserved free parking will be available on a first come first served basis starting at 12:00 PM CDT on Sunday, September 20th, 2009.
- 14.18. All vehicles shall be parked within your designated paddock spot. If the vehicle does not fit in this area, it shall be parked in designated overflow parking areas.**
- Each entry will be issued one parking pass designated specifically for your paddock area. This pass will allow access to the paddock area only. Additional passes may be provided by ROAD AMERICA contingent on all vehicles fitting into the paddock space.
 - All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed
 - If you have an oversized rig that will not fit in the sizes of the spaces noted in 14.15, contact Dave Dahlin at ROAD AMERICA before you reserve your spot for assistance.
- 14.18. Motorhomes/Enclosed Trailers
- Motor homes with enclosed trailers may be in the paddock space if all vehicles fit in the assigned paddock space.
 - There are designated areas for motor homes and trailers if they cannot fit within the designated paddock area.
 - Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars.
15. **GENERAL INFORMATION**
Note: All fees listed below are set by Road America.
- 15.1. SMOKING IS PROHIBITED INDOORS, as well as TECH, GRID, PIT LANE and WITHIN 20 FEET OF THE TOWER MAIN ENTRANCE.
- 15.2. Camping: Overnight competitor camping in the paddock or track-side shall be in a legitimate, self-contained motor home. No exceptions.
- Overnight tent/non-self contained vehicle camping will be available in designated areas only.
 - Bonfires or open fires are allowed in approved areas only.
 - Outdoor cooking is allowed, but please keep safety in mind.
 - Illegal drugs, fireworks, firearms or any type of explosive are not permitted on Road America property.
 - Please leave the grounds as you found them.
- 15.3. Motorhome spaces with electricity are available for \$150 and can be reserved through www.RoadAmerica.com. (There is no charge for motorhome spaces without electricity).
- Motorhomes have access to the dumping stations located west of the Medical Building and in the camping area next to the Motorplex. Services such as dump and fill will be available for an additional fee.
 - Once the team motorhome or trailer is parked in its assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal.
 - Please make your own provision for electricity, such as a generator.
16. **RACE/DRIVER INFORMATION**
- 16.1. Driver Information is located next to the gas pumps mid paddock and is the "information center" for participants. A satellite driver information station will be located near Tech. Only qualifying times and race results will be available at the satellite location.
- 16.2. Driver Information includes the following:
- Qualifying times
 - Race results
 - Sound control reports
 - Protest and appeal results
 - Messages and notification of parcel delivery.
 - Paddock location of other participants may also be available.
- 16.3. All requests for public address announcements can be made at Driver Information. Please go to Driver Information with all of your questions before going to Road America or on-site SCCA offices.
- 16.4. Package Delivery: Deliver all packages to

Road America
N7390 Hwy 67
Elkhart Lake, WI 53020

- Packages should not be sent before September 13th, 2009.
- Packages **MUST** include name of recipient or team name or delivery will be refused.
- Packages may be picked up between 9:00 a.m. - 4:00 p.m. at the designated shipping and receiving area.
- All freight deliveries will be delivered to the maintenance building.
- There is a \$5 fee for packages delivered to the track and \$50 fee for use of track equipment
- No COD packages will be accepted.
- Packages not picked up will be returned COD only if requested by a competitor and a credit card is provided for handling.
- NO RUNOFFS PACKAGES WILL BE ACCEPTED AT SCCA, INC HEADQUARTERS DURING THE EVENT.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Feb. 22, 2009

The Solo Events Board met at the SCCA Convention February 22. Attending were SEB members Tina Reeves, Steve Wynveen, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; 2009 Solo Nationals Chair Kathy Barnes; Lisa Noble of the BOD; and Howard Duncan, Doug Gill and Nancy Downing 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 1/1/2010.

Comments regarding items published herein should be directed to seb@scca.com

SAFETY

- The following rule change proposal is published for member review: Change the first sentence of 4.3.1 to read : "Helmets meeting one of the following standards must be worn while on course: Snell 2010, 2005, or 2000 (SA, K, or M); SFI standards 31.1, 31.1A, 31.2A, 41.1, 41.1A, or 41.2A; British spec BS6658-85 Type A/FR."
- Competitors and event administrators are reminded that finish areas require extra caution and margins. Rule changes providing increased mandated minimum margins, and additional requirements for finish areas, may be forthcoming.
- The following rule change proposal is submitted for member review: In 2.2.M, change the third sentence to read: "...such minimum viewing distances may not be less than 100 feet from the course edge in unprotected areas..."

GENERAL

- The preliminary supplemental regulations for the 2009 Tire Rack SCCA Solo Nationals were reviewed and various administrative updates were made.
- Per the SEB, the requirements of Appendix I (Sound Control) will be applied at the 2009 Nationals. The specified dB level will be 103 dBA.
- Preliminary run/work days were approved by the SEB. Specific heats will not be assigned until the first early-entry deadline (in August) has passed.
- The event entry cap used in prior years (1250) was deemed to be unnecessary and the SEB approved its removal.
- A preliminary list of Nationals specialty chiefs was approved.
- Course designers were selected; they will be Chris Cox and Mike Feldpusch. Roger Johnson and Karen Babb will assist.
- Class SMF was approved as a supplemental class; it will run within SM and if a sufficient number of SMF entries (25) is obtained it will be scored separately. Competitors will need to indicate if they are entering SM or SMF for the purposes of trophies and headcount.
- The SEB discussed the format for the Town Meeting to be held at the Nationals, and indicated a preference for having that meeting at the event site.

STOCK

- The SAC continues to seek feedback regarding the following rule change proposal, which would be incorporated into next year's rule book, becoming effective 1/1/2010:

Add new second paragraph to 13.0 as follows:

"A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car."

Also add in Appendix A, to the abbreviations: "R – Regional Competition Only"

NOTE: this proposal would only affect the Stock classes.

- The SAC has provided an updated version of the options they are presently considering for re-organizing some of the classes in the Stock category, and is seeking member feedback on the revised options. These alternatives are now as follows:

Option 1:

Move models currently in BS into CS, merging the two classes.

Move models currently in AS into BS.

*Move the current SS to AS

*Move the following to SS:

Audi R8 (V8) '08+

BMW Z8 '00-'03

Chevrolet Corvette ZR1 '09+

Dodge Viper '08+

Lotus Elise SC '08+

Lotus Exige (supercharged) '06+
Porsche 911 Turbo '93-'98 (993)
Porsche 911 Turbo '98-'04 (996)
Porsche 911 GT3 '07-08 '07+ (997)

Option 2:

Move models currently in BS into CS, merging the two classes.

Move models currently in AS into BS.

*Move the following models into AS:

BMW Z4 M Coupe/Roadster '06+
BMW M3 '08+
Chevrolet Corvette '99-'04
Lexus IS-F '08+
Lotus Esprit Turbo '96-'04
Mazda RX-7 '93-'95
Mercedes C63 AMG
Porsche 911 '98-'04
Porsche Cayman S '05+
Porsche Boxster S '05+

* NOTE: The Porsche 911 Turbo has been withdrawn from these proposals

- The following rule change proposal is submitted for member feedback: Change 13.2J to read: "Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-down and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. The resulting configuration may not result in a reduction in weight. Removal of the hitch for competition would require any modified or removed parts to be run in their Standard Part configuration" (ref 08-678)
- Regarding the classification of the Nissan 370Z, competitors are reminded that new listings are subject to the provisions of 3.2 and will be watched closely.
- The SAC offers the following two independent class change proposals for member comment:
- Move Porsche Boxster (non-S) '97-'04 (986) from AS to BS
- Move Porsche Boxster S '00-'04 (986) from AS to BS
- The following listing change proposals are submitted for member feedback:
- Change the Acura Integra listing in GS to read: "Integra GS-R ('92-'01)
- Move from GS to HS: Acura Integra ('90-'01) NOC

STREET TOURING

- The following rule change proposal is submitted for member comment: Add new subsection 14.11, as follows:
"14.11 OUT OF PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g. superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance." (ref. 08-603)

STREET PREPARED

- The following listing change proposal is published for member feedback: combine the '86-1/2 to '92 Toyota Supra non-turbo and turbo onto one line.

FORMULA JUNIOR

- The membership is reminded that Formula Junior participation may only be allowed under conditions required by the Solo Rules (e.g. 2.7, 2.8, 19.2, Appendix G) and any applicable Tech Bulletins (Appendix F and Fastrack). Regions are especially cautioned to ensure that at no time does a kart, which may precede or follow a regular car on the course (G.II.e), come into close proximity with the car.

RECOMMENDED TO THE B.O.D.

- **ITEM 1)** Move the Mini Cooper S from GS to DS.

NOT RECOMMENDED

- Alternate carburetors in ST (ref. 08-734)
- Move RX7 TT to BSP (ref. 08-367)
- SP hub replacement (ref. 08-754)
- Move Mini Cooper JCW to DS from BS (ref. 09-076)
- Stock suspension/wheel update/backdate (ref. 09-060, 09-061) *Comment:* Expanding allowances in stock is contrary to a great deal of recent member feedback. This specific allowance has the potential for unforeseen consequences.

TECH BULLETINS

- 1) Safety: Add to the list of applicable SFI sections in the first paragraph of 4.3.1: 31.1, 41.1.
- 2) Safety: For the purposes of 4.3.1, Snell 2005 is considered the current standard for the remainder of 2009.
- 3) General: In 3.6.A, first sentence, the word "class" should be changed to "category."
- 4) Stock: Per the SAC, 13.5.E should read: "A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose." (ref. 09-082)
- 5) Stock: Per the SAC, the Appendix F clarification regarding air conditioning is revised to read:
"AIR CONDITIONING
Stock class cars for which air conditioning is a factory option are permitted to remove the air conditioning system. Any related components (springs, radiator, etc.) that are part of the air conditioning package must be replaced with the standard parts for the non air conditioned configuration of the car. If the air conditioning is available only as part of a package with other options, it may be removed only as part of a complete package conversion as described in section 13 of the Solo Rules.
Partial removal of the air conditioning system (i.e. only the belt or under-hood components) is permitted if and only if no other components of the car differ between air conditioned and non air conditioned configurations.
Air conditioning may be added to any car as a 'comfort and convenience item, provided it serves no other purpose and other components are not added or deleted unless otherwise authorized by the current Solo Rules." (ref. 09-081)
- 6) Stock: The following new listing, effective immediately upon publication, is added to Appendix A:

Mazda 3 ('10)	HS
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- 7) Street Touring: Per the STAC, the last sentence of 3.6.C.1 should read as follows: "This does not permit the cutting of vehicle sheet metal, e.g. the trunk floor, for tank installation in the following categories: Stock, ST, SP, or SM."
- 8) Street Touring: Per the STAC, 14.10.6 should read as follows: "All vehicles must comply with the EPA tail pipe emissions test requirements as a minimum."
- 9) Street Touring: Due to performance potential, the '09 Lancer Ralliart (turbocharged) is added to the STX exclusion list. It is legal for the ST category only in STU.
- 10) Street Touring: The '08-'09 Cobalt SS (turbocharged) is no longer being considered for exclusion from STX, and may compete there.
- 11) FJ: Add a new second paragraph to 4.3.1 as follows: "Junior drivers must use helmets meeting the above or SFI 24.1, Youth Helmets, or Snell CMR/CMS 2007 specifications.
- 12) Street Prepared: the DSP listing for the Toyota Supra should read ('82-'86), not ('82-'85).
- 13) Street Prepared: the ESP listings for the second-generation Toyota Supra (turbo and non-turbo) should read ('86-1/2-'92), not ('87-'92).
- 14) Street Prepared: the recently-published change to Toyota MR2 listings in CSP, concerning the separation of the second-generation '91-'95 and the MR2 Spyder, should have been identified as a Tech Bulletin, not a rule change. *Comment:* this was simply a correction to address an oversight in that the ('91+) item was not updated and might mistakenly be read to encompass the Spyder, a substantially different platform.
- 15) Prepared: The FP listing for the Toyota MR2 Supercharged should have the following added: "Alternate parts: '85-'87 chassis"
- 16) Prepared: The DP listing for the Toyota MR2 non-SC should say "('85-'89)" not "('84-'89)."

ROADRALLY BOARD MINUTES

RRB MINUTES | Feb. 22, 2009

The RoadRally Board (RRB) met at the SCCA Convention on February 21-22, 2009 at the South Point Convention Center & Casino.

Attending were: Rick Beattie, Chairman; members: Kevin Poirier, Jim Wakemen Jr., Jeanne English, Sasha Lanz and Lois Van Vleet. Also Pego Mack, National Office and Duck Allen, Board of Directors Liaison.

Chairman Beattie called the meeting to order.

Friday, February 20th

1. RoadRally Regional Best Practices Meeting 8:30 am, Huntington Room

Presentation: Rick Beattie presented a very entertaining slide show on early Road Rallies put on by Jack Chidester back in the late 40's and 50's. Many of them would have been considered GTA rallies. Many were one page rallies with General Instructions on top the page, route instructions in the middle and an entry form on the bottom of the page. They consisted of maps, pictures, tulips and displaced word/sentence formats. Attendance: 28-30 people.

2. RoadRally Award Luncheon 11:30 am, Ballroom A

2008 RoadRally Awards: Best Tour Rally went to the USRRC Barlow Trails, Oregon Region and the Gervais Award (Best Course Rally) also went to the USRRC Beaver Cleaver, Oregon Region. Congratulations to the USRRC Oregon rally committee.

3. RoadRally Jeopardy Meeting 1:45 pm, Huntington Room

Presentation: The TV version of Jeopardy was hosted by Jim Wakemen Jr. The room was divided in half and each side had to pick from 5 categories and answer the questions regarding the RRR's and RFO's to get points. Fun was had by all.

Attendance: 18-20 people.

Saturday, February 21st Chairman Beattie called the meeting to order.

RoadRally Town Hall Meeting 10:15 am, Huntington Room

The following topics were addressed to the RRB members in the Town Hall Meeting and will be discussed further for consideration at the next RRB meeting in March.

RRB Announcement: Rule Changes for 2009. The BOD approved the 2009 Rules change the RRB asked for on Wednesday, February 18th. For Regional events: no combining of classes, a maximum of 70 championship points and maximum of 10 events. And work-points are in addition to the 70 point maximum.

Topic: Suggestion to go back out for member comment to combine the series again.

In 2000 and 2001 the series were combined and in 2002, it went back to a separate series again of Course and Tour. The concern being there would not be a class for the beginners/novices. Another suggestion was to have classes based on Lifetime categories such as Sportsman, Expert, Grand Master etc. Or based on experience; number of events you have run that year.

Topic: Divisional RoadRally Stewards support or lack thereof were discussed.

Topic: Safety Steward License (SSL) renewal and terms were discussed. Should everyone have to qualify to be a Safety Steward again to refresh the SS listing? Should there be a term limit (number of years) on the license? If you don't rally for 'x' number of years, should your license be terminated? Solo members apply every year for a SSL or by running a certain number of races to get to that level. A suggestion was made that some level of activity in rallying must be necessary to keep their SSL. Another proposal was made to have all the Divisional Stewards ask their regions for a list of active and non active SS to be reported back to the head office for possible termination.

Topic: Shortage of SS in certain regions. Hawaii wants to start a RoadRally program and has no SS on the island. It was suggested that a SS Training DVD and/or a teleconferencing phone call was available for SS training by SCCA Rally Department.

Topic: Pros and cons were heard on combining the RFO's and RRR's? One source of documentation, instead of two.

Topic: Should Regional RoadRally rules be taken out of the RRR's and put into a separate Regional Rule document? RRRR's? If separated, it could be 10-12 pages.

Topic: Poor communication between Regions and the Divisional Steward. One suggestion: if a region does not get any response from the Divisional Steward, they can contact the National Office Rally Department or the RRB. Solution: When a region sends in a sanction application for an event to the National Office, the National Office will contact/email the Divisional Steward of the event and copy the Stewards' RRB liaison.

Topic: Is there On-line Sanctioning? SCCA is still considering it.

Topic: The lack of welcoming new rally teams and socializing with them at rally events.

Topic: Suggestions of having a meeting/session on how to start a new RR program in a region at each event. Suggestion: SCCA needs a website page for new committees to go to for information and documentation on how to start a RR program etc.

Topic: What happened to the RR Newsletter? Solution: The RRB will assign a new RR Newsletter editor by the next RRB meeting.

Topic: Concern about the SCR24 Rally event put on by the Steel Cities Region in June. Although there have been older 24 hour events in the past, this event is being advertised as "a pair of 12 hour road rallies". Risk Management has approved it.

Topic: Advertising stickers on rally cars; the concern for lawsuits when a rally car is in an accident that has advertising stickers on it. Or can the name on the sticker be sued for promoting the event that an accident occurred? Question for Risk Management. This usually isn't a problem for RoadRally.

Topic: Social Rallies. Should we limit the number of Charity events in a year or should they go away?

Topic: Is there an advantage for cars equipped with GPS devices? The RRB has already decided that they can be in any class. The disadvantage can be; sometimes having no signal, paved driveways show up as main roads as well as sending you down railroad tracks.

The Town Hall meeting ran out of time and adjourned at 11:30 am. (English/Wakemen)

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD MINUTES

RRB MINUTES | March 2, 2009

The RoadRally Board (RRB) met via conference call on Monday, March 2, 2009.

Attending were: Rick Beattie, Chairman; members: Kevin Poirier, Jim Wakemen, Jeanne English, Sasha Lanz and Lois Van Vleet. Also Pego Mack, National Office and Duck Allen, Board of Directors Liaison.

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

The Final February RRB Minutes were approved. (Lanz/Wakemen)

The Final Town Hall Convention Minutes were approved. (Poirier/Wakemen)

Proceedings

1. 2008 and 2009 Photo Contest

Discussion: 2008 Photo Contest winners will be posted to the SCCA Forum and to the SCCA website. Jim Heine will put the winning pictures in Sports Car magazine. And there will be no cash prizes for 2009 Photo Contest.

2. Review of Regional RR Handbook

Discussion: Van Vleet to finish the handbook with samples to publish ASAP.

3. RRB Newsletter – Called ITIS (If There Is Such)

Discussion: A new distribution list is needed. A PDF file is required. It was suggestion to have a link on the Forum to the newsletter. It will be announced and a link to be posted on the Yahoo Rally Group also. Jeanne English, the new publisher of the newsletter, to send a PDF file to Head Office/Pego to work with and investigate the distribution further.

4. Regional Rally Programs

Discussion: Do we need to find all the regions using last years audit and write a letter to each and ask if they need help? Or go to their RE and ask them to contact the RRB? There are 13 Directors and 9 Divisions. Lanz to contact the Division Stewards and ask them to contact their regions.

5. Divisional Championships

Discussion: Sasha to contact the Divisional Stewards to see if they would be interested in developing a Divisional Championship. NEDIV, Great Lakes and Midwest currently have a program. NORPAK would be a challenge when Alaska is in their division.

6. National Championship/2009 RRRs Changes for 2010

Discussion: Combining the Series (Tour & Course). Need Posting/Forum (Wakemen)

Discussion: National GTA's for 2011? If the USRRC is a single class championship, do we have a GTA class? Lanz to get feedback from his regional GTA participants and as well as other active regions. Needs Posting.

Discussion: USRRC the stand alone event by 2011? Needs Posting. (Wakemen)

Discussion: Reconstruct a Poll of all the members – numerous questions... age, number

of events, how many, travel to events, kids, etc. (Poirier/Beattie).

Discussion: Post – Ask for Changes for 2010. (Wakemen)

7. Liaisons for 2009 National Road Rallies

Steel Cities SCR24, 2 Tour Rallies in June - Kevin Poirier

Pittsburgh 2 Course Rallies in August - Jeanne English

Washington DC Tour/Course Rallies in September - Jim Wakemen

USRRC Badger POOP, GTA Rally in October - Sasha Lanz

USRRC Northern Lights, Tour Rally in October - Kevin Poirier

USRRC Oktoberally, Course Rally in October - Jeanne English

New England Hurley NGTA Rally in August – Sasha Lanz

8. Sanction Fees for 2009

For Nationals: \$500 for 3 day events/3 rallies. (Not multiple events/day.)

Must contact the SCCA Rally Department for validation.

For Nationals: \$10/car and a \$100 minimum Fee.

For Regionals: \$4/car and a \$40 minimum Fee.

For Charities: \$70 Fee.

For Socials: \$20 Fee.

9. 2011 USRRC

Discussion: Cal Club is considering the USRRC for 2011. Great Lakes and New England were interested in doing a USRRC in the future. The board recommends that they put on at least a couple of National events first before attempting the USRRC.

Action Items

- ü Beattie: Post the Photo Contest Winners to the Forum and pictures to Sports Car.
- ü Beattie: Send the 2008 Photo Contest Winners to English for the RRB Newsletter.
- ü Van Vleet: Finalize the Regional RR Handbook for 2009.
- ü Wakemen: Posting of 2009 Rules Changes for 2010 to the Forum.
- ü Lanz: Contact the Divisional SS and Regional GTA participants.

Next meeting

Monday, April 6, 2009 at 7:30 pm CST via conference call.

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

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY MEMO

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

RALLYCROSS BOARD MINUTES

RXB MINUTES | March 2, 2009

Location: Las Vegas, NV

Attending:

Mark Walker, Chairman
Jason Woodruff
Mark Utecht
Tom Nelson
Bob Ricker
Karl Sealander

Excused: Brent Blakley

1. Call to order (approximately 8:30 a.m.)

2. Minutes from February Meeting

Notes: Not read. Will be read and approved at next meeting.

3. Additions/corrections to agenda

Notes: Please see the body of the minutes below.

4. Old Business

- a. RxB Officers
 - 1. Assistant Chairman – Bob Ricker
 - 2. Secretary – Karl Sealander
 - 3. New Programs Committee Chairman – Brent Blakley
 - 4. Safety Committee Chairman - Tom Nelson
 - 5. Mike Byington and Jon Olschewski on rules committee – unanimously agreed
 - 6. Rules Committee Chairman – Mark Utecht

5. New Business

- a. BoD requests at Convention
 - 1. Speed limit wording change - tabled
 - 2. Approval of Karl Sealander as RxB member – approved
 - 3. Officers – approved
 - 4. Chairman – Request to deviate from RxB Policies and Procedures Manual approved to allow Bob Ricker to assume Chairman position in June

- b. Rulebook omissions

Notes: Must be approved by BoD. It was suggested that the rule making process be put at the front of the RxR. Mark Utecht made a motion to add rules timeline to the forward of the RxR. Tom Nelson seconded the motion. The vote by the Board was unanimous.

- c. National Championship naming contest

Notes: Name and logo contest for the National Championship. Winner would earn a free entry to the National Championship and a free one-year membership. Mark Utecht made a motion to adopt such contest. Jason Woodruff seconded the motion. The vote by the Board was unanimous. It was suggested to follow guidelines from RoadRally. Mark Utecht volunteered to establish and manage the rules for the contest. Mark Utecht also volunteered to administer a photo contest for the best RallyCross photo. Submitted photos could be displayed in a collage. No prizes will be offered.

- d. Safety Steward Instructor guidelines

Notes: A Safety Steward Instructor should, as a minimum, be able to open RxR to find answers to safety questions. Important safety concepts should be able to be quoted from memory. It was discussed as a standard for Safety Steward Instructors the importance of the number of events served as a safety steward as opposed to the time served as a safety steward. Mark Utecht made a motion that instructors should have a minimum of two years experience as a safety steward and a minimum of 8 events. Other important factors include input from RXDSs, racing experience, and RxR knowledge. Motion unresolved.

- e. Speed creep

Notes: Speed creep issues should be communicated by the use of a tech bulletin or some similar means. It was also suggested that this be communicated to event chairs and safety stewards. They must review RxR requirements (40 mph turns/60 mph top speed). It was suggested that speed should be viewed as a safety limit and not as a target in course design.

- f. Appeals committee representative from RxB

Notes: This tabled until the next meeting.

Motion to adjourn made by Mark Walker and seconded by Mark Utecht. Motion carried at 11 a.m.

RALLYCROSS MEMO

RallyCross Board seeking candidates for RallyCross Divisional Steward in Rocky Mountain Division. Also seeking candidates for RallyCross Board.

Please forward a Rally resume and letter of intent to the rrb@scca.com

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>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | March 3, 2009

The Club Racing Board met by teleconference on March 3, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were Marcus Meredith and Jerry Wannarka, BoD liasons; Howard "Duck" Allen and Bob Lybarger, BoD guests; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-05, 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 to crb@scca.com.

GCR

Item 1. Effective 10/1/09: Change section 3.1.7 as follows:

... They shall not be open to any driver except students undergoing instruction, *holders of licenses from clubs listed in the Note of section 3.1.5*, and their instructors. ...

Item 2. Effective 10/1/09: Change the first sentence of section 4.4.3.D as follows:

Completion of a course at an SCCA accredited private driving school may be submitted in lieu of one SCCA Driver's School *per approved accredited private school course completed (not to exceed two)*, and ...

Item 3. Effective 10/1/09: Change section 9.3.12 as follows:

CAMERA MOUNTS The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera or {recording unit} *that weighs more than 8 oz* shall be secured at a minimum of two (2) points on different sides of the camera body, neither of the attachments may be elastic or plastic. If a tether is used to restrain the camera, the tether length shall be limited so that the camera can not come in contact with driver. ~~These rules of attachment do not apply to the remote lens of "lipstick" cameras, which weighs approximately 2 oz. The remote lens of these cameras may be secured with items such as cable ties and racer's tape.~~ Helmet mounted cameras are prohibited regardless of size, weight, or location of camera on the helmet.

Item 4. Effective 10/1/09: Change section 9.3.26 as follows:

... All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) specifications. *Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers.* All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum.

Formula/Sports Racing

Item 1. Effective 10/1/09: Revise SRF Section 9.1.9.C.23.L as follows:

A rain / brake light comprised of a single standard trailer oval lamp, 2-1/4 inches x 6-1/2 inches, with incandescent or LED illumination is required in the original roll hoop mounting location. No changes may be made to the original 3-pin connector on the wiring harness. The secondary filament of the brake light assembly shall be connected to a switch enabling use as a rain light. ~~by 1/1/95.~~

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Grand Touring

Item 1. Effective 10/1/09: Change the third sentence of section 9.1.2.F.4.i.5.C as follows:

... If intake restrictors *and/or chokes* are specified on the vehicle specification line, ...

Super Touring

Item 1. Effective 10/1/09: Change section 9.1.4.L.9 as follows:

Cars that come with a solid rear axle, or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. *Cars with an altered rear suspension pick up points must add 50 lbs.* Cars with live axle RWD may reduce the minimum weight by 50 lbs.

Item 2. Effective 10/1/09: Add new subsections 10 and 11 to section 9.1.4.L as follows, and renumber the remaining items of the section:

10. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts can not be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.

11. When a car's anti-roll bar also acts as a suspension locating device, the bars attachment points and pivot points on the chassis and suspension control arms must remain in the stock location.

Item 3. Effective 10/1/09: Change section 9.1.4.1.A.2.a as follows:

... The hood vents are limited to 2 *louvered vents* areas with a max total plan area of 144 square inches. ...

Item 4. Effective 10/1/09: Add new section 8 to section 9.1.4.1.B as follows:

8. All cars shall fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.

- a. The approved carburetor shall be a maximum of 650cfm and 4 barrels. The approved optional insulator (Holley #108-12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.*
- b. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.*
- c. External throttle linkage to the carburetor may be modified or changed from original. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.*
- d. All air entering the intake tract shall pass through the carburetor air inlet.*

WHAT DO YOU THINK?

The CRB welcomes comments from the F500 community about the following proposal to allow motorcycle engines in the class. The proposal was submitted by George Dean, Chris Huskamp, Clint McMahan, Dan McMahan, Leon Mitchell, Jim Murphy, Jay Novak, and Jack Walbran.

Statement of Purpose:

To allow the use of stock production 600cc motorcycle engines for use as alternative additional engines for use in Formula 500.

The intent of this proposal is to ensure the current F500 Rotax 493 and 494 2-stroke engines remain the competitive benchmark for competition adjustments to F500 if 4-stroke motorcycle engines are allowed in F500. Thus, all motorcycle engines allowed in F500 as alternate engines shall be controlled by the placement of a defined restrictor between each cylinder throttle body and each inlet port. This restrictor will be used to initially restrict the horsepower of all motorcycle engines to a level that places them at a disadvantage to the 2-stroke engines. The initial size of the defined restrictor shall be determined by dynamometer testing of a representative engine or engines. The restrictor size will be adjusted by the CRB over a period of approximately three years to achieve and maintain competitive parity between the 2-stroke Rotax engines and the 4-stroke motorcycle engines. The intent is to make *certain* that current F500 cars remain absolutely competitive and that the class philosophy of the absolute best value in low cost racing is maintained or even improved.

Proposed Rules for 600cc motorcycle engines in F500

The proposed engine rules are based on the current F1000 (FB) rules drawn directly from the GCR. If this proposal is approved, the engine rules set would be integrated into the existing Formula 500 rules.

E.15. Alternative Motorcycle Engines

- A. Mass-produced (Honda, Kawasaki, Suzuki or Yamaha) water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc. The list of approved manufacturers may be modified by the CRB.
- B. The current F500 Rotax 493 and 494 2 stroke engines shall be the competitive benchmark for competition adjustments to F500 if 4 stroke motorcycle engines are allowed in F500. To that end, all motorcycle engines allowed into F500 for use as alternate engines shall be controlled by the placement of a defined restrictor between each cylinder throttle body and each inlet port. This restrictor will be used to restrict the horsepower of all motorcycle engines to a level that places them at a disadvantage to the 2 stroke engines. The initial size and shape of the defined restrictor shall be determined by dynamometer testing of a representative engine or engines. The restrictor size will be adjusted by the CRB over a period of approximately three years in order to achieve and then maintain competitive parity between the 2 stroke Rotax engines and the 4 stroke motorcycle engines. (See E.15.0 for additional information.)
- C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the engine unless specifically authorized in these rules.
- D. The stock ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.
- E. Turbochargers and superchargers are prohibited.
- F. Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.
- G. The exhaust system and exhaust manifold are unrestricted within SCCA safety regulations, except that stepped exhaust headers are not allowed.
- H. The lubrication system is unrestricted, except that dry sump systems are not permitted. Any oil pan and/or baffling are permitted. Accusump or similar oiling assist systems are allowed.
- I. Oil coolers are unrestricted.
- J. The cooling system is unrestricted. Radiators and associated ductwork shall comply with the existing F500 bodywork rules.
- K. Replacement of the stock camshaft chain tensioner with any other chain tensioner is allowed. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.
- L. Replacement of the standard connecting rod fasteners with alternate fasteners is allowed as long as there are no modifications to the production connecting rods. Replacement of other nuts, bolts, fasteners, and washers with common hardware items performing only the same fastening/fitting functions also is permitted as long as there are no modifications to the production parts being assembled or the production assembly.
- M. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.
- N. Camshafts and camshaft drive mechanisms must not be modified or adjusted in any way unless specifically authorized in these rules.
- O. The air inlet system shall have a restrictor placed between the intake manifold and the cylinder head for each cylinder intake port. This restrictor shall be made of .250" thick aluminum plate and shall have a maximum internal diameter of XXX mm. The inlet side of the restrictors may have a maximum radius of .125". The CRB may require adjustments to the maximum diameter of the restrictor at any time by publishing the requirements in FastTrack.
- P. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in the normal driving position.

E.6. Transmission and Final Drive for motorcycle engines

- A. Rear wheel drive only is permitted.
- B. The final drive ratio is unrestricted. Internal transmission gears shall remain stock.
- C. Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.
- D. All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are allowed. This may include cables, rods, or other mechanical linkage systems. Any other assisted shifting mechanisms are

specifically not allowed. This prohibition shall include electric solenoid shifters, air-shifters, etc. Other similar devices are not permitted. Devices that allow pre-selected gear changes are also prohibited.

- E. The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.
- F. The use of jackshafts to transmit power from the output shaft to the rear axle is allowed.
- G. Final drive chain tensioners are allowed.

From the F500 rules:

E.2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 lbs. for AMW and Rotax 494 engines, 825 lbs. for Rotax 493, 850 lbs for 4 stroke 600cc motorcycle engines.

Wheelbase: Maximum 80"

Overall Length: Minimum 110"

Maximum 150"

Overall Width: Minimum 50"

Maximum 55"

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

Formula

- 1. FF – Hubcaps and wheel covers (Creighton). The rules are adequate as written.
- 2. SRF – Change spring tolerances (Skirmants). Request withdrawn.

Grand Touring

- 1. GT2 – Alternate Porsche choke size (Jones). The specifications are correct.
- 2. GT2 – Allow the Porsche 944 a turbo (Burgess). Turbos are not allowed in GT2.

Improved Touring

ITB – Review the weight of the Golf 2 (Schaafsma). The weight is correct as specified.

Super Touring

ST – Use World Challenge VTS for classifications (Ratcliffe). We do not have the tech staff that WC has, and we cannot monitor rev limits.

Production

P – Bring back G Production (Heintzman). The CRB and Production committee would like to remind the members that we welcome the opportunity to classify new vehicles in the existing Production classifications and encourage member requests for cars they are interested in building.

Touring/Showroom Stock

1. T – Handbrake removal (Kryder). Removal of the handbrake is not allowed in touring.
2. T1 – Increase the weight of the 360 C (Buttermore). The weight is specified correctly.
3. T1 – Reduce the weight of the LS3 (Ingle). A weight adjustment was made for 2009. We will monitor the performance of the car.
4. T/SS – Extend the 10-year rule (Stewart). The 10-year rule is the appropriate length of eligibility for these categories.
5. T/SS – Eligibility 25 years (Czacki). The 10-year rule is the appropriate length of eligibility for these categories.
6. T/SS – Move the Honda Civic Si to T3 (Swansiger). The car is classed correctly.
7. SSC – Help the SER Spec V (Isley). The weight is specified correctly. Camber bolts are not allowed in SS. However, we will monitor the performance of the car.
8. SSC – Reduce the weight of the 99-00 Honda Civic Si (Jones). The weight is specified correctly.

NO ACTION REQUIRED

GCR

Gender neutrality language in GCR (Garbino). Thank you for your input. We are currently looking at the language used.

Formula

FV – Intake manifold input (Andrade). Thank you for your input. No changes beyond those stated in the April *FasTrack* are needed. Any further changes would render manifolds built within the defined restrictions noncompliant.

Touring/Showroom Stock

1. T – Adjustments (Czacki). Thank you for your input.
2. T – Camber input (Peter). Thank you for your input.
3. T1 – 430 Challenge input (multiple). Thank you for your input.
4. SS – Opposition to moving the Miata to SSC (McCaughey). There are no plans to move the Miata.

Spec Miata

1. FCM bump stop input (Turner). Thank you for your input.
2. R888 wear problem (Bell). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: April 7, 2009

NUMBER: TB 09-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/09 unless otherwise noted.

GCR

1. Clarify section 9.3.26, p. 282, by making the following changes: All cars must be equipped with a safety fuel cell complying with these specifications, except for Showroom Stock, Touring, Spec Miata, ~~and~~ Improved Touring, *or as otherwise specified*.
2. Correct section 3.9.1.C, p. 18, by making the following changes: Ties in the final point totals shall be resolved on the basis of each driver's record of first place finishes; then if necessary, second place finishes; then if necessary, third place finishes, including those finishes in excess of a driver's best ~~six~~ seven, if any.

Grand Touring

1. Clarify section 9.1.2.F.4.i. 5.C, p. 278, by making the following changes: Only butterfly-type throttle control, one per cylinder or rotor, is permitted unless using an SIR. Cars using an SIR may use any butterfly-type throttle control. If intake restrictors (non-SIR) are specified on the vehicle specification line, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. SIR location is unrestricted so long as all SIR criteria are met. Restrictors shall be a minimum .060" thickness and of the specified diameter..

GT1

1. Mustang (bodywork) (05-08), p. 263, add the 2009 and 2010 model years.

GT2

1. Engines – BMW, p. 282, change the S52 engine specs to read as follows: Fuel Induction: ~~36.5mm~~ 37mm SIR.
2. Engines – Chevrolet, p. 283, remove the Fuel Induction requirements for the 2210cc, 2272cc, and 2392cc engines.
3. Engines – Nissan, p. 289, change the KA24DE specs as follows: Fuel Induction: ~~37mm SIR~~.
4. Engines – Nissan, p. 289, change the VQ25 specs as follows: Fuel Induction: ~~35mm SIR~~ 37mm SIR.
5. Engines – Pontiac, p. 291, remove the Fuel Induction requirements for the 2198cc, 2210cc, and 2392cc engines.
6. Engines – Porsche, p. 292, remove the Fuel Induction requirements for 2681cc engine.
7. Engines – Porsche, p. 292, change the 2687cc engine specs as follows: Fuel Induction: ~~36mm SIR~~ 37mm SIR.

Formula

F500

1. Clarify section 9.1.1.E.7, p. 217, by adding the following to the end of the last sentence: “.....unless foot protection is provided in accordance with 9.4.5.G.1.B.”

Improved Touring

ITR

1. Classify the Chevrolet Camaro (87-92) in ITR, p. 344, as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Chevrolet Camaro (87-92) (exclude 1LE & BC4 Package)	V-8 OHV	94.9 x 88.4	In:1.84	9.3	101.1	16	2.75, 1.94, 1.34, 1.00, .73	F: 267 x 37 (vented)	3330	
		5000	Ex:1.50					R: 296 x 21 (vented) Alt: 242 x 51 (drum)		

2. Classify the Pontiac Firebird (87-92) in ITR, p. 345, as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Pontiac Firebird (87-92) (exclude 1LE & BC4 Package)	V-8 OHV	94.9 x 88.4	In:1.84	9.3	101.1	16	2.75, 1.94, 1.34, 1.00, .73	F: 267 x 37	3330	
		5000	Ex:1.50					R: 296 x 21		

3. Classify the Ford Mustang GT (94-95) in ITR, p. 344, as follows:

Car	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 (94-95) (exclude Cobra)	V-8 OHV	101.6 x 76.2 4942	I: 45.3 E: 36.9	9	101.3	16	3.35, 1.99, 1.33, 1.00, 0.68	F: 276 x 26 vented R: 266 x 14 solid	3120	

4. Classify the Ford Mustang GT (89-93) in ITR, p. 344, as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Ford Mustang GT & LX (89-93) (exclude Cobra)	V-8 OHV	101.6 x 76.2 4942	I: 45.3 E: 36.9	9	100.4	15	2.95, 1.94, 1.34, 1.00, 0.63	F: 280 vented R: 254 x 51 (drum)	3260	

ITB

- Volkswagen Golf GTI/GT/GL (85-91), p. 370, add the 1992 model year.
- Volkswagen Jetta/GL/GLI (85-91), p. 370, add the 1992 model year.

Production

FP

1. Classify the Triumph TR2/3/4:

Car	Prep.	Weight	Engine	Bore x	Displ.	Block	Head/PN	Valves
	Level	(lbs)	Type	Stroke	cc/(ci.)	Mat'l	& Mat'l	IN & EX
				(mm)/(in.)				mm/(in.)
Triumph TR2/3/4	1	2060	4 Cyl OHV	83.1 x 92.0 86.1 x 92.0	1991 2138	Iron	Iron	(I) 39.6 (E) 33.0

Carb. No. & Type	Wheel-	Track (F/R)	Wheels	Trans.	Brakes Std.	Brakes Alt.:	Notes:
	base	mm/(in.)	(max)	Speed	(mm)/(in.)	mm/(in.)	
	mm/(in.)						
(2) 1.75" SU	2235	1346/1334 1387/1361	15 x 7	4	(F) 279 (11.0) Disc (R) 229 (9.0) Drum	(F) Calipers & discs from TR-6 (std. or alt.) (R) 254 (10.0) Drum Drum may be 9" or 10" and of alfin or steel.	Front apron assembly may be made of alternate material. Laycock overdrive may use 5 speed gearbox without overdrive.

2. Lotus Super Seven, p. 442-443, replace the entire "track" cell with the following: 1293/1400 (50.9/55.1).

HP

- Triumph Spitfire Prep Level 2, p. 458-459, add to the notes as follows: the use of alternate material stub axles that are identical to stock components in all dimensions are permitted.

Showroom Stock SSC

- Split the Volkswagen Rabbit spec line into two separate spec lines, as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Volkswagen Rabbit 2.5 (06- 07)	82.55 x 92.71 2481	2578.1	1540/ 1519	15 x 6 16 x 6.5 17 x 7 alum	195/65 or 195/40 (max)	3.78, 2.12, 1.36, 1.03, 0.77	3.65	(F)228 Vented Disc (R)260 Solid Disc	2975	

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Volkswagen Rabbit 2.5 (07- 08)	82.55 x 92.71 2481	2578.1	1540/ 1519	15 x 6 16 x 6.5 17 x 7 alum	195/65 or 195/40 (max)	3.78, 2.12, 1.36, 1.03, 0.77	3.65	(F)228 Vented Disc (R)260 Solid Disc	3200	

Spec Miata

- Mazda MX-5/Miata (99-00) p. 505, add to the notes as follows: Maximum L dimension of 1.815" is permitted.

Super Touring

- Clarify the use of aftermarket crankshafts by adding the following language to section 9.1.4.E.2 (p. 382): "The crankshaft shall be a stock OEM part *or aftermarket as long as it is of identical dimensions and material as the OEM part* for the specific engine, but may be tooled enough to achieve balance."
- Clarify the use of fuel regulators by adding the following language to section 9.1.4.E.10 (p. 382): "The location and type of the fuel pressure regulator(s) are free provided they are mounted within the engine compartment *or the OEM location*."

STO

- Classify the Dodge Viper in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor
	Displacement	(lbs)	
	(cc)		
Viper	8400	3400	60mm flat plate

- Classify the 2-Eleven GT4 Supersport in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor
	Displacement	(lbs)	
	(cc)	(lbs)	
2-Eleven GT4 Supersport	1800	2100	

- Classify the Mazda 12A Street Port engine by adding the following language to the end of section 9.1.4.2.B.4 (p. 393): "The Mazda 12A Street Port is permitted at 2450 lbs."
- Insert the following note above the table in 9.1.4.1.F: *Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.*
- Add the following to all Camaro, Firebird, and Mustang spec line notes: "Aftermarket K members are permitted."
- Chevrolet Corvette 6000cc, p. 393, add to the notes as follows: "The top 12" of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal piece running between the A-pillars."

Touring

T1

- Chevrolet Corvette C6 Coupe (05-08), combined spec line listed in TB 09-03, change the notes as follows: "The following parts are allowed: GM oil pan #12630477, GM power steering cooler # 15925777, GM radiator # 25999103 ~~(LS3 only)~~, GM radiator baffle # 25953429 ~~(LS3 only)~~, GM engine oil coolers (2) #15803358 ~~(LS3 only)~~..."

T2

- Delete the word "Max" from all Lotus front tire size requirements.
- BMW M3 (01-06), p. 570, change the tire sizes as follows: ~~225/45 (F) 255/40 (R)~~ 275/35 (F & R).
- Chevrolet Camaro Z-28 (98-02), p. 571, add the following wheel size: 17 x 9 (F & R).

T3

- 4) Pontiac Firebird Formula & Trans-Am (98-02), p. 574, add the following wheel size: 17 x 9 (F & R).
- 1) Delete the word "Max" from all Lotus front tire size requirements.
- 2) Honda S2000 CR (2008), p. 576, change the spec line as follows: Wheel Size (inch): ~~17 x 7 (F)~~ 17 x 7.5 (F).
- 3) Volkswagen GTI (06-08), p. 578, add to the notes as follows: Spring kit #1K0 0 71 678 is permitted.

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC MINUTES | Feb. 19-22, 2009

The Time Trials Administrative Council met at the SCCA National Convention during various times between 2/19/2009 and 2/22/2009. The following members participated:

TTAC Chairman / NEDIV	Matt Rowe
NORPAC	Dave Deborde
CENDIV	Tony Machi
RMDIV	Josh Hadler
SWDIV	Kent Carter
GLDIV	Dan Coughnour
National Staff Liaison	Janet Farwell
BOD Liaison	Marcus Meredith
TTSC Chairman	Matt Green
TT DI Committee Chairman	Bob Mondschein

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

- The TT Operations manual is under development to assist event planners and officials with best practices and guidance.
- The TT Tactical plan in support of the Club Racing Strategic plan was prepared for presentation to the BOD.
- Off Site Tech Inspection – Differences in the rules regarding off site tech inspection for Level 1 and 2 events were discussed. The TTAC proposes that the Level 2 process be identical to Level 1.
- TT License guidelines were reviewed. Additional guidance to be developed for the TT Operations Guide and the TTR.
- The TTAC discussed acceptance of licenses from other sanctioning bodies. The TTR list of accepted licenses will be updated to reflect additional groups.

New Business

- Tire inspection guidelines were discussed. Participants and officials are reminded that tires should be inspected prior to each event to insure they are in suitable condition for high speed operation. This may include overall condition, wear, signs of age and date of manufacture.
- The TT Driving Instructor Training Committee presented their curriculum and presentation to the TTAC and National Convention attendees. The TTAC feels the program is of significant to benefit and encourages all driver instructors to pursue the training. By 2012 the training will be required to be advance from the TT Driving Instructor Apprentice Grade to the Official Grade. The TT Program Managers for each division can provide more information.
- Autoform Roll bar for Viper submitted for approval (Winter) Although individual roll bar designs can not be approved by the TTAC, the Autoform design appears to meet the requirements of the TTR. Each installation must be inspected by a licensed TT Tech Inspector to ensure compliance.

2009 TTR

Errors and Omissions to be included in the 2009 TTR.

TTR L1:3.1.4.4

Existing Wording

Sufficient number of instructors ~~so that each has only one student in each run group.~~

New Wording

Sufficient number of instructors per 3.1.2.3.

TTR L2: 10.4

Existing Wording

Each car shall carry identification numbers and class letters per 10.4.1., and ~~10.5.2.,~~ SCCA logos, and any markings required by the Supplementary Regulations, ~~except that only two number locations (one on each side of the car) are required.~~

New Wording

Each car shall carry identification numbers and class letters per 10.4.1., and 10.4.2., SCCA logos, and any markings required by the Supplementary Regulations.

TTR L2 10.4.1

Existing Wording

Numbers shall be placed on ~~the front and~~ both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate. Numbers shall be no more than two (2) digits, and shall meet the approval of the Chief

of Timing and Scoring. Three (3) digit numbers may be used when individually approved in advance by the Chief of Timing and Scoring. Class letters shall be placed on both sides of the car so that they are legible. Rear numbers and class letters are recommended.

New Wording

Numbers shall be placed on the front and both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate. Numbers shall be no more than two (2) digits, and shall meet the approval of the Chief of Timing and Scoring. Three (3) digit numbers may be used when individually approved in advance by the Chief of Timing and Scoring. Class letters shall be placed on both sides of the car so that they are legible. Front and rear numbers and class letters are recommended.

TTR L3&4: 10.5

Existing Wording

Each car shall carry identification numbers and class letters per 10.5.1., and 10.5.2., SCCA logos, and any markings required by the Supplementary Regulations, ~~except that only two number locations (one on each side of the car) are required.~~

New Wording

Each car shall carry identification numbers and class letters per 10.5.1., and 10.5.2., SCCA logos, and any markings required by the Supplementary Regulations.

TTR L3&4 10.5.1

Existing Wording

Numbers shall be placed on ~~the front and~~ both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate. Numbers shall be no more than two (2) digits, and shall meet the approval of the Chief of Timing and Scoring. Three (3) digit numbers may be used when individually approved in advance by the Chief of Timing and Scoring. Class letters shall be placed on both sides of the car so that they are legible. Rear numbers and class letters are recommended.

New Wording

Numbers shall be placed on the front and both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate. Numbers shall be no more than two (2) digits, and shall meet the approval of the Chief of Timing and Scoring. Three (3) digit numbers may be used when individually approved in advance by the Chief of Timing and Scoring. Class letters shall be placed on both sides of the car so that they are legible. Front and rear numbers and class letters are recommended.

Rule Changes submitted to the BOD for approval.

Replace the following references to Chief Driving Instructor with Driving Instructor

TTR L1

3.1.2.1 – 2nd Reference in Paragraph Only

3.1.2.2 – 1st Reference in Paragraph Only

7.6.2

TTR L2

3.2.2.1 – 2nd Reference in Paragraph Only

3.2.2.2 – 1st Reference in Paragraph Only

7.6.2

TTR L3

3.3.2.1 – 2nd Reference in Paragraph Only

7.11.2

TTR L2

3.2.2.1 – 2nd Reference in Paragraph Only

7.11.2

Rationale – Clarify the distinction between the Driving Instructor License and the role of the Chief Driving Instructor.

TTR L2 9.1

Existing Wording

A full and complete Technical and Safety Inspection shall be ~~performed~~ by a Licensed ~~Serutineer~~ (Official/Specialist) on each car once a year. The year shall be defined as the calendar year. If the car passes Tech, the logbook shall be stamped with the “official” inspection stamp (if used), dated, and signed. Annual Tech may be performed in December of the preceding year.

New Wording

A full and complete Technical and Safety Inspection shall be overseen by a Licensed TT Tech Inspector (Official/Specialist) on each car once a year. The year shall be defined as the calendar year. If the car passes Tech, the logbook shall be stamped with the “official” inspection stamp (if used), dated, and signed. Annual Tech may be performed in December of the preceding year.

Rationale – Insure consistency between programs and allow the Tech Inspector of the event to follow a process that best fits the individual event needs. Minimum requirements remain unchanged and in all cases the process is still overseen by a licensed TT Tech Inspector.

Minutes submitted by: Matt Rowe - TTAC Chairman

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Charles Paul Espenlaub vs. SOM, COA Ref. No. 09-06-SE

March 19, 2009

FACTS IN BRIEF

At the SARRC/ECRS Regional races held at Road Atlanta, February 21-22, 2009, Charles Paul Espenlaub was the subject of two Chief Steward's Actions (CSA) following the conclusion of the 6 Hour Enduro Race. The first CSA was for a violation of GCR 2.1.4. (Reckless or dangerous driving) written by ECRS Series Chief Steward Robert Mayes, and the second was for a violation of GCR 5.9.3.C. (underweight in post race impound), also written by Mr. Mayes. Mr. Espenlaub was disqualified on both CSAs. He protested the CSA for the violation of GCR 2.1.4. He did not protest the CSA for violation of GCR 5.9.3.C.

The Stewards of the Meeting (SOM) John Fine, Bob Kirkland, Nick Voigt (SIT), John Willes, and John Nesbitt, Chairman, held a hearing, heard witnesses and disallowed the protest. A penalty of disqualification was awarded Mr. Espenlaub and his protest fee was retained. Mr. Espenlaub is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA), Court Alternate Fred Cummings, Dick Templeton and Bob Horansky, Chairman, met on March 12 and 19, 2009, to hear, review, and render a decision on the appeal. Regular Court member Dave Nokes was unavailable for this meeting.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

Letter of Appeal from Charles Paul Espenlaub, driver of Car #9, STU, received by the COA March 6, 2009.

Official Observer's Report and related documents, received March 6 and 13, 2009.

Email from John Nesbitt, Chairman SOM, received March 9, 2009.

Email from Ken Irwin, Operating Steward, received March 7, 2009.

Email from Bob Hudson, SARRC Chief Steward, received March 10, 2009.

Email from Robert Mayes, ECRS Chief Steward, received March 12, 2009.

FINDINGS

At the end of the 6 hour Enduro Race Mr. Espenlaub, the overall winner of the race, entered the pit lane, then turned onto a portion of the track that is used for motorcycle races, and proceeded to complete a number of "victory donuts". Based on the photos provided by Mr. Espenlaub, his vehicle stayed on this 41 foot wide section of the motorcycle track. There was no contact with any other race vehicle. He then proceeded to post-race impound. Mr. Espenlaub's defense of his action in the SOM hearing was that he competes in other professional racing series, including SCCA Pro Racing events, where these victory celebrations are permitted. He stated that because of his driving skills, there were no hazards to other drivers.

In their decision, the SOM concluded that regardless of Mr. Espenlaub's driving skills, any slip or change in traction could have caused a collision with another race car traveling on the main pit entrance road. The fact that other sanctioning bodies permit this is irrelevant, as this was a Club Race which races under its own rules. The SOM concluded that this action was dangerous and found Mr. Espenlaub in violation of GCR 2.1.4.

The COA examined the photos of the portions of the track in question and concluded that Mr. Espenlaub's car was approximately 45 to 60 feet away from the main pit lane when he was doing his "victory celebration."

DECISION

The Court of Appeals upholds the decision of the SOM in finding Mr. Espenlaub in violation of GCR 2.1.4., but modifies the penalty they awarded. The disqualification penalty is replaced with a reprimand which carries one penalty point; the retention of his protest fee is upheld. Mr. Espenlaub's appeal is considered well founded and his appeal fee, less the amount retained by SCCA, will be returned.

Mr. Espenlaub remains disqualified from the race by the Chief Steward's CSA as he did not protest that CSA for his car being underweight in post-race impound. Chief Steward's Actions carry no penalty points.

Spec Miata Setup Guidelines

The information provided in this guideline are general recommendations, your final setup may deviate from what is stated here.

	RA1		R888	
	Full Tread	4/32nds	Full Tread	4/32nds
Stiffness				
IP (kPa)	220	220	220	220
Load (kg)	370	370	370	370
Kz (N/mm)	245	233	272	251
Ky (N/mm)	158	178	188	194
Kx (N/mm)	454	473	495	495
IP (PSI)	32.0	32.0	32.0	32.0
Load (lbs)	816	816	816	816
Kz (lbs/in)	1,397	1,328	1,550	1,431
Ky (lbs/in)	901	1,015	1,072	1,106
Kx (lbs/in)	2,588	2,696	2,822	2,822
Cornering Power (CP) / Cornering Force (CF)				
CP (kN/deg)	1.03	1.35	1.25	1.46
CF w/4deg Slip Angle (kN)	2.98	3.69	3.72	4.02
CP (lbs/deg)	231.6	303.5	281.0	328.2
CF w/4deg Slip Angle (lbs)	669.9	829.5	836.3	903.7

As shown in the chart above the Proxes R888 is stiffer (higher spring rate) and creates more cornering power and force than the RA1. These changes in tire design might require chassis setup changes and driving behavior to maximize performance and wear.

Shaving

The R888 was designed to be raced on at full tread depths (6/32nds). In back-to-back testing, a full tread depth R888 is faster than an RA1 that has been shaved to 4/32nds. Racers looking to maximize wear life should strongly consider using the R888 at full tread depths. The R888 can also be shaved for an increase in performance, but less remaining tread means less usable life.

Air Pressure

The R888 can be used at lower hot pressures as compared to the RA1 because of its design. Decreasing the air pressure will improve contact pressure and footprint shape. A recommended hot pressure range is 32 – 38 psi. For a light weight vehicle such as the Spec Miata, 32 psi hot is a good starting point.

Tread Temperatures

The optimum tread temperature for the R888 is 160°F to 220°F. Below 140°F and above 250°F the tire may not provide sufficient grip. Generally there will be a 25°F temperature gradient from inside to outside shoulder, with the inside shoulder being the hottest. Most distance and time on a race track is in a straight line therefore, the inside shoulder is hottest because of negative camber. The same temperatures across the tread face should not be expected.

Understand the track layout before pit entry. If for example there is a long right hand turn before entry, the left tires will be hotter. Take tire temperatures and pressures after a few laps to get the temperatures and pressures stabilized and come in after a hot lap.

Camber

To maximize the potential of the RA1 a lot of negative camber might have been required. The R888 on the other hand produces more camber thrust at the same camber angles as the RA1, therefore less negative camber might be beneficial. Reducing negative camber will improve contact pressure distribution across the tread face improving wear. Start at -2.5° in the front and -3.0° in the rear. Analyzing the tire temperatures, wear, and chassis behavior will help you dial-in the optimum camber for your setup.

Front Toe

One of the benefits of the increased stiffness of the R888 is the improved steering response over the RA1. Setting the front with a little to zero toe out will likely improve wear life, straight line speed, and stability with minimal sacrifice to steering response. The exact setting will vary depending on driver and situation.

Driving

Due to the higher cornering performance compared to the RA1 a driving style with less slip (steering) angle is possible. As shown in the chart above the R888 is generating more cornering force at a typical 4 degrees of slip angle. The RA1 would require more slip angle to generate comparable forces. The R888 will be quickest when it is not sliding too much or being over-driven.

Graining

The following are reasons why race tires grain:

- The tire was not properly brought up to working temperature. This will cause the tires to slide and not adhere to the track surface.
- Low track temperatures will not allow tire to come up to proper working temperatures.
- A vehicle that is setup poorly in suspension or alignment.

If graining is seen on the front tires the car may be understeering. The front tires are not generating enough grip (or rear tires may be generating too much) therefore the front tires are sliding creating this wear pattern.

Graining will contribute to poor grip and sliding which can cause more graining in an endless cycle.



Held under the 2009 General Competition Rules

#IDC-09-S

Online Registration at www.scca.com

SUPPLEMENTARY REGULATIONS

Revised per SOM on 04/08/2009

1. Entries
2. Driver Eligibility
3. Tow Fund
4. Registration & Credentials
5. On-track Sessions
6. Grid
7. Start/Finish
8. Timing & Scoring

9. Pre-race Tech Inspection
10. Impound & Post Race Inspection
11. Decals/Patches
12. Penalties/Protest/Appeals
13. Race Results
14. Rules of Operation/Pits/Paddock
15. General Info
16. Race/Driver Info.

1. ENTRIES

- 1.1. All drivers shall be current Sports Car Club of America (SCCA) members in good standing, hold a current National Competition License and meet all criteria as listed under section 2.
- 1.2. Driver Eligibility: Drivers may enter as many classes as they wish and drive any car eligible for that class, provided they meet all driver eligibility requirements for each class entered.
- 1.3. One Vehicle, Multiple Classes: A driver may enter one vehicle in more than one class at this event. The driver shall have qualified for each class entered per these supplemental regulations and the vehicle shall be capable of meeting all requirements and specifications for those classes. Separate entry forms and fees are required for each class entered.
- 1.4. Registration: Online registration will be available at www.scca.com. Paper entry forms and fees (under same cover) shall be faxed to 785-232-7214 or mailed to:

SCCA
Attention: Club Racing
P.O. Box 1833
Topeka, KS 66601-1833

All fields of the entry form shall be completed to be valid. The driver bio is optional. The entry fee shall accompany the entry form (see section 1.6)

- 1.5. Entry Dates: In order to support the **Continuous Participation Rewards Program** announced on 6/11/2008, the following dates will apply:
 - June 3rd, 2009 9:00 AM CDT Registration opens for drivers who have participated in the **last** 10 or more Runoffs
 - June 10th, 2009 9:00 AM CDT Registration opens for drivers who have participated in the **last** 1 or more Runoffs
 - June 17th, 2009 9:00 AM CDT Registration open for all driversVolunteer Registration will begin at 9:00 a.m. June 3rd, 2009 CDT.
Paper or Online entries will not be accepted before the dates noted above. Entries received prior to these dates will be returned.
- 1.6. Entry Fee: Online entry fee is **\$400** payable with Visa or Mastercard. Paper entry fee is **\$410** (US Funds) payable to SCCA, Inc. The paper entry fee includes a \$10 handling fee. After midnight (CDT), Friday, August 28, 2009 (online, postmarked or dated by an express delivery service) the entry fee is \$600 for online or \$610 for paper entries. Note: An additional \$25 fee will be charged for checks returned for insufficient funds. Driver's that participated in the 2008 Runoffs will receive a \$50 discount on their entry fee (limit one class entry per driver – registration system will automatically apply the credit) per the Continuous Rewards Program.
- 1.7. Cancellation and Refunds: The cancellation deadline for a **full** refund is midnight (CDT) Tuesday, September 8, 2009. Driver/entrant may cancel by the following methods:
 - Fax – (785) 232-7214
 - U.S. mail (see section 1.4 for address)
 - E-mail – runoffs@scca.comCancellations received between Sept. 9th & Sept. 27th will be refunded the entry fee less \$175. If your entry is not accepted for the Runoffs, you will automatically receive a full refund.
- 1.8. Entry Acceptance: SCCA will not accept entries from drivers who do not meet the requirements of GCR Section 3.9.2.A. and the guidelines as set forth in these supplemental regulations.
- 1.9. Car Numbers: 2009 Runoffs participants (who competed in the 2008 Runoffs) will be given the opportunity to retain their 2008 car number. These competitors will have until 9:00 am, July 1st, CDT to register thereby securing their 2008 number. 2008 defending National Champions desiring # 1 should contact the SCCA Club Racing office for Number Assignment (see section 8.1 in the Supplemental Regulations). All 2008 numbers not registered to a 2009 participant after this date will be released and available to anyone.
 - In the case of groups with combined sessions, if there are two drivers requesting the same number, the number will go to the first one registering.
 - The official paper event entry form provides space to indicate six (6) possible numbers of your choice.
 - The official online event entry form allows you to choose your number from the remaining available numbers.
 - Permitted numbers range from 00 through 99.
 - **Changes to assigned numbers shall be made before 5 pm CST September 14, 2009.**
 - Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring.
 - Illegible numbers may not be timed or scored.
 - In addition to having numbers on the end plate, all winged Formula cars are encouraged to have numbers elsewhere on the car.
- 1.10. Entry to the Monday, September 21st, 2009 Test day will be via a registration link once you have completed your Runoffs Entry. Test day admittance will be capped at 300 cars. Registration will be on a first come, first served basis. Drivers that participated in the 2008 Runoffs will receive a 50% discount on the Monday test day entry fee.

2. DRIVER ELIGIBILITY

- 2.1. Entries will be accepted for this 2009 Interdivisional Championship Event from those drivers who meet the following for each class entered:
- 2.2. Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record and have been classified as a finisher in at least four (see GCR 3.9.2.A./B./C./D. (and Club Racing Technical Bulletin dated December 2, 2008 GCR item 2 in the January 2009 Fastrack) GCR 6.7.2 and GCR 6.7.3).
- 2.3. Shall have finished in the top ten (10) in their class in their division's 2009 National points standings.
- 2.4. Shall have accumulated at least four (4) National Championship points in 2009.
- 2.5. Defending National Champions: See section 3.9.2.B on page 20 in the 2009 GCR for requirements.
- 2.6. If you are not sure you have sufficient points to qualify, send an entry anyway. If the entry is denied, your entry fee will be refunded in full. Drivers who believe their points accumulation totals for Divisional Championship standings and National Championship Runoffs® invitations are in error, shall contact their Divisional Pointskeeper, before the entry deadline, for resolution. Only if satisfaction cannot be achieved at the Divisional level should a driver/entrant contact the National office for review of the matter.
- 2.7. In the event of a tie for tenth place, the first consideration for breaking the tie will be the above Driver Eligibility, followed by GCR 3.9.1.C.

3. TRAVEL/TOW FUND

- 3.1. A Tow Fund will be collected and maintained by the SCCA during the 2009 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®.
- 3.2. Fund Determination: A driver's payment will be determined by the following:
 - Straight line mileage from the driver's permanent residence to Road America.
 - The address will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received before the receipt of the entry.

Note: False representation of permanent residence may result in penalties as provided in GCR section 7.2.

- 3.3. Distribution of Tow Fund: Tow fund will be paid to drivers who meet the following criteria:
- Top three (3) drivers with the highest points total in each class from each Division that attend the event (no tow money will be paid to drivers living closer than 299 miles) and the maximum mileage to be paid will be 2,100 miles.
 - Shall enter on time and entry be accepted to participate in the Runoffs®
 - Shall complete registration, Tech inspection and be on-track at least once during the week.
- Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2.H).
In the event there is an unbreakable tie within a class and Division (see GCR 3.9.1.C.) affecting Tow Fund payout, both parties will receive payment.*
- 3.4. Mailing of Funds: The National office will mail tow fund checks within 60 days of the completion of the event.
- The name and address on the check will match that of the W-9 form each driver must complete prior to receiving check.
 - A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 shall be completed using the Tax ID company name; the tow fund check will be issued to that named company.
 - Federal Tax ID and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in tow fund.
- 3.5. Tow Fund Claim Deadline: All inquiries regarding tow fund shall be made by December 14, 2009. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by December 14, 2009. No claims made after this date will be considered.
- 4. REGISTRATION AND CREDENTIALS**
- 4.1. Registration Hours (All times are Central Time Zone)
- | | | |
|----------------|------------|------------------------|
| Thurs..... | Sept 17 | 9:00 a.m. - 6:00 p.m. |
| Fri-Sun | Sept 18-20 | 7:00 a.m. - 6:00 p.m. |
| Mon-Thurs..... | Sept 21-24 | 7:00 a.m. - 5:00 p.m. |
| Fri..... | Sept 25 | 7:00 a.m. - 5:00 p.m. |
| Sat..... | Sept 26 | 7:00 a.m. - 4:00 p.m. |
| Sun..... | Sept 27 | 7:00 a.m. - 12:00 p.m. |
- 4.2. Entry into Road America for those arriving after registration is closed: Drivers/entrants, crew and volunteers **without** transport vehicles or RVs may enter Road America after registration hours by showing a current SCCA membership card and signing the ROAD AMERICA waiver. Participants shall report to Registration the following day to sign in and receive event credentials.
- ROAD AMERICA will supply SCCA with a list of people entering after hours each day.
 - No race, transport vehicles or RVs will be allowed to enter after Registration closes for the day.
- 4.3. Hot-Pit Access: All crew members who need to be in hot-pit areas shall be listed as crew on the driver's entry form.
- SCCA shall provide a maximum of four passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile.
 - Only the driver or entrant may add/change free or paid-for crew names. The addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited.
 - WEEKEND SCCA MEMBERSHIPS ARE NOT VALID FOR USE DURING THE RUNOFFS.
 - Additional passes can be purchased from Road America for \$40 each.
- 4.4. Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 7.2 Penalties
- 4.5. Commemorative Photos IDs will be available at the track for \$5.00 each.
- 5. ON-TRACK SESSIONS**
- 5.1. **Schedule Modification:** SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that is undersubscribed by the Sept. 5th deadline may be combined with another class or classes for all sessions, including races.
- 5.2. Qualifying Sessions.
- Grid positions for the first qualifying session for each class will be by random number draw. The draw will be done on Monday, September 21st and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session. This process is **NON-PROTESTABLE**.
 - Combined Sessions: For combined groupings on the first day of qualifying, the group will be sorted by class with the group with the fastest track record going first. Position within each class will be determined by the process noted in preceding bullet. For the second and third days of qualifying, the group will be split by class by times from the previous day with the class with the fastest qualifier going first. This process is **NON-PROTESTABLE**.
 - During the qualifying sessions on Tuesday, Sept 27th, a **white flag** will be shown on the first lap for each group at each staffed corner station as information for drivers regarding corner station location per GCR 6.11.2. E.
 - All cars not on the grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of the field.
- 5.3. Eligibility for a Race Start: To be eligible to start the race, all cars shall qualify within 120 percent of the average of the fastest three qualifying times for their respective class.
- The Chief Steward may issue waivers to cars qualifying outside of the required 120 percent at his discretion.
 - Requests shall be made within 30 minutes of the posting of the grid.
 - Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.
- 5.4. Split Start: The SSB/T3 Race will utilize a split start with a pace car pacing each group.
- 5.5. Hardship Sessions: On Friday, Saturday and Sunday will be for **hardship** only. Any competitor may request permission to participate in the hardship lap sessions. Same day racers will have priority. Hardship laps are intended to allow competitors to check on the state of their car after repairs or adjustments have been made. Each competitor that wishes a hardship lap must request a pass for a hardship session from the Chief Steward or one of his designates prior to their race day. The pass must be presented to grid personnel prior to entering the track. The hardship lap will consist of a single traversal of the circuit from pit exit to the pit entrance. Markers will be placed on the track surface to remind competitors not to proceed past the pit entrance.
- 5.6. "Doughnuts" or reckless driving are not allowed on the track, in the paddock or on ROAD AMERICA property at any time.
- 6. GRID**
- 6.1. All cars shall enter the race track through the grid area located on the south end of the GearBox concession stand.
- Cars shall be in position and the grid cleared of crew at the one (1) minute warning.
 - Cars late to the grid shall enter the course from the grid through the pit lane.
 - The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic.
- 6.2. With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying position and be released from the pit lane at the back of the field.
- 7. START/FINISH**
- 7.1. THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT.
- 7.2. Pace laps: There will be one (1) pace lap at the start of each race. This lap does NOT count as a race lap.
- 7.3. Wave Off: In the event of a wave off of the first racing lap, the grid will continue at pace speed until the green flag is displayed by the Starter. Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black flagged and held **up to one (1) minute** in the pit lane. Other penalties may also be imposed (GCR 7.2).
- 7.4. Length of Race: Official track length is 4.0 miles; all races will be thirteen (13) laps or 40 minutes, whichever comes first. The 40 minute time limit will be in effect for all races commencing when the pole car crosses the Start/Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 6.7.3. The posted race times are green flag times.
- 7.5. One Lap to Go: A one lap to go sign with a number 1 will be displayed at the Start/Finish line indicating the last lap if possible.
- 7.6. Victory Lap: Each class winner may take a victory lap per GCR 6.8.7.
- 7.7. **Trophies will not be mailed.** If the race results are not available by the end of the day in which the race occurred, trophies will be mailed.

8. **TIMING AND SCORING**

- 8.1. All corrections, i.e., name and/or sponsor changes/additions, shall be submitted to Timing and Scoring before 5:00 p.m. on the last day of qualifying.
- 8.2. AMB TRANX 260 Transponders are required for all on-track sessions. All cars shall be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.
- 8.3. **To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line.**
- 8.4. Membership numbers may not be shown on official results.
9. **PRE-RACE TECH INSPECTION**
- 9.1. Tech Inspection Location and Hours: Tech Inspection will be held at the Registration building in the morning and at the Tech Area in the afternoons. Tech Inspection is on a first-come, first-served basis during the following hours:

Registration Building Express Tech only (Driver and Gear Check In) - see section 9.3 of these supps.

Sat-Sun..... Sept 19-20..... 7:00 a.m. – noon.

Tech

Sat-Sun Sept 18-20..... 8:00 a.m. – 6:00 p.m.

Mon-Sun..... Sept 21-27..... 7:45 a.m. – 6:00 p.m.

Note: Tech Areas will close by 8:00 PM CDT each day. Any inspections not completed by this time will be carried over to the next day.

- 9.2. Rules of Tech: The following shall be adhered to without exception:
- No engines will be run in the Tech areas at any time during the week, unless directed to do so by a Tech official. Push cars in and out of the area.
 - **Smoking is prohibited in the Tech areas.**
 - **Non-licensed minors and pets are prohibited from the Tech areas.**
- 9.3. Express Tech (Check In): If your car does not need an annual Tech and its logbook has no unresolved notations, you do not need to present your car for Technical Inspection. After you have registered, please bring the following items to Tech:
- Vehicle logbook
 - Helmet with a 2009 Club sticker
 - All Driver's suits to be used during the competition with official SCCA Club Racing patches on each suit and with the patches for any non-SCCA sanctioning body removed or covered
 - Tech sheet/vehicle declarations page (included in driver packet)
- 9.4. Vehicle Full Tech will be required if notations exist in the logbook or the car needs an annual Tech. Gear and helmet shall be presented at Tech Check-in. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing homologation shall have this accomplished prior to arrival at Road America.
- 9.5. Tech Stickers: The Runoffs® decals are your Tech inspection stickers and shall be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars and sports racers. In the event this placement is not possible, the Assistant Chief Steward of Tech will be responsible for the final placement of the Runoffs® decals. All classes must run the configuration in accordance with the declared minimum weight. If you change your declared weight, you will need to get a new tech sticker issued. If your new weight is lighter than your previous weight, you will lose your prior qualifying times.
- No vehicle will be allowed to participate in this event **without** the Runoffs® decals properly placed at **all times** during the National Championship Runoffs® from Tuesday, Sept 22, 2009, through Sunday, September 27th, 2009. A Runoffs® decal will **not** be issued until your vehicle(s) has been approved by Tech officials.
- 9.6. Two-way Radios: All cars may employ two-way radios. You may be required to change frequencies if interference occurs with event officials and/or track communications.
- Operation of radios is prohibited on the following UHF frequencies:
- | | | |
|------------|------------|------------|
| • 461.1750 | • 463.7875 | • 467.7875 |
| • 461.3000 | • 464.3250 | • 468.2250 |
| • 461.4750 | • 464.3750 | • 468.7875 |
| • 461.5875 | • 464.5250 | • 469.3250 |
| • 461.7750 | • 464.8875 | • 469.3750 |
| • 462.0000 | • 466.1750 | • 469.5250 |
| • 462.7875 | • 466.5875 | • 469.8875 |
| • 463.2250 | • 467.0000 | |
- 9.7. Back-up Car Procedures: Any additional cars and/or chassis that may be used at any time during the event shall be presented at Tech.
- The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class.
 - The Chief of Tech shall inform the Chief Steward directly or through the Tech Steward.
 - The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination before the substitution will be removed; the driver shall re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed.
- Should the driver choose to return to the original car, the driver may request that the times for the original car be reinstated.
- 9.8. Tire Rules: Formula Mazda Tire Rule 9.1.1.F.14. (A,B,C,E), ESR Tire Rule 9.1.9.G.13. (a,b,c) and FE Tire Rule 9.1.1.A.5.13 (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.
- 9.9. Scales: The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound. Scales are located in the Tech area near Pit Out.
- 9.10. Grid and Pit Lane Tech: Additional visual inspections of race cars may be conducted on the Grid and on the Pit Lane. These inspections will be non-intrusive. Items not in compliance will be noted and the competitor will be directed to Tech at the end of their session for additional inspection.
- 9.11. Stock OEM Components: Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.
- 9.12. Fuel: All cars shall use fuel purchased from the track as follows:

Class	Octane	Leaded or Unleaded
SRF, Spec Miata, Showroom Stock, Touring, rotary engine, and cars permitted to use fuel per IT requirements	93 or 100	Unleaded
Remaining Production, American Sedan, GT, Formula, Sports Racers	110, 112, or 116	Leaded

The track fuel pumps will be open Monday, September 14 th through Sunday, September 27, 2009.

Note: 100 and 110 Octane available 24 hours via credit card at permanent pumps. 93 and 112 octane will be available via attendant 8:00am-noon (9/14-9/20) and 8:00am-4:00pm (9/21-9/27). 116 Octane will be available via pre-order only through Road America.

- Competitors shall declare which fuel they are using.
 - Mixing fuels of different octane is prohibited.
 - These 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 Tuesday's first session or if you have changed fuel types, at a **MINIMUM**, we recommend draining your tank/cell, then add a few gallons of your spec fuel, run the car and drain the tank/cell again.
- 9.13. Fuel Testing: Fuel testing for compliance with section 9.14 of these supplemental regulations may be implemented during qualifying and post-race inspection.
- 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.

- 9.14. Data Acquisition: SCCA Technical Staff and/or Club Racing Board members and their delegates may install data acquisition equipment in a competitor's car. This program is to assist the CRB in competition adjustments; participation is mandatory, not optional and is NON-PROTESTABLE.
10. **IMPOUND AND POST RACE INSPECTION**
- 10.1. At the conclusion of each race, the first six (6) cars in each class shall proceed to the Tech area.
- Impound passes will be issued to the driver and three crew members of the impounded cars.
 - Additional cars may be ordered to the Tech areas at the discretion of the Chief Steward.
 - Cars shall remain in the Tech area with a minimum of one crew member until released. Crew members may leave the Tech area after checking with the category supervisor.
- 10.2. At the conclusion of each qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his discretion.
- 10.3. **Post Qualifying Compliance Verification:** Tech inspectors may employ non-intrusive measuring devices (P&G gauge, Whistler, etc.) throughout the week. These devices are used for a quick estimate of the measurement and do not ensure that the reading will be the same as that done during a detailed inspection, which may occur at a later time. The Tech Inspector will note on the back of the Tech card any items observed during the course of this inspection as non-compliant with GCR eligibility and/or preparation limits. The "Official Report" will be prepared by Tech and processed with the Chief Tech Steward. The Tech Decals will be marked VOID for items noted on the back of the tech card. The driver shall sign the back of the tech card to acknowledge awareness that these discrepancies exist. The car must be presented to Tech in a compliant configuration before a replacement Tech Decal will be issued. A replacement Tech Decal is required to proceed into the next session for that car.
- 10.4. Eligibility and Preparation Resolution: The Chief Steward will resolve all matters of eligibility and/or preparation non-compliance no later than ninety (90) minutes after the final qualifying session on Thursday, September 24th, 2009.
- In addition, any car impounded after its qualifying session that has a Tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.
- 10.5. During post race impound, admission to the Tech areas are restricted to authorized drivers, officials and crew members with proper credentials.
- 10.6. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.
- 10.7. Any part found to be in non-compliance with the GCR specification book and/or supplemental regulations may be retained by the SCCA, Inc. and disposed of at a later date, at its discretion.
- 10.8. The first place car in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection:
- Removal of cylinder head for measurement of bore, stroke and valve size, where restricted by the rules for the class and category.
 - A P&G gauge or other measuring device may be used in place of cylinder head removal at the option of the Chief Steward.
 - Teardown will begin within 45 minutes following the conclusion of post race ceremonies.
 - Teardown shall be completed within 4 hours, except for Showroom Stock, Spec Miata, Touring and AS.
 - The Chief Steward may modify these procedures at his sole discretion.
- 10.9. Disabled Race Car Parking: Disabled cars will be parked in the boneyard. Removal of any automobile shall be approved by the Log Book Tech Inspector.
- 10.10. Each driver is responsible for having a person available for transporting his/her vehicle to and from tech locations following on-track sessions. Vehicles may be escorted from one tech area to another.
11. **DECALS AND PATCHES**
- 11.1. All GCR required decals and patches, as well as vehicle logbooks, are available in Tech.
- 11.2. All decals and patches required for Contingency programs will be available at Driver Information located next to the gas pumps mid paddock (Sunday, September 20th from 1-4 pm and 8am-5pm September 21-27, 2009.)
- 11.3. GCR required driver suit patches will be checked during pre-race Tech inspection. Non-SCCA sanctioning body decals and patches shall be removed or covered on the driver's suit(s) and racecar. **NO DRIVER WILL BE ALLOWED ON THE PODIUM WITHOUT APPROPRIATE SCCA PATCHES ON THEIR DRIVER SUIT**
12. **PENALTIES / PROTESTS / APPEALS**
- 12.1. Penalties will be as stated in GCR section 7.2, except as follows:
- Drivers may be excluded from competing in the following year's Interdivisional Championship Event. Tow fund may not be paid to drivers/cars disqualified from the event.
- 12.2. Protests: All protests shall be lodged at the Competitor Services Center, which is located in the Farmhouse Building across from Registration. Driver advisors will be available to provide assistance. Protests shall be filed and will be heard in accordance with the provisions of Section 8.3 of the GCR except as follows:
- Anyone who may be involved in a protest and fails to be available for the Court hearing waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event.
 - Protests against the validity of an entry or the eligibility of a driver, entrant or automobile, shall be lodged no later than ninety (90) minutes after the final qualifying session for the class of car being protested.
- 12.3. **All decisions or penalties rendered by the Stewards of the Meeting may be appealed.**
- 12.4. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions:
- Appeals shall be submitted to the Competitor Services Center. The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision.
 - **A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.**
13. **RACE RESULTS**
- 13.1. Results will normally be posted within 30 minutes after the conclusion of each race at Drivers Information located next to the gas pumps mid paddock. Upon completion of the event, each competitor will be mailed the final results book.
14. **RULES OF OPERATION/PITS/PADDOCK**
- Note: All fees listed below are set by Road America.**
- 14.1. **TRACK ORDINANCE:** Racing engines shall not be run after the final checker of the day or 7:00 pm, whichever is later or before 7:30am.
- 14.2. Vehicle Registration and Rules of Operation: All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that shall be purchased at Registration for \$25. This sticker is valid for the entire 2009 Season at Road America. The sticker must be affixed to the registered vehicle along with car number and class.
- Note: Vehicle passes for handicapped persons will not be charged.**
- Vehicle passes will not be required for bicycles. **No bike riding or walking the Track after the Track closes for the day.**
- 14.3. Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts, other personal transportation and utility vehicles in the spectator areas are restricted to designated areas.
- 14.4. Speed limit is 10 miles per hour.
- 14.5. Only licensed drivers may operate pit vehicles.
- 14.6. In the pit lane, pit vehicles shall be used only for essential transportation and hauling.
- 14.7. Reckless and dangerous driving, speeding, or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 7.2 (Penalties).
- 14.8. For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility.
- The only race cars that will be allowed to be driven out of the facility will be the cars specifically used by competitors for day-to-day transportation (for example, Showroom Stock cars) or race cars going to the Engine Dyno located behind the Road America Maintenance Building across from Registration.

- Race cars are prohibited to be driven outside the paddock area (except as noted above).
- REMEMBER, DRIVERS/ENTRANTS ARE RESPONSIBLE FOR THE ACTIONS OF CREW MEMBERS.**
- 14.9. Rules of the Pit Lane and the Grid: The following are **prohibited** from the Pit Lane, Grid and Road America property
- Skateboards
 - Roller skates/blades
 - Scooters – electric or non-electric
 - Children's tricycles
- 14.10. Shoes that cover the entire foot are required of those entering the Pit Lane area. Sleeved shirts are required in the Pit Lane.**
- 14.11. Pets are welcome at Road America. Owners are required to keep their pets on a leash and clean up after them. ROAD AMERICA reserves the right to remove pets and owners who do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**
- 14.11. Posting of private classified For Sale signs is allowed in designated areas only. Road America reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.
- 14.13. Vending is not allowed on Road America property without obtaining the proper permit from Road America.
- 14.14. Rules of the Paddock: Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. Do not deface any items on Road America property. Check voltage in electrical receptacles before using.
- 14.15 OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS.** Special oil and fluid reclamation stations will be accessible throughout the paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area and notifying Road America personnel immediately.
- 14.16. Parking: If you wish to leave your equipment at Road America between events, you must notify Road America office of your intentions so that arrangements can be made. Unless prior arrangements have been made with Road America, teams arriving prior to Sunday, September 13th, 2009, may not have access to the facility.
NOTE: Drivers/volunteers are permitted to stay over Sunday night, Sunday September 27th, 2009, but need to vacate by 10:00 a.m. Monday, September 28th, 2009.
- 14.17. Reserved Parking: Optional reserved paddock parking may be obtained through Road America after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Road America website, which will have all available spaces for reservation.
- All spaces will be \$100. Spaces range from 30 x 40 to 15 x 70. Each competitor may only reserve one (1) spot per entry.
 - If you do not wish to reserve/pay for a parking spot, non-reserved free parking will be available on a first come first served basis starting at 12:00 PM CDT on Sunday, September 20th, 2009.
- 14.18. All vehicles shall be parked within your designated paddock spot. If the vehicle does not fit in this area, it shall be parked in designated overflow parking areas.**
- Each entry will be issued one parking pass designated specifically for your paddock area. This pass will allow access to the paddock area only. Additional passes may be provided by ROAD AMERICA contingent on all vehicles fitting into the paddock space.
 - All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed
 - If you have an oversized rig that will not fit in the sizes of the spaces noted in 14.15, contact Dave Dahlin at ROAD AMERICA before you reserve your spot for assistance.
- 14.18. Motorhomes/Enclosed Trailers
- Motor homes with enclosed trailers may be in the paddock space if all vehicles fit in the assigned paddock space.
 - There are designated areas for motor homes and trailers if they cannot fit within the designated paddock area.
 - Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars.
15. **GENERAL INFORMATION**
Note: All fees listed below are set by Road America.
- 15.1. SMOKING IS PROHIBITED INDOORS, as well as TECH, GRID, PIT LANE and WITHIN 20 FEET OF THE TOWER MAIN ENTRANCE.
- 15.2. Camping: Overnight competitor camping in the paddock or track-side shall be in a legitimate, self-contained motor home. No exceptions.
- Overnight tent/non-self contained vehicle camping will be available in designated areas only.
 - Bonfires or open fires are allowed in approved areas only.
 - Outdoor cooking is allowed, but please keep safety in mind.
 - Illegal drugs, fireworks, firearms or any type of explosive are not permitted on Road America property.
 - Please leave the grounds as you found them.
- 15.3. Motorhome spaces with electricity are available for \$150 and can be reserved through www.RoadAmerica.com. (There is no charge for motorhome spaces without electricity).
- Motorhomes have access to the dumping stations located west of the Medical Building and in the camping area next to the Motorplex. Services such as dump and fill will be available for an additional fee.
 - Once the team motorhome or trailer is parked in its assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal.
 - Please make your own provision for electricity, such as a generator.
16. **RACE/DRIVER INFORMATION**
- 16.1. Driver Information is located next to the gas pumps mid paddock and is the "information center" for participants. A satellite driver information station will be located near Tech. Only qualifying times and race results will be available at the satellite location.
- 16.2. Driver Information includes the following:
- Qualifying times
 - Race results
 - Sound control reports
 - Protest and appeal results
 - Messages and notification of parcel delivery.
 - Paddock location of other participants may also be available.
- 16.3. All requests for public address announcements can be made at Driver Information. Please go to Driver Information with all of your questions before going to Road America or on-site SCCA offices.
- 16.4. Package Delivery: Deliver all packages to

Road America
N7390 Hwy 67
Elkhart Lake, WI 53020

- Packages should not be sent before September 13th, 2009.
- Packages **MUST** include name of recipient or team name or delivery will be refused.
- Packages may be picked up between 9:00 a.m. - 4:00 p.m. at the designated shipping and receiving area.
- All freight deliveries will be delivered to the maintenance building.
- There is a \$5 fee for packages delivered to the track and \$50 fee for use of track equipment
- No COD packages will be accepted.
- Packages not picked up will be returned COD only if requested by a competitor and a credit card is provided for handling.
- NO RUNOFFS PACKAGES WILL BE ACCEPTED AT SCCA, INC HEADQUARTERS DURING THE EVENT.



SCCA **National Championship** ***RUNOFFS***

Race Officials

Race Administration

Marina Kraft, Nat'l Administrator

Chief Steward

Jim Averett

Dennis Dean, ACS

Jerry Wannarka, ACS

Registration

Chief Registrar

Wanda Cecil, Nat'l Administrator

Asst. Chief Registrars

Sharon Rollow

Mary Ann Kendall

Terry Roberts

Betsy Speed

Asst. Chief - Operating

Chuck Dobbs

Brian Holtz

Jim Rogaski

Laurie Sheppard

Tech Stewards

Skip Yocom, ACS Tech

Jim Graffy

Dave DeBorde

Jerry Casini

Peter Roberts

Stewards of the Course

Cathy Barnard, ACS SOC

Kathy McLeod

Pace Car Drivers

R.J. Gordy

Howard "Duck" Allen

John Sheridan

Safety Stewards

Paula Spencer, ACS Safety

Lou Geisy

Timothy Meddaugh

Stewards of the Meet

Ken Patterson- Chairman, MWDiv

Tom Brown, SWDiv

Mike Engelke, CENDiv

John Peterson, GLDiv

Tom Hoffman, NEDiv

Annie Christian, RMDiv

Bob Eddy, MWDiv

Barb Knox, SPDiv

Gary Meeker, NPDiv

Rick Mitchell, SEDiv

Linda Rogaski-SOM Administrator

Laura Stitch-SOM Administrator

Nancy Brown-SOM Administrator

Court of Appeals

Bob Horansky - Chairman

David Nokes

Dick Templeton

Fred Cummings, Alt. 1

JoAnne Jensen, Alt. 2

Sue Roethel - Secretary

Competitor Service Center

Mike Smith, Chief

Bev Heilicher

Driver Advisors

Costa Dunias

Jack Kish

Barbara McClellan

Scrutineers

Chief Scrutineer

Toni Creighton, Nat'l Administrator

Chief of Compliance

Frank Diring

Category Supervisors

Frank Safranek - AS

Chris Safranek - GT

Bill Etherington - Production

Bob Thornton - Touring

TBD - Showroom Stock

Ty Till - SM

Gene Petersen - Formula

Rod Markowicz - Sports Racers

Dave Badger - Fuel

George Bloeser - Pit Tech

William Bradley - Scales

Express Tech - Jim Creighton

Crash Recovery - Mike Pearson

Judi Fitch - Tech Ofc- Compliance

Linda Dent - Tech Ofc-Scales

Lois Petersen -Data - Scales

Barbara Henschel-Data-

Compliance

Larry Dent - Customer Service

TV Liaisons

Dee Duncan

Timing and Scoring

Carla Heath, Nat'l Administrator

Asst. Chief T&S

Anne Kumor

Dave Killian

Bill Skibbe

Starters

Chief Starter

Larry Kurkowski, Nat'l Administrator

Asst. Chief Starter

John Sutton

Keith Pfautz

Start Judges

Rich Lorenz

Flagging & Communication

Chief Flagging

Ann Hefty, Nat'l Administrator

Asst. Chiefs Flagging

Asst. Chief Communications

Doug Johnson

Pit and Grid

Chief Grid

Gayle Lorenz, Nat'l Administrator

Asst. Chief Grid

TBD

Chief Pit

Janet Bruce

Emergency Services

Leo Baker, Nat'l Administrator

Asst. Chief Emergency Services

TBD

Course Marshal

TBD

Chief Medical Officer

Dr. Jeff Gaver

Medical Safety/

Chief Race Physician

Jim Butler, M.D.



SCCA

National Championship

RUNOFFS

Radio Tech

Nancy Foster

Sound Control
Chief Sound Control
Wayne Briggs, Nat'l Administrator
Asst. Chief Sound
Ron Tanton
Jason Briggs

Victory Circle
Bonnie Wannarka

Driver Information
Sue Cowan

Race Control Hospitality
Wilma Dunias

Club Racing Board
Bob Dowie - Chairman
Chris Albin
Dave Gomberg
Peter Keane
Russ McHugh
Fred Clark
Jim Drago
Lauri Burkons - Secretary
Jerry Wannarka - BoD Liaison
Marcus Meredith - BoD Liaison

SCCA Board of Directors
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Jerry Wannarka - Area 2
Robin Langlotz - Area 3
Marcus Meredith - Area 4
Bob Lybarger - Area 5
Lisa Noble - Area 6
Mike Sauce - Area 7
Jim Christian - Area 8
RJ Gordy - Area 9
John Sheridan - Area 10
Michael Lewis - Area 11
Phil Creighton - Area 12
Howard "Duck" Allen - Area 13

Road America Staff
President and CEO
George Bruggenthies
Track Manager
Greg Wieser

Hospitality and Track Rentals

Gail Bartelt

Marketing & Promotions Manager

Mary Lou Haen

Communications & PR Manager

Julie Sebranek

Administration & Retail Manager

Kathy Kiesau

Safety and Rescue

Carson Wilkinson

SCCA National Staff **President & CEO**

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Executive Assistant

Aimee Thoennes

Vice President, Club Racing

Terry Ozment

Club Racing Manager

Deanna Flanagan

Club Racing Manager

Janet Farwell

Club Racing Technical Manager

John Bauer

Club Racing Technical

Coordinator

Kevin Yagoubhi

Vice President Marketing

Communications

Eric Prill

Marketing Services Manager

Melissa Flesher

Marketing/Communications Specialist

Jenny McAbee

Public Relations Manager

Erin Cechal

Vice President Member &

Region Services

Colan Arnold

Vice President Finance

Rick Ehret

Creative Director

John Steflik

Information Technology

Manager

Joel Lemon

Region Development Manager

Rick Myers

SOLO EVENTS BOARD MINUTES

SEB MINUTES | March 25, 2009

The Solo Events Board met by conference call March 25th. Attending were SEB members Tina Reeves, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; Lisa Noble, Jim Christian, and Robin Langlotz of the BOD; and 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 1/1/2010.

Comments regarding items published herein should be directed to seb@scca.com.

GENERAL

- The following rule change is published here for member comment: Remove the last two sentences of 12.9 (Wing Area Computation).

STOCK

- At this time it is the opinion of the SEB that the demand for street tires in Stock classes can best be handled by individual Regions.

STREET TOURING

- The STAC and SEB are seeking input regarding a potential new ST class, tentatively named STR, which would encompass higher-powered 2-seat roadsters and perhaps typically having limited-slip differentials. Cars such as the S2000, MR2-Spyder, Z3, and later MX-5 would be considered for the class. The maximum tire size would be 245. Input is also requested as to the desirability of allowing aftermarket versus only standard limited-slip differentials in this class.
- The following rule change proposal is published here for member feedback: Add to 14.10.F.1 as follows: "Alternate software maps which violate these restrictions may not be present during competition, regardless of activation."

STREET PREPARED

- The SPAC is anticipating openings; members who are interested in serving on this committee should submit their qualifications in writing to the SEB via seb@scca.com.

STREET MODIFIED

- The SMAC has provided a revised version of their previously-published proposal for a new 16.1.S, regarding popup head-

lights, as follows: "OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. All associated hardware may be removed, replaced or modified."

PREPARED

- The PAC and SEB request member comment on the on elimination of (2) Weber DCOE carburetors on I.R. manifold w/30mm choke(s) as allowable carburetion for the Turner 1500 in G Prepared. Comment: This change provides similar allowances to other cars in GP.
- The PAC has recommended withdrawal of the previously-published proposal (in the February Fastrack) regarding removal of the dual-ignition distributor specification from the alternate parts listings for the Porsche 911 in FP.
- The following class listing addition proposals are submitted here for member feedback (ref. 09-096):
 - Noble M12, M12 GTO XP
 - Noble M400 XP
 - Rossion Q1 XP
- The following rule change proposals are published here for member feedback:
 - Add to the end of 1.c under Prepared Class X in Appendix A: "Wings designed to be adjustable while the car is in motion must be locked in a single position."
 - Add as a new paragraph to the end of 1.c under Prepared Class X in Appendix A.: "Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance." (ref. 09-019)

MODIFIED

- The following rule change proposals are submitted for member feedback:
 - In 18.1.E.4.a, change the sixth sentence to read: "Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5 inches from the original bodywork, measured as described above.." Also change the reference in 18.1.E.7 from "...maximum of 4" to "...maximum of 7.5"
 - Change 18.5 to read as follows:

"18.5 FORMULA SAE

 - A. Vehicles constructed to any single year's Formula SAE ruleset (1985 on) to include all FSAE safety items for that single year are eligible to run in SCCA Solo events. The FSAE rulebook year shall be specified on the entry form and that ruleset shall be provided by the entrant for viewing.
 - B. Non-students may build, own, and compete in FSAE vehicles.
 - C. In addition to FSAE safety rules, SCCA safety rules (per the applicable portions of Sections 3.3 and 18.4.A) shall be met. Passing vehicle inspection at a prior SAE event is not required.
 - D. Transponder and FSAE lettering shall not be required.
 - E. These vehicles are assigned to A Modified, subgroup FSAE, and must also meet the following minimum criteria:
 - 1. Current year FSAE restrictor plate, and engine displacement rules. Restrictor requirements are as follows:
 - a) Gasoline fueled cars - 20.0 mm (0.7874 inch) intake restrictor
 - b) E-85 fueled cars - 19.0 mm (0.7480 inch) intake restrictor
 - c) M-85 fueled cars - 18.0 mm (0.7087 inch) intake restrictor
 - 2. Current year FSAE aerodynamic rules
 - F. FSAE vehicles may not mix and match specifications from multiple years except as specified above."

In conjunction with the above, change 3.8.E to read "Applicable Formula SAE specifications."

FORMULA JUNIOR

- Formula Junior restrictor plates and blueprints for building the plates are available from the SCCA National Office. Contact Doug Gill to obtain the parts.
- The KAC and SEB have been contacted by membership about the use of the Road Rat XK kid kart in regions approved for the 5-7 year old pilot program. The KAC and SEB will grant limited permission to evaluate this kart for the 2009 season. Based on performance and safety, the KAC will review the chassis and engine for inclusion in the rule set at the end of the year. The KAC and SEB reserve the right to remove the chassis immediately if it is determined to be unsuitable for this class of competition. Regions wishing to use this kart must be approved for the 5-7 year old kart program and will need permis-

sion to participate in this evaluation program. Please contact the SEB if your region is interested in participating.

NOT RECOMMENDED

- SSM Miata, eligibility for XP without roll bar (ref. 08-665)

TECH BULLETINS

- 1) Stock: The following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:

Dodge Challenger SRT-8 ('08+)	FS
Dodge Challenger (V8 all) ('08+)	FS
Dodge Challenger (V6) ('09+)	GS
Hyundai Genesis Coupe (V6) ('10)	FS
Hyundai Genesis Coupe (4 cyl turbo) ('10)	GS
- 2) Stock: It is not permitted to modify the distributor cap for the purpose of using aftermarket ignition coils — aftermarket ignition coils may be used, but only if their installation does not require any unauthorized modifications.
- 3) Stock: The SAC would like to clarify the current Appendix A Super Stock listing for the 911 Turbo 930 2WD, as follows: "911 Turbo '74-'89 (930 chassis)".
- 4) Street Touring: The STAC has considered information regarding particular aftermarket motor mounts in Street Touring and has determined that a mount/bracket combination which has a single part number and contains no more metal than the standard part (for example, the Medieval Motorsports Mazdaspeed 3 rear motor mount) does meet the requirements of the allowance in 14.10.J regarding metal content. The restriction in the allowance limits metal content to no more than stock by volume. Such a mount which clearly has less metal meets the rules on that point. There is no restriction on mass of the part. Note that any replacement part must also mount in the factory location and not relocate the motor. (ref. 09-117)
- 5) Street Touring: Vane airflow meter springs (e.g. on '90-'93 Miata) may be adjusted, per 14.10.C. Modification of AFM components is not allowed.
- 6) F125: The "ME Shifter F1" system and similar units are not permitted, as indicated in 19.1.D.i.2. (ref. 09-178)

ROADRALLY BOARD MINUTES

RRB MINUTES | April 6, 2009

The RoadRally Board (RRB) met via conference call on Monday, April 6, 2009.

Attending were: Rick Beattie, Chairman; members: Kevin Poirier, Jim Wakemen, Jeanne English, Sasha Lanz and Lois Van Vleet. Also Pego Mack, National Office and Duck Allen, Board of Directors Liaison.

Chairman Beattie called the meeting to order at 7:33 pm CST.

The Final March 2, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. Congrats to Jeanne English

Discussion: Great job on the ITIS Newsletter, Jeanne. We need to get it out on a distribution listing of some kind next. The link below will go to the newsletter on SCCA's Web site: <http://cms.scca.com/documents/Rally%20Forms/newsletter.pdf>

2. Convention Seminars – January 28-31, 2010 at Las Vegas/South Point

The following seminars will be presented:

- Month of Sundays
- Jeopardy
- Town Hall
- How to Start a Rally Program (back again)

3. VCRA Goodbyes

Discussion: VCRA is going elsewhere for insurance. They will not go through SCCA in the immediate future.

4. Regional RoadRally Handbook – Final Approval

Discussion: A motion was made and second to approve the Final version of the Regional RoadRally Handbook and put it out on the SCCA website next to the GTA Handbook. (English/Lanz)

5. Sanction Fees for 2009 - Clarification

Clarification: For Nationals: \$500 for 3 day events/3 rallies. (Not multiple events/day.)

Must contact the SCCA Rally Department for validation.

Discussion: For 2010, should be a minimum for Nationals: \$10/car, and add a minimum of \$100 charge? Tabled until next RRB meeting.

6. Rally Database

Discussion: Poirier to develop a database for analysis of Road Rally events over the years by Region/Division.

7. Stewards Meeting Report

Discussion: Lanz had a meeting with the Divisional Stewards. A list of things they should and should not be doing was discussed. They agreed to meet again in 3 months (quarterly). The stewards reported on what they were doing in their division and had positive communication.

8. Safety Steward Rules

Discussion: Should a Safety Steward be present at a regional rally? It should be a recommendation that a Safety Steward be present at a regional rally.

Discussion: Length of License? Discussed purging the list and having everyone renew every X number of years... maybe every 3 years. Many SS on the list are no longer members, inactive etc. Further discussion is needed at the next meeting.

Discussion: Removal & Re-instatement. If you have been removed for more than 3 years, you have to re-apply.

Discussion: Re-training of SS. Complaints to the RRB and/or the National Office will prompt for re-training of the SS... or 'on a need-ed basis'. English volunteered to work on updating the SS manual.

Discussion: A Rallymaster cannot also be the Safety Steward for an event.

9. 2009 RRRs Changes for 2010 & 2011

Discussion: Single Championship for 2011 was suggested – combining Course & Tour (no GTA). Maybe there should be a separate GTA event, outside the USRRRC. Further discussion is needed and was tabled until the next RRB Meeting.

Discussion: Averaging non-max scores on events? In the RFO's (Chapter 24, Section C6), under the Claims Committee, it currently states: "When the claiming contestant's correct score cannot be accurately determined, the proper scoring adjustment, under prov-

able circumstances such as those identified above, is to give the contestant a score at the control in question equal to the average or median of his scores, excluding maximum penalties, at all other scored controls during the day's run." Proposed change: "When the claiming contestant's correct score cannot be accurately determined, the proper scoring adjustment, under provable circumstances such as those identified above, is to give the contestant a score at the control in question equal to the average or median of the scores, excluding maximum scores, of the other contestants in his class." This has to go to the Rules Committee and it needs to be posted to the SCCA Forum for member comment.

Discussion: Entry fees for Non-SCCA members... do we have to have a differential?
Yes, there should be for both National and Regional events.

9. USRRC for 2011 – tabled

Discussion: Stand alone event? 3 days. Must qualify to come to the USRRC.

Discussion: Compensation to Organizers that host the USRRC maybe should get a free entries for next years USRRC?

Discussion: Type of Events – 2 Tours, 1 Course or 1 Tour and 2 Course events?

Agreed to table this for further discussion.

10. Combining of the RFO's and RRR's.

Tabled for the next meeting.

Old Business

Discussion: 2008 Strategic Plan down off the website and put up the 2009.

New Business

Discussion: None

Action items

- ✓ Van Vleet: Send the Final Regional *RoadRally* Handbook to National Office.
- ✓ Wakemen: Posting 2010 RRR proposed changes to SCCA Forum.

Next meeting

Monday, May 4, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 9:46 pm CST (Lanz/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | March 9, 2009

Attending:

Mark Walker, Chairman, Tom Nelson, Bob Ricker, Karl Sealander, Mark Utecht, Jayson Woodruff, Howard "Duck" Allen, BOD Liaison

1. Call to order (approximately 8:08 pm CDT)

2. Minutes from February Meeting

Minutes from the February meeting were distributed to RXB. Mark Utecht motioned to accept minutes as presented. Seconded by Bob Ricker. Voting to accept Minutes of the February meeting was unanimous.

3. Additions/corrections to agenda

None offered.

4. Committee Reports

a. Ad-Hoc Committee report on rule changes for National Events

Mark Utecht raised several wording concerns in the committee's proposal that were discussed:

- 5.4.G.2.a: "Perceived to have an impact" should be changed to "will have an impact."
- 7.3.B.3: The decision is expected to be made at the event unless further evidence or testimony is needed.
- 7.4.4: Add contingency wording in case competitor conflict cannot be overcome.
- 7.4.9 third ¶: Remove first two sentences.
- 7.4.9 "Fifth": All information in protest and appeal is confidential. The vehicle specification wording should be removed.

Tom Nelson will take changes to the committee for discussion, make changes, and return an updated proposal.

b. RallyCross Safety Committee

1. Speed Creep Bulletin: The RallyCross Safety Committee will meet, discuss, and write a Speed Creep Bulletin.

c. Rules Committee update

1. Protests/Appeals

See Ad-Hoc Committee report above.

2. Alternative Fuels

A suggestion has been made for the RXB to consider adding to the RXR wording allowing alternative fuels. It was suggested that the Solo Rules be referenced for guidance on alternative fuels and that more research be done into biodiesel. It was decided that electric vehicles should be considered separately but not at this time.

5. Old Business

- a. RXB Positions (resignation of Brent Blakley): It was decided to not address this at this time and remain a six-member Board for now.

6. New Business

- a. Championship Event Logo and Name Contest: Some changes were made to Mark Utecht's proposal. It was questioned whether the winner would receive a free entry to the National event, a free annual membership, or both. It was decided to offer both pending approval from Howard Duncan. Mark Utecht made the motion to accept the changed proposal, which was seconded by Bob Ricker. The vote was unanimous to accept.
- b. Photo Contest: The contest was renamed as "Dirty Pictures," with the award being called "Dirtiest Picture Award." Mark Walker will edit the contest rules to reflect these changes.

Motion to adjourn made by Mark Walker and seconded by Bob Ricker. Motion carried at 9:19 pm

Minutes prepared by: Karl Sealander 3/17/2009

RALLYCROSS MEMO

RallyCross Board seeking candidates for RallyCross Divisional Steward in SoPac, Rocky Mountain and SEDiv.

Also seeking candidates for RallyCross Board. Please forward a Rally resume and letter of intent to the rxb@scca.com

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>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

BOARD OF DIRECTORS MINUTES

SCCA BOARD OF DIRECTORS MEETING MINUTES | May 7-9, 2009

The Board of Directors, Sports Car Club of America, Inc., met at SCCA Corporate Headquarters, Topeka, Kansas, May 7 through May 9, 2009. The following members participated: R.J. Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Bob Introne, Robin Langlotz, Mike Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, Mike Sauce, John Sheridan, and Gerald Wannarka. Other key persons in attendance: Jeff Dahnert, CEO and President, Rich Ehert, Vice president of Finance, Eric Prill, Vice President of Marketing and Communications, Terry Ozment, Vice President of Club Racing, Colan Arnold, Vice President of Membership and Region Development, Howard Duncan, Vice President for Rally/Solo and Special Programs, Peter Lyon, Risk Management, and Aimee Thoennes, Executive Assistant. Bob Dowie, Chairman of the Club Racing Board, participated by telephone.

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

MOTION: To approve the minutes of the February Board meeting. (Wannarka/Lybarger)
PASSED, Approved. Lewis not present.

The Board meeting began with a presentation from Kevin Arnel and Tom Theis, representing Corporate Counsel, Foulston Siefkin, on financial and legal issues related to "not for profit" organizations.

PRESIDENT'S REPORT

Mr. Dahnert reported that the 2009 season is off to a good start. The Convention was deemed a success both from the level of participation and financial perspective. Solo continues to be strong whereas Club Racing is down a bit showing Regional variations. New Solo event marketing toolkits are being distributed to the Regions. With two events completed, Trans-Am has achieved the expected car counts and seems well on its way to a successful re-introduction. Mr. Dahnert encouraged the Board to resist becoming short sighted in its actions and keep a long-term perspective during these trying times.

Changes between 2008 and 2009 participant accident and general liability issues were reviewed. Insurance costs are spread across the entries for the respective motorsport activities. While insurance costs are down for 2009, the magnitude of the reduction is somewhat compromised by the lower number of participant entries being experienced.

Mr. Dahnert also provided a review of the philosophy in place for the management of SportsCar Magazine and the contract that supports it. Discussions are ongoing with the publisher to review the future direction of the magazine to ensure continued membership satisfaction. Most would like to see more Club racing coverage; however getting authors to make contributions has been difficult plus the timelines of a monthly periodical make many events "old news."

At the Convention Mr.Dahnert was asked to look into the Spec Miata tire performance issue and report back to the Board at its May meeting on the results of his efforts. While some competitors are able to manage the new spec tire, many others are experiencing high wear and poor on track performance. There have been discussions between the Club Office and the tire manufacturer regarding concerns about customer satisfaction. The manufacturer is exploring options for what might be a resolution to achieve higher customer satisfaction and will report back to Mr.Dahnert with its proposal in the next 30 to 60 days. The Board and Mr. Dahnert consider this a very high priority, and both recognize the potential impact should this effort get delayed.

FINANCE REPORT

The Club is seeing our operating income running ahead of budget so far in 2009. The investment account continues to under perform expectations but did regain \$80K in value during the month of March.

Members of the Budget and Finance (B&F) Committee met with representatives from the Club's investment firm to review investment strategies. In the current depressed economy, the Club's investment s are down about 24%. While discouraging, the loss reflects a conservative investment philosophy and is less than the average investment programs are experiencing. The B&F Committee is exploring options to regain the loss while also protecting the Club from future market downsides. The Committee is also working to establish a formal process for periodic review of the investment accounts.

James Hilbert, Mize, Houser & Company, presented a summary of their audit of the Club's financial program. All accounting proce-

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dures were deemed appropriate and well managed. The audit report is scheduled to be published in the August SportsCar.

MOTION: To accept the audit report. (Sauce/Creighton) PASSED, Unanimous

MOTION: Effective 1/1/2010. To increase the number of per diem days from 7 to 12 for the Board of Directors for the purpose of attending the national championship events. (Allen/Langlotz) FAILED, For: Allen, Langlotz, Gordy, Wannarka and Lewis. Against: Lybarger, Sauce, Creighton, Merideth, Sheridan, Introne, Noble and Christian.

MOTION: To remove Jeff Dahnert as financial manager from the employee 401(K) plan and substitute Richard Ehret to this position. (Wannarka/Sauce) PASSED Unanimous

RALLY REPORT

Rally program is off to a great start with both the number of sanctions and entries tracking very close to those of the 2008 season. Plans are underway for the RoadRally and RallyCross Championship events in the fall.

MOTION: Appoint Ken Cashion as the Rocky Mountain Division RallyCross Steward. (Allen/Christian) PASSED Unanimous

SOLO REPORT

So far this year the number of Solo event sanctions and the number of entries are about the same as during the same period last year. Some of the Tours are down in entries; however, others are sold out well in advance. The new location for the Tire Rack Solo Nationals at Lincoln has created considerable excitement, and all are looking for a great event in September.

SCCA FOUNDATION REPORT

The Foundation Board has appointed three non-voting Foundation Board Advisors: Doug Kinsinger, R. David Jones, and Kaye Fairer. The Foundation is anticipating 35 to 40 Tire Rack Street Survival events in 2009. Plans are being made to develop grant requests for financial assistance to support the Foundation's efforts.

MARKETING AND COMMUNICATIONS REPORT

Contingency programs have suffered in the present economy and service fees are down by more than \$50K, with the biggest hit in Club Racing. Over 50 Solo Event promotional toolkits have been shipped to Regions; however those for Rally and Club Racing have been re-scheduled for release in 2010 due to budgetary reasons. The Marketing Department is working with Mr. Dahnert in exploring the future direction of SportsCar magazine with Haymarket Publications. Member input will be sought via survey to assist with providing a balanced publication attractive to all members while being conscience of cost cutting procedures that can be used. IRacing has signed on as a corporate sponsor and is now the Official Racing Simulation of SCCA.

The Muscle Milk SCCA Trans-Am program is off to a great start with events already held at Road Atlanta and VIRginia International Raceway. The target of 20 cars has been met with 19 and 22 cars at the first two events respectively, and reflects a nice balance between Pro and Club Racing teams.

Television coverage for the Runoffs has yet to be resolved. Efforts are under way to secure sponsorship which is necessary to have the Runoffs on television.

At the last Board meeting, Mr. Prill was asked to provide the Board with issues surrounding the challenges in obtaining sponsorship for the Club's activities. Corporate sponsors help defray operational costs from sanction fees to marketing materials. A major challenge is the competition between National and the Regions for the same sponsors and with competing sponsors. This is also a problem at the Runoffs where the non-Official sponsors expect the same promotion opportunities as the Official sponsors.

Mr. Prill was asked to draft guidelines for use at the Runoffs for dealing with Official and non-Official sponsors. It was suggested that a memo also be drafted for the RE's Handbook describing sponsorship and the value these entities provide to the Club.

MEMBERSHIP AND REGION DEVELOPMENT REPORT

The National Convention was deemed a huge success with 467 full and partial time attendees as compared to 379 in 2008. There was a high degree of satisfaction with both the program and the convention site. Options are being explored to expand the program to include a competitor's track for 2010.

The Hard Card program has been initiated with over 1400 cards issue to date. The Jumbo Region RE group started last year will continue plus this same concept will be expanded to include another group involving REs from smaller Regions.

Membership numbers while down a little are very close to those from last year. Members are renewing later than usual and many after their membership has expired. This resulted in a delay in receipts, and the usual large number of renewals expected in the December/January time frame was delayed. Consequently, February and March saw a surge in renewals which caused some delays obtaining membership and license renewals in a timely manner.

CLUB RACING REPORT

The President's Cup began with General Curtis LeMay and President Dwight Eisenhower in recognition of the winner at a Washington, D.C. event held at Andrews Air Force base. Over time and with the growth of the Club, this award was transitioned to the SCCA Inc. and would be one of the highest competition awards the SCCA would make. The award has traditionally been accompanied by a letter of congratulations signed by the President of the United States. Obtaining such a letter has become more difficult over time with the result that the Club Office has recommended that the tradition be changed and the letter now be signed by the current President of SCCA along with all past presidents.

MOTION: To have the President's Cup letter signed by the current President and past Presidents of the SCCA rather than the President of the United States. (Introne/Allen) PASSED Unanimous

The Super Sweep National Points championship is underway with the first event being held at Buttonwillow. The eight remaining points events will be completed with the last event at Watkins Glen in mid-July.

The Track Reviewer Training Program has been developed, and three candidates have been selected to enter the program. Purpose of this program is to develop a cadre of knowledgeable reviewers to assist the Club with new and modified track approvals. This program resulted from a \$50K grant from the FIA.

The Spec Miata Compliance program is well underway with 7 visits already completed so far this year. Eleven more visits are planned yet this year.

The Club Racing department will assemble a working group to review our worker volunteer program with emphasis on race organization needs and ideas that can be used to increase worker recruitment and retention. The Board believes that this is a worthwhile effort and provides its support to the Club Office for this endeavor.

Ms. Ozment provided the Board with a review of the process for developing the Runoffs schedule listing the timelines involved and the non-obvious factors that impact the process. She also walked the Board through the steps that will be involved with establishing the new Rules Season. To make this process work, the Board will have to consider changing some of its timelines to ensure rules approvals occur in a timely manner.

The GCR Advisory Committee has been working on reviewing the rewrite of the first eight sections of the GCR. This effort initiated by JoAnne Jensen is well underway and will be the basis for the 2010 GCR. The first four sections are nearly for completed. Primary objectives are to simplify the format and improve the readability of the document.

In order to meet the timelines of the new Rules Season, the new official GCR will be available electronically prior to January 1st with the hard copy following as soon as print schedules will permit. There is some confusion regarding the verbiage in the GCR addressing practice/qualifying times for Double National races. Terry Ozment will address this issue with the CRB.

CLUB RACING BOARD (CRB) RULE CHANGES

GCR ITEMS

MOTION: Effective 6/1/09: Change the first sentence of section 4.4.3.D as follows:

Completion of a course at an SCCA accredited private driving school may be submitted in lieu of one SCCA Driver's School *per approved accredited private school course completed (not to exceed two),* and (Merideth/Wannarka) PASSED, Abstain: Langlotz and Introne.

MOTION: Effective 6/1/09: Change section 9.3.26 as follows:

...All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) specifications. *Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers.* All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum. (Merideth/Wannarka) PASSED Unanimous

MOTION: Effective 10/1/09: The CRB request that the Board of Directors formally pass the laboratory based fuel testing procedure reviewed and discussed at the Convention. Approval at that time was delayed to provide time to conduct some additional reproducibility testing requested by the Executive Stewards. This testing has been done providing satisfactory results. Raw data supporting these test were submitted to the Board in the meeting Board Book. Also submitted for Board review were the suggested penalties for non-compliance. While the Board agrees with the Exec's recommendation, it does not want to enter into the realm of approving penalties which are considered to be within the purview of the Executive Stewards.

(Merideth/Wannarka) PASSED , Opposed: Noble and Sauce

FORMULA/SPORTS RACING

Effective 10/1/09: Change F500 section 9.1.1.E.2 as follows:

Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 pounds for AMW and Rotax RAVE/non-RAVE 494 engines, 825 pounds for Rotax 493 engines)

Effective 10/1/09: Change F500 section 9.1.1.E.14 as follows:

Rotax Model 494 and Model 493, single expansion chamber and electric and/or pull starter, and Rotax 494 RAVE engine must use the 494 non-RAVE rotor, Ski Doo part numbers 420 924 509 or 420 924 508, 147 degree designation. RAVE valves may be blocked in the "full open" position or left as delivered. 494 RAVE and non-RAVE cylinder heads may not be interchanged between engines.

Effective 10/1/09: Change S2000 section 9.1.9.B.13 as follows, which renders S2000 subject to section 9.3.31. Deletes "Two stop-lights and two taillights, each at least fifteen (15) watts rating shall be operable."

MOTION: To approve the Formula/Sports Racing items. (Merideth/Wannarka) PASSED unanimous

SHOWROOM STOCK AND TOURING

Effective 10/1/09: Change section 9.1.7.F.2 and section 9.1.1.10.E.2.a.2 as follows:

It shall be in segments no lighter than ~~twenty five (25)~~ ten (10) pounds and no heavier than fifty (50) pounds, and shall be capable of being weighed apart from the vehicle.

MOTION: To approve the Showroom Stock and Touring item. (Merideth/Wannarka) PASSED Unanimous

SPEC MIATA

Effective 10/1/09: Clarify section as follows:

OEM exterior mirrors shall be retained. Mirror mounting position may be changed, but must remain within 6" of the original location on the exterior of the door. The OEM interior mirrors may be removed, relocated or replaced by a mirror of any design. Additional mirrors may be added, both interior and exterior.

MOTION: To approve the Spec Miata item: (Meridith/Wannarka) PASSED unanimous

TIME TRIALS RULE CHANGES

Effective immediately: Replace the following references to Chief Driving Instructor with Driving Instructor

TTR L1

3.1.2.1. – 2nd Reference in Paragraph Only

3.1.2.2. – 1st Reference in Paragraph Only

7.6.2

TTR L2

3.3.3.1.- 2nd Reference in Paragraph Only

3.2.2.2. – 1st Reference in paragraph Only

7.6.2

TTR L3

3.3.2.1. – 2nd Referenc in Paragraph Only

7.11.2

TTR L2

3.2.2.1 – 2nd Reference in Paragraph Only

7.11.2

A full and complete Technical and Safety Inspection shall be ~~performed~~ ~~overseen~~ by a Licensed ~~Scrutineer~~ *TT Tech Inspector* (Official/Specialist) on each car once a year. The year shall be defined as the calendar year. If the car passes Tech, the logbook shall be stamped with the "official" inspection stamp (if used), dated and signed. Annual Tech may be performed in December of the preceding year.

MOTION: To approve Time Trial changes. (Merideth/Noble) PASSED Unanimous

Sound Management was discussed at the Convention but was tabled to better sort the wording in the proposal. Several Regions are seeking relief from the current sound requirements in the GCR because of issues at local tracks. In some cases technical issues make sound monitoring unreliable, and in others, local track conditions are such that it places the Regions at a competitive disadvantage with other sanctioning bodies.

MOTION: Effective immediately: Modify GCR 5.7.2, General Procedures and Requirements. Delete first Sentence, second paragraph: "Sound Control will be in effect for all events". Substitute: "Sound Control will be in effect for all events with the maximum acceptable sound level pressure of 103 dB. In the event that this becomes impractical due to technical or other factors, the sound control requirement may be waived by the Division Executive Steward". (Wannarka/Meridith) PASSED Opposed: Allen

A carry over from the Convention meeting was the motion to make the SM Spec tire (Toyo R888) the spec tire for Regional Racing. Due to dissatisfaction with the tire by some in National racing, the Board decided to delay action on this proposal until its next meeting.

Request was made by Robin Langlotz to modify the GCR to allow the substitution of NASA vehicle log books and annual inspections in lieu of SCCA vehicle log books and annual inspections at SCCA events. Following discussion, the Board decided to refer the matter to the CRB for their recommendation.

CLUB RACING BOARD LIAISON REPORT

The CRB has been working hard to get all of the rules changes addressed so that the Rules Season concept can be put in place for the 2010 season. How to balance the performance of roadsters in the GT classes has stirred considerable debate with serious debate ongoing as to how to deal with potential performance advantages yet stay within the GT rules guidelines. This will be a "watch" item for the CRB at the June Sprints, and "black boxes" will be used to collect data on the performance of both styles of cars. The performance of each of the Advisory Committees is being assessed. Some committees are functioning quite well whereas others are not as productive. Refer to the Rules Committee's report for first steps to re-vitalize these committees.

RULES COMMITTEE REPORT

The Rules Committee has identified specific dates that the various Program Boards are being asked to comply with to ensure a smooth transition to a Rules Season for all. All new rules should be decided by November 1st to permit a January 1st complete and final rule book. June 1st would be the last opportunity for competition adjustments and car classifications. Matters related to safety items should be addressed as appropriate.

While the below Operation Manual changes specifically refer to the CRB, the same information will apply to all Program Boards.

5.2. Club Racing Board (CRB)

Appointment: The Board of Directors shall appoint annually in December a Chairman and two to six additional members to the Club Racing Board, those selected shall be SCCA members subject to annual appointment by the Board of Directors.

Duties: The Club Racing Board is responsible for establishing rules, specifications, and standards for scheduling, organization, conduct, and supervision of Club Racing programs. The Club Racing Board shall work in concert with the Club Racing Department to ensure such rules and procedures mesh smoothly to the benefit of the program and the participants. Each Club Racing Board member shall have liaison responsibilities for specific categories.

The Club Racing Board is authorized to:

Clarify a rule – characterized as adding/subtracting/changing language to reinforce the intent of the rule without changing the core definition.

Make specification changes (competitive adjustments) – this includes weight and air/fuel management.

Classify cars

Correct errors and omissions

Implement rule changes for all classes in cases where parts are no longer available and such shortage would neg-

actively affect the ability to compete.

Recommend rule changes and car reclassification to the Board of Directors for approval.

All changes should be weighed against a cost/benefit ratio and the Strategic Plan.

Recommended changes to the Operation Manual:

2.5. Appointment Procedures for Program Boards and Committee

These procedures should normally be followed:

An annual solicitation notice for candidates should be printed in **FasTrack SportsCar**, preferably by the August issue, requesting them to submit their interest for appointment. The candidates should submit an appropriate resume of his or her background as directed by the notice in **FasTrack SportsCar magazine**.

5.2.2 Advisory Committees

Appointment: The Club Racing Board shall select a Chairman for each committee annually. Committee members will be appointed by the Chairman and existing committee members with the approval of the Club Racing Board. Members shall normally serve three to six years subject to annual appointment by the Club Racing Board.

The number of and purpose for each committee is up to the discretion of the Club Racing Board. Appointments will be on an annual basis, and the duration of term and number of members will be determined individually for each committee.

Duties: The Advisory Committees review member input and recommend potential actions to the Club Racing Board.

In an attempt to standardize process and procedures across all Program Boards, the following outline on member responsibilities is proposed for use by the Program Boards/Advisory Committees.

Program Board Committee Member Responsibilities

- Member:
 - o Attend Meeting
 - o Research Subjects
 - o Responsible for overall program
 - o Participate in SCCA Forum Discussions (twice weekly minimum)
 - o Liaison with sub committees
 - o Develop Replacement
 - o Expected to serve three to six year with annual reviews
 - o Appointed by Board of Directors
- Chairman
 - o Set Agenda
 - o Preside over meetings
 - o Preside over town hall and tent meeting
 - o Liaison with Board of Directors
 - o Development of Strategic Plan
 - o Appointed by Board of Directors
- Secretary
 - o Produce meeting minutes for distribution in FasTrack
 - o Produce internal minutes for Committee distribution
 - o Could be independent or staff person

Program Board Sub-Committee Member Responsibilities

- Member:
 - o Attend Meeting
 - o Research Subjects
 - o Responsible for specific area of program
 - o Participate in SCCA Forum Discussions (once weekly)
 - o Develop Replacement
 - o Appointed by Program Board

- Chairman
 - o Set Agenda
 - o Preside over meetings
 - o Liaison with Program Board
- Secretary
 - o Produce meeting minutes for distribution to Program Board
 - o Produce internal minutes for Committee distribution
 - o Could be non member

Ethics

Any appearance of impropriety can lead to dismissal. Information provided by members to SCCA is considered confidential and should be treated as such.

MOTION: Amend Operations Manual to include the recommended changes plus Program Board Member Responsibility Outline. (Merideth/Sheridan) PASSED Unanimous

SOLO EVENTS BOARD LIAISON REPORT

Members of the SEB will be traveling to Lincoln in June to review the track layout and begin course layout design for various events. A thorough rewrite and reorganization of the Solo Rules has been initiated. The Solo Safety Committee is taking a proactive role in looking forward to improve event safety.

MOTION: To modify the Operations Manual 6.2 Solo Events Board to reflect the following: "Appointment: The Board of Directors (BoD) annually shall appoint a Chairman and up to six additional members to the Solo Events Board (SEB). The geographical distribution of the members shall provide that no more than two members shall be members of the same SCCA Division at the same time. ~~Those appointed shall be recommended to the BoD by the sitting SEB.~~ While SEB members generally serve from three to six years, they shall serve on the SEB for no longer than six years. Each member is subject to annual appointment by the BoD."

(Noble/Langlotz) PASSED unanimous

EXECUTIVE STEWARD LIAISON REPORT

With the racing season well underway in all parts of the country, the Execs are busy managing their respective programs.

COURT OF APPEALS LIAISON REPORT

No significant issues. Business as usual.

RISK MANAGEMENT DEPARTMENT REPORT

Pete Lyon discussed the pros and cons from a risk management perspective of mandating head and neck restraint devices as well as the concept to permit 15 year olds to compete in club racing events.

Following discussion, the consensus of the Board was that the use of Head and Neck Restraints should be explored further. The CRB is requested to review the issue, develop a plan and report back to the Board at its next meeting

MOTION: To instruct the Club Racing Board to develop a program for allowing 15 year olds to compete in SCCA club Racing events. Program should include a list of race classes open to these competitors plus any unique requirements such as special training, additional monitoring, etc., deemed appropriate. (Creighton/Sauce) PASSED Unanimous

The Board devoted its efforts Saturday morning to identifying issues that will have a major impact on the future of the Club in the near term. Each member was asked to present three issues that they considered to be key items impacting the future of the Club. These were collated and prioritized condensing them into six groups. The groups will be provided to the Planning Committee to begin the process of incorporating them into the Tactical Plan and the process of addressing the priority and methods for addressing them.

The next Board of Directors meeting is scheduled for October 15 – 18, 2009.

Respectively submitted,

Gerald Wannarka, Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | May 5, 2009

The Club Racing Board met by teleconference on May 5, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, and Peter Keane. Also participating were Jerry Wannarka, BoD liaison; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-06, 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 to crb@scca.com.

Formula/Sports Racing

Item 1. Effective 10/1/09: Change section 9.1.9.A.2.a.12 as follows to permit full tunnels in 2-seat cars as they are in single seat cars:

Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the C Sports Racer class subject to the following restrictions.

Chassis shall be constructed to either of the following specifications:

FIA Technical Regulations for Production Sports Cars – Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., *except that undertrays are unrestricted.*

The C Sports Racer class specification, ~~with the exception that the requirements of 9.1.9.B.3.d must also be met.~~

Engines shall meet the requirements of line ~~BB~~ J in the engine table.

Item 2. Based on member input, the April *FasTrack* item for the S2 recommendation for specifying weight with an alternate camshaft at 1,335 lbs requires the following change:

Effective 10/1/09: Add the following after the 4th sentence of S3 section 9.1.9.B.5.a:

An alternate optional camshaft, Elgin part number 2000FC, may be used only in the original iron head.

Item 3. Effective 10/1/09: Add the following to S2 section 9.1.9.B.14:

B.14. Weight

1310 lbs., minimum.

1335 lbs., minimum with aluminum cylinder head.

1,335 lbs minimum with alternate camshaft

WHAT DO YOU THINK?

The CRB welcomes comments from the IT community about whether to allow AWD cars in the IT classes.

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

Formula

1. FV – Dry sump input (multiple). Member support is insufficient.
2. S2 – Allow ESR in S2 (multiple). Based on member input, ESR will remain in CSR.

Grand Touring

GT2 – Remove restrictor S50B32/S54 (Mills). Engine is classed appropriately.

Improved Touring

1. IT – Move the RX-8 to ITS @ 2,850 lbs (Marcus). The car is classified appropriately.
2. IT – Allow SRF Goodyears (Ogren). The rule is adequate as written.

Production

1. P – Reclassify the Alpha 2000/1750 to FP (Davenport). The car is classed appropriately in both cases at different prep levels.
2. HP – Help the LP Honda CRX (Hunter). The car is classed appropriately.

Touring/Showroom Stock

1. T1 – Allow the Viper a splitter and sway bar (Wilson). The performance potential would put the car outside the class regulations. We will continue to monitor the car's performance.
2. T3 – Allow the 99-04 Mustang Steeda springs (White). The CRB is considering the alternate proposed Ford Racing spring kit.
3. T3 – Help the 99-04 Mustang weight (White). Weight is appropriate as specified.
4. SS – Allow Showroom Stock cars originally equipped with bolts to convert to wheel studs and lug nuts (Kujala). This proposed modification was determined to fall outside the Showroom Stock Category philosophy.
5. SSB – Allow Z4 sport package (Dryden/Tippen). The car is specified correctly.
6. SSC – Help VW Rabbit (Daly). The SS Advisory Committee is considering a weight adjustment. Proposed components and camber allowance was determined unnecessary at this point.
7. SSC – Reduce the weight of the Sentra Spec V (Jones). The weight is correct as specified.

NO ACTION REQUIRED

GCR

1. Print member input results (Harkins). Member letters are not votes; we generally do not publish the letter counts.
2. Runoffs eligibility (multiple). We have forwarded your comments to the BoD.
3. Acceptable licenses – drivers' schools (Butler). Driver schools are not limited to novice permit holders – see section 3.1.7. In addition, refer to the May Fastrack the rules change that will make it possible for licenses from other organizations to be presented for a driver school. However, drivers not on a novice permit may participate only if receiving instruction; these are not open practice opportunities.
4. 15-year-olds in racing (Olivola). Thank you for your input.
5. Clarify the checkered flag rules (Janoska). There is no conflict between 6.7.4.A and 6.11.2.H. The first covers a situation where the checkered flag is displayed prematurely. The second instructs competitors how to proceed after they pass the checkered flag.
6. Safety harness grace period (Noble). Thank you for your input. The subject is currently under study.
7. Runoffs schedule (multiple). Qualifying group combinations will be reconsidered, if necessary, by the SOM when regular Runoffs registration closes.

Formula

FF – Mahle piston input (Ivy). Thank you for your input.

Grand Touring

GT – Factory Five Challenge (Capuano). Thank you for your proposal. The CRB recommends that regional support to be pursued prior

to reconsideration.

Production

FP – Opposition to Elva changes (multiple). Thank you for your input.

Touring/Showroom Stock

1. T3 – T3 participation/Runoffs input (multiple). Thank you for your input.
2. T3 – Alternate GTI wheel size (Stehly). 16X7 are already allowed per section 9.1.10.8.7, which lists the wheel maximum sizes.
3. SSC – Help the VW Rabbit (Daly). The engine cover may be removed **if** it serves no other purpose. Air filter element may also be changed.

Spec Miata

Side mirror input (multiple). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: May 5, 2009

NUMBER: TB 09-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/09 unless otherwise noted.

GCR

1. Clarify section 9.3.9 by making the following changes: "BATTERIES Battery location is unrestricted within the bodywork (except Showroom Stock, Spec Miata, Touring, and Improved Touring). If located in the driver/passenger compartment, *vented* wet cell batteries shall be in a nonconductive marine type container or equivalent. The hot terminal shall be insulated on all cars. All batteries (on-board power supplies) shall be attached securely to the frame or chassis structure independent of the marine type container."
2. Clarify section 9.2.1.A, p. 70, by making the following changes: "Vehicle Logbooks. Each car shall have a complete and up-to-date logbook. A. A standard SCCA Vehicle Logbook shall be used by all competitors at all SCCA competitions, unless excepted by the Supplementary Regulations *for a shared event with another sanctioning organization.*"

Formula

FA

1. Change section 9.1.1.A.1.g.2, p. 165, change the paragraph to read as follows: ~~2. Behind the front wheels, the bodywork shall not exceed a maximum width of 130cm (51.18 inches) with the exception of lateral fuel tanks. The overall maximum width of the bodywork behind the front wheels to the leading edge of the rear wheels shall not exceed 130cm (51.18 inches). The maximum width of any aerodynamic device situated behind the front rear wheels, including the rear wing, shall not exceed 110cm (43.307 inches).~~
2. Approve Drummond Racing as Pro Star Mazda engine builder for Club Racing In 9.1.1.A, Table 2, add to end of Pro Star Mazda Notes: "*or Daryl Drummond Enterprises, Inc.*"
3. The following table replaces 9.1.1.A.2 Table 1. This revision removes reference to most specific manufacturers, but those engines are still allowed, with no change in specification, within one of the more general specifications below (some weights may be reduced). Some engine displacement and valve combinations that were not previously specified have been added.

Table 1

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
A	4 Cylinder 4 Cycle	1615	2		n/a	1160
B	4 Cylinder 4 Cycle	2135	2		n/a	1190
C	4 Cylinder 4 Cycle	1615	4		n/a	1230
D	4 Cylinder 4 Cycle	2500	2	33 mm SIR required, except under 2000cc, under 10:1 CR, unrestricted; under 2500cc, under 9:1 CR, unrestricted.	See SIR requirement in Notes.	1230
E	4 Cylinder 4 Cycle	2500	4	31 mm SIR required, except under 2000cc, under 10:1 CR, unrestricted; under 2500cc, under 9:1 CR, unrestricted.	See SIR requirement in Notes.	1230
F	Mazda 12A Rotary	n/a	n/a	no peripheral port or bridgeport	n/a	1230
G	Mazda 12A Rotary	n/a	n/a	Bridgeport. One (1) auto-type 2 bbl carb or one (1) 2 bbl throttle body. Restrictors/venturis shall be no more than 4 inches from the center line of the throttle butterfly shaft. All intake air shall pass through the required restrictors and the throttle body or carburetor body. Intake manifold for either carburetion or injection shall have individual runners connecting one throttle plate to one rotor, only. No balance tubes or other device shall connect runners between rotors.	36mm	1230
H	Mazda 13B Rotary	n/a	n/a	Streetport. One (1) 2-bbl auto-type carb or throttle body. Intake manifold shall have individual runners connecting one throttle plate/butterfly to one rotor, only. No balance tubes or other devices shall connect runners between rotors.	44mm	1230
I	Mazda 13B Rotary	NA	NA	Peripheral Port	36mm SIR	1230
J	Mazda Renesis Rotary	n/a	n/a	Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.	70mm Throttle Body.	1230
The following additional notes apply to all engine spec lines in this table.						
Note 1: Add 25 lbs for sequential transmission.						
Note 2: Add 25 lbs for fuel injection (except Volkswagen).						
Note 3: Add 25 lbs for non-metallic chassis.						

4. Change 9.1.1.A.2. Engines as follows: ~~a. Displacement over 1100cc and below or equal to 1600 cc, unless otherwise noted. Cars with rotary piston engines covered by the NSU Wankel patents will be admitted on the basis of a piston displacement equivalence. The equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.~~ ~~b. Engines shall be derived from automobiles recognized by FIA Appendix J, Group 1 (Series Production Touring), Group 2 (Touring), or Group 3 (Grand Touring) approved by the SCCA, and shall conform to definitions and specifications shown on the FIA Recognition Form of the homologated car, and may be prepared for competition in accordance with SCCA GT preparation rules, except as permitted specified in the chart Table below.~~
5. Change 9.1.1.A.2.c. as follows: ~~6. The bore, crankshaft, stroke, and flywheel are unrestricted, providing the appropriate specified displacement limit is not exceeded use of any crankshaft of the stroke specified in the homologation forms for the engine, unless restricted in the engine table above.~~
6. Delete 9.1.1.A.2.c.17 in its entirety and renumber subsequent paragraphs.

Grand Touring GT2-GTL

1. Delete section 9.1.2.F.4.d.1 as follows: (Note that GCR 9.3.9 applies.) ~~Standard battery may be replaced by one of different make and capacity. The battery may be relocated and shall be securely mounted and enclosed in a non conductive protective box.~~

GT1

1. Ford Motor Company – Ford, p. 263 add the 2010 Mustang with 102"/110" wheelbase.
2. Delete section 9.1.2.D.10.c.1 as follows: (Note that GCR 9.3.9 applies.) ~~The battery is unrestricted, provided that it meets the specifications of GCR Section 9.3.9., "Batteries."~~

GT2

1. Cars – Porsche 996 GT3 Cup, p. 292 replace the notes with the following: Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Updating and backdating is allowed after the factory Vehicle Technical Specifications (VTS) document is updated and approved. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed and windshield clips must be installed per GCR 9.3.52. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs) provided they do not exceed 18x10.5 F and 18x11.5 R. Tires per GCR. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are ~~open~~ free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed.

GT3

1. Change section 9.1.2.F.4.b.13.F p. 271, **effective upon publication**, change the paragraph to read as follows:
Wing mounting
- GT2 and GT3: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.
~~-GT3: The entire wing assembly must be mounted at least 4.00 inches below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.~~

GTL

1. Engines – Lotus, p. 321, add to the notes as follows: "Alternate cylinder heads allowed: Ford 1500 Non-crossflow and Ford 1600 crossflow (including aluminum version)".

Improved Touring

ITR

- 1) Chevrolet Camaro (87-92) (exclude 1LE & BC4 Package), classified in TB 09-05, change the specs to read as follows: Weight(lbs): ~~3330~~ 3465.
- 2) Ford Mustang GT & LX (89-93) (exclude Cobra), classified in TB 09-05, change the specs to read as follows: Weight(lbs): ~~3260~~ 3340.
- 3) Ford Mustang GT (94-95) (exclude Cobra), classified in TB 09-05, change the specs to read as follows: Weight(lbs): ~~3120~~ 3195.
- 4) Pontiac Firebird (87-92) (exclude 1LE & BC4 Package), classified in TB 09-05, change the specs to read as follows: Weight(lbs): ~~3330~~ 3465.

ITS

1. Classify the Ford Focus SVT (02-04) in ITS, p. 347, as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Ford Focus SVT (02-04)	4 Cyl DOHC	84.8 x 88.0	(IN) 33.5	10.2	2616mm	17	(overall)	(F) 300 Vented Disc	2590	
		2000	(EX) 28.0				12.7, 7.7, 5.7, 4.6, 3.8, 3.1	(R) 280 Solid		

- 2) Toyota Celica GTS (00-02), p. 345, add the 2003 and 2004 model year.

ITA

1. Classify the Mazda 3 (2004) in ITA, p. 358, as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Mazda 3	4 Cyl DOHC	87.5 x 94.0	(IN) 33.5	9.7	2639mm	17	3.31, 1.84, 1.31, 0.97,	(F) 300 Vented Disc	2840	
-2004		2260	(EX) 28.3				0.76	(R) 280 Solid		

Production

EP

1. Classify the Toyota Supra (82-85) in EP, p. 434-435, as follows:

Car	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.)
Toyota Supra (82-85)	2	2500 *2562 **2625	6 Cyl OHV	83.0 x 85.0	2759			(I) 44.0 (E) 36.0

Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)	Wheels (max)	Trans. Speed	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
	2517		15 x 7		(F) Disc (R) Disc	(F) 256 Disc (R) 264 Disc	Comp. ratio limited to 12.0:1. Valve lift limited to .500".

- 2) Porsche 944s (87-88), p. 432-433, add to the notes as follows: Dry sump is allowed.

HP

1. Classify the Volkswagen Rabbit GTi Cabriolet 1780 (83-84) in HP, p. 460-461, as follows:

Car	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.)
Volkswagen Rabbit Cabriolet 1780	2	2065 *2117 **2168	4 Cyl OHV	81.0 x 86.4	1780	Iron	Alum	(I) 40.0 (E) 33.0

Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)	Wheels (max)	Trans. Speed	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
FI	2401	58.9/57.2	15 x 7	5	(F) 239 Disc (R) 180 Drum		Comp. ratio limited to 12.0:1. Valve lift limited to .420".

American Sedan

1. Mustang Incl. Cobra & Cobra R (79-93), p. 477, change the weight as follows: Over 313 CID ~~3580~~ 3380.

Showroom Stock

SSB

1. BMW Z4 2.5L (03-05), p. 486, remove the restrictor requirement from the notes.

SSC

1. Mazda3 s (04-08), p. 491, add to the notes as follows: Miata speedometer gear #M527-17-400A permitted.
2. Nissan Sentra Spec V (07-08), p. 488, make the following changes: ~~215/45~~ 225/45.

Spec Miata

- Add the following to the end of section 9.1.8.C.8.a on page 503: *The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position.*
- Change section 9.1.8.C.6.c.1, p. 502, as follows: All cars shall use the Toyo R888 (205/50R15). *The only modifications allowed to tires are having treads "shaved" or "trued."*
- Change section 6.1.8.C.7.f, p. 503, as follows: Body side moldings, ~~rocker panel moldings~~, and wheel opening trim pieces may be removed.
- Change section 6.1.8.C.7.c as follows: Rear spoilers *and rocker panel moldings* including OEM design are prohibited.
- Change section 6.1.8.C.3.d as follows: The 90-93 Miatas may convert to the ~~99 94-05 differential housing assembly~~ and *must retain* the 4.3 differential gear ratio from the 99-05 model years. This conversion includes the driveshaft and half-shafts. The original 90-93 model rear suspension uprights must be retained.

Sports Racing

CSR

1. The following replaces the table at the end of 9.1.9.A.2.a. This revision removes reference to most specific manufacturers, but those engines are still allowed, with no change in specification, within one of the more general specifications below (some weights may be reduced). Some engine displacement and valve combinations that were not previously specified have been added.

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
A	Turbocharged or Supercharged	765	NA	SIR shall be located upstream of the compressor inlet.	36mm venturis or 33mm SIR	1200
B	2 cycle	1200	NA	Maximum 4 cylinders	Unrestricted	1100
C	2 cycle	1350	NA		Unrestricted	1200
D	4 cycle Motorcycle- based	1355	NA		Unrestricted	1075
E	4 cycle Motorcycle- based	1455	NA		Unrestricted	1125
F	4 cycle Motorcycle- based	1615	NA		Unrestricted	1175
G	4 cycle	1615	2		Unrestricted	1100
H	4 cycle	2135	2		Unrestricted	1200
I	4 cycle	1615	4		Unrestricted	1300
J	4 cycle, 4 cyl.	2000	4	2 seat cars only per 9.1.9.A.2.a.14.	Unrestricted	1350
K	4 cycle, 4 cyl.	2500	2	over 1615 cc up to 2000 cc: 1300 lbs; over 2000 cc up to 2500 cc: 1350 lbs.	33mm SIR, except under 2000cc, less than 10:1 CR, unrestricted; under 2500cc, less than 9:1 CR, unrestricted	See Notes
L	4 cycle, 4 cyl.	2500	4	over 1615 cc up to 2000 cc: 1300 lbs; over 2000 cc up to 2500 cc: 1350 lbs.	31mm SIR, except under 2000cc, less than 10:1 CR, unrestricted; under 2500cc, less than 9:1 CR, unrestricted	See Notes
M	Mazda 12A Rotary	NA	NA	Non-peripheral, non-bridge port	Unrestricted	1300
N	Mazda 12A Rotary	NA	NA	Bridgeport	One IDA 48mm w/ 38mm venturis or FI w/ 38mm restrictors per port	1300
O	Mazda 13B Rotary	NA	NA	Non-peripheral, non-bridge port	One 2 bbl auto-type carb w/ 46mm choke(s) or one 2bbl F.I. w/ 46mm restrictors	1300
P	Mazda 13B Rotary	NA	NA	Peripheral Port	36mm SIR	1300
Q	Mazda Renesis Rotary	NA	NA	Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.	70mm Throttle Body	1300
R	Olds Quad 4	2300	4	Engine must conform to the specifications in 9.1.9.E.	See notes	1300

2. Change the first paragraph of 9.1.9.A.2.a as follows:

a. CSR Engine and Weight Restrictions

~~Ford Cosworth YAC engine in CSR see 9.1.9.D~~

~~Shelby CAN AM Racer in CSR see 9.1.9.E D~~

~~SCCA Oldsmobile Sports Racer Quad 4 Engine in CSR see 9.1.9.F E~~

~~Enterprises Sports Racer in CSR see 9.1.9.G F~~

~~Elan DP02 Sports Racer in CSR see 9.1.9.H~~

3. Change 9.1.9.A.2.a.12 as follows: Engines shall meet the requirements of line ~~BB~~ J in the engine table.

4. **Delete 9.1.9.D. in its entirety. (Note: the Ford YAC engine is now accounted for in Line K of the engine table.)**

Super Touring

STO

1. Acura NSX, classified in TB 09-02, add to the notes as follows: Allow Zero Force Body Kit by Kawagen Route.

STU

1. Create a spec line for STU. Add the Nissan VQ engine with a 93.0mm bore and 73.3mm stroke. Sleeving permitted.

Touring

T2

1. Subaru Impreza WRX STi (03-07), p. 575, add to the notes as follows: Front Sway bar Whiteline PN #BSF36XXZ and Rear Sway bar Whiteline PN #BSF37XZ allowed.
2. BMW M3 (01-06), p. 570, add to the notes as follows: Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed.
3. Combine SS and Z28 the Chevrolet Camaro spec lines, p. 571, as follows:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
Chevrolet Camaro SS & Z28 (98-02)	99.0 x 92.0 5666	2568	17x9 (F&R) 16x10(F) 16x11(R)	275/40	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F)300 Vented (R)302 Vented	3630	See below:

Notes: Power steering cooler (option code V12) is permitted. Factory optional oil cooler (P/N 52452158) and associated plumbing parts are permitted. Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 3/4 inches. Severn Motorsports brake duct kit part #ACFY3-GMF4 or Wolfe #WBD39 are permitted provided no modifications are made to the bodywork, including the chin spoiler. Canton accusump part # CA24024 or CA24006, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. GM oil and diff coolers #12480080 allowed. Ron Davis Radiator 11-16CA0002 allowed. Z28 can use original hood.

T3

1. Volkswagen GTI (06-08), p. 578, add to the notes as follows: VW Spring kit #1K0 071 678A allowed.

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC MINUTES | April 21, 2009

The Time Trials Administrative Council met via conference call on 4/21/2009 at 7:30 PM CST. The following members participated:

TTAC Chairman / NEDIV Matt Rowe
MWDIV Ed Settle
NORPAC Dave Deborde
CENDIV Tony Machi
SWDIV Kent Carter
SEDIV Mark Rothermel
GLDIV Dan Coughnour
National Staff Liaison Janet Farwell
BOD Liaison Marcus Meredith

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) Autoform Roll bar for Viper submitted for approval (Winter) – Extensive discussion regarding the design and the current TTR requirements. The TTAC is pursuing additional information from tech inspectors that have seen the design. The TTAC is also investigating guidelines for approving alternate designs similar to GCR and FIA allowances based on analysis and testing criteria.
- b) 2009 TTR –2008 TTR including Errors and Omissions submitted to BOD for approval of 2009 release.

New Business

- a) TT License forms submitted for review. TTAC members are to review and respond prior to next meeting.
- b) Approve Jerry Cabe to MWDIV TTSC (Coughnour/Machi)

Minutes submitted by: Matt Rowe - TTAC Chairman

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Rossella Manfrinato vs. SOM, COA Ref. No. 09-08-SE

April 9, 2009

FACTS IN BRIEF

At the March 21 - 22, 2009 National race at Road Atlanta, John McMurray, driver of FC #91, protested Rossella Manfrinato, driver of FC #40, for allegedly violating GCR 6.8.1.A. and 6.8.1.B. (avoiding physical contact, and allowing racing room), following contact between their cars in turn 7.

The Stewards of the Meeting (SOM), Geoff Churchill, John Fine, Bob Kirkland, Rocky O'Sheill, Sue Roethel, and Bob Horansky, Chairman, met, interviewed witnesses, and inspected the vehicles. They upheld the protest and penalized Ms. Manfrinato one finishing position in her class which includes a 3 point automatic penalty.

Ms. Manfrinato is appealing the decision, claiming that the SOM violated GCR 8.3.2.B.3. by hearing the protest, which was filed after the 30 minute period for accepting driving protests had expired.

DATES OF THE COURT

The Court of Appeals (COA) Alternate Fred Cummings, Alternate JoAnne Jensen, and David Nokes, Chairman, met on April 2 and April 9, 2009 to hear, review, and render a decision on the appeal. Regular member Bob Horansky recused himself as he was the Chairman of the SOM for the event, and regular member Dick Templeton was unable to participate in both discussions.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Rossella Manfrinato, received April 1, 2009.
2. Observers' Report and related materials, received April 1, 2009.
3. Email statement from SOM Chairman Bob Horansky, received April 1, 2009.
4. Email statement from SOM Sue Roethel, received April 2, 2009.
5. Email statement from FC race Operating Steward Rick Mitchell, received April 4, 2009.
6. Email statement from SOM Geoff Churchill, received April 6, 2009.

FINDINGS

The contact between the left front wing of Ms. Manfrinato's car and the right rear of Mr. McMurray's car took them both off course, and resulted in Mr. McMurray's losing a position to Ms. Manfrinato. While Ms. Manfrinato characterizes the contact as a racing incident, the SOM found otherwise. Their decision restores that position.

She does not present any new evidence for consideration on this matter.

The time of the race checker was 2:14pm, and the time of protest receipt was 2:46pm. There is evidence that the SOM considered the timeliness of the filing, and acted within their authority to accept the protest under GCR 8.3.2.B.7. (time limits to file an action). It should be noted that only the SOM, and no other event officials, can determine whether they will hear a protest filed beyond the normal period.

DECISION

The Court of Appeals upholds the SOM, and the penalty. Ms. Manfrinato's appeal is well-founded, and the fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Brooks Potter vs. SOM COA Ref. No. 09-09-SP

May 7, 2009

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the National Championship races held February 21 and 22, 2009, at Willow Springs International Raceway, Paul Fairchild, GT2 #71, protested Brooks Potter, GT2 #03 under GCR 9.1.2. (mechanical) citing nine items. Mr. Fairchild subsequently withdrew 7 of the items.

The Stewards of the Meeting (SOM) John Mickelson and William Wells, Chairman, met, reviewed evidence and testimony from both Mr. Fairchild and Mr. Potter, and upheld the protest, notifying Mr. Potter on March 26, 2009 by email. Mr. Potter is appealing their decision.

DATES OF THE COURT

The National Court of Appeals (COA), David Nokes, Richard Templeton and Robert Horansky, Chairman met on April 9, 16, 23, 30 and May 7, 2009 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Brooks Potter and related documents received April 7, 2009...
2. Official Observer's Report and related documents received April 7, 2009.
3. Numerous emails from Paul Fairchild received April 9 – 13, 2009...
4. Emails from Brooks Potter received April 10 and 16, 2009. .
5. Email copy of letter from Porsche Motorsports North America received April 10, 2009.
6. Emails from SCCA Technical Manager John Bauer dated April 14 and 28, 2009.
7. Emails from SCCA CRB Chairman Bob Dowie dated April 16 and 29, 2009.
8. Email from William Wells dated April 17, 2009.
9. Porsche Cup (996-GT3) "Service Information" supplied by the CRB, received April 27, 2009.
10. Email from CRB member Fred Clark dated April 30, 2009.

FINDINGS

The revised protest centered around an electrical vs. mechanical power steering unit fitted to Mr. Potter's GT2 Porsche 996-GT3. There is no contention that Mr. Potter's car was equipped with the electrical unit and that the mechanical unit had been removed. These were the final two points of Mr. Fairchild's protest.

Mr. Potter offered as proof of legality a bulletin from Porsche Motorsports North America recommending that Porsche Cup cars fit the electrical power steering unit prior to competing in the 2005 Grand Am Series 24 Hours of Daytona event, as well as a cover letter sent with the bulletin to John Bauer on April 7, 2009. This cover letter, signed by Paul Ritchie (President and CEO) and Nick Lester (Technical Director) states that the bulletin covered the electrical power-steering-pump update for the 996 GT3 Cup cars that was standard equipment on all other 996 GT3 Cup car models in 2005.

Testimony from CRB member Fred Clark indicates that Porsche's intention was to have the 12 Porsche 996 Cup cars produced in 2005 equipped with the electric pump as it was determined to be standard, and that 12 electric pump kits were made available for this purpose.

GCR 9.1.2.B. clearly states that GT vehicles can be updated and/or changed from marque-to-marque.

GCR 9.1.2. in GT2 car specifications (page 292) states that the competitor must have a current copy of the Porsche Cup rules in their possession. While Mr. Potter did not have a copy of the required rules, the COA feels that he exercised due diligence in attempting to obtain a set. After 4 weeks of searching, the COA cannot find a copy of these rules. The closest approximation would be the "Service Information" bulletins which were provided by Mr. Dowie. The COA feels that writing a rule requiring an unavailable or non-existent document is a disservice to our members.

DECISION

Based on this new evidence, the Court of Appeals overturns the decision of the SOM. Mr. Potter's appeal is considered well founded, his finishing position shall be reinstated, and his appeal fee, less the amount retained by SCCA, will be returned.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | March 25, 2009

The Solo Events Board met by conference call April 22nd. Attending were SEB members Tina Reeves, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; Marcus Merideth and Robin Langlotz of the BOD; and 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 1/1/2010.

Comments regarding items published herein should be directed to seb@scca.com.

STREET TOURING

- The following rule change proposals are submitted for member feedback:
 - Add to 14.6.E, after the fifth sentence: "A functioning emergency brake, of the same type, operation and actuation as OE, must be present."
 - Revise the 7th sentence of 14.6.E to read: "Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake."
- The SEB has approved a new supplemental class as recommended by the STAC, to be added to Appendix A as "Supplemental Street Touring Class R" (Roadster), for competition in 2010.

The approval comes after considerable member support to expand the ST category to include a class for modern roadsters. While many cars are eligible, member feedback helped establish the Honda S2000 and Mazda Miata as the class' performance targets. Allowances will be tailored for eligible vehicles to establish performance parity.

The class will have the following requirements and restrictions:

- Two seat sports cars
- Engine displacements up to 2.8-liters
- No forced induction

Eligible vehicles will include, but are not limited to:

- All STS eligible vehicles per the requirements and restrictions, plus
- Honda S2000
- Mazda Miata
- Mazda MX-5 Miata
- Toyota MR2
- Toyota MR2 – Spyder
- BMW Z3 non-M
- BMW Z4 non-M
- Mazda RX-7 non-turbo
- Porsche Boxster
- ~~Porsche 968 (removed)~~
- Porsche 944 non-turbo
- Pontiac Solstice
- Saturn Sky

Excluded vehicles due to performance potential:

- Lotus cars

Additional class notes include:

- Tire Allowances (add to 14.3):
 - AWD – 225mm
 - 2WD – 245mm
- Wheel Allowances (add to 14.4):
 - AWD – 7.5"
 - 2WD – 8.5"
- Catalytic Converters (add to 14.10.E):
 - Same as ST, STS allowance.
- Limited Slip Differentials (add to 14.10.K):
 - STR: Only standard LSDs allowed OR Allowance same as STX, STU

The class will run with supplemental status in 2010, meaning that no National Champion will be crowned. Should the class show considerable interest, and meet participation requirements, it may be approved for full National status in future years.

The SEB is seeking input on the following items. Members should send any input on these items to seb@scca.com.

- 1) OE LSD vs. Aftermarket LSD: All of the target vehicles are available with Limited Slip Differentials (or electronic equivalents) as standard equipment in some optional configuration. Restricting all cars to OE limited slips would reduce

costs. That said, not all factory LSDs are equal and an argument can be made that, for reasons of parity, aftermarket parts should be allowed.

2) Inclusion of 2006-present Mazda MX-5: Is this car appropriate given the desired performance level of the class?

STREET PREPARED

- The SPAC would like to caution competitors who find themselves contemplating a significant change based on an “open ended” Appendix A listing (of the form Car Model (all)) to review Appendix F & obtain an official clarification before proceeding. (ref. 09-144)
- The following class change proposal is submitted for member comment: Move the Acura RSX from CSP to DSP (ref. 09-132)
- The following rule change proposal is submitted for member comment: Add new subsection 15.10. BB as follows: “Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.” (ref. 09-121).
- In conjunction with the related Tech Bulletins below, the following class listing change is submitted for member comment: Move the Subaru non-Sti WRX ('08-'09) from BSP to ESP onto the same line as the '08-'09 WRX STi and the '09 Impreza GT. (ref. 09-093, 09-125)
- The following rule change proposal is published for member review: Replace the first four sentences of 15.2.C with: “Transverse members known as strut bars and suspension braces are permitted. They must be bolted on. Strut bars must be attached to the strut/shock tower. 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. Except for standard parts, no connections to other components are permitted.”

FORMULA JUNIOR

- The following addition to the Formula Junior rules has been approved by the SEB and is effective immediately:
Under “Formula Junior Class B” add as follows:
“19.2.A.2.b.4.B Restrictor: A specific restrictor must be installed in the intake manifold at the carburetor attachment location. The restrictor has a center hole of 0.475 inch. Contact the SCCA Solo Competition Manager’s office to obtain a restrictor.”

Restrictors for the Briggs World Formula, and device dimensions, are available through the SCCA Solo Competition Manager’s office at SCCA’s Headquarters. Note that mention of the required use of a specific restrictor for that engine in the FJB class was an omission from the 2009 rule book, page 270. Use of the World Formula engine in FJB is not legal without the restrictor. The guide for use of the restrictor will be available online in the “Solo Cars and Rules” section with the Formula Junior (Karting) Guidelines.
- The previously-published FJ changes regarding the Rotax Mini Max have been approved by the SEB and are effective immediately. These changes are as follows:
 - 1) Add to section 19.2.A.1.b as follows:
 4. Rotax Mini-Max
 - A. Fuel: Gas and Oil
 - B. Carburetor, clutch, radiator, and exhaust as supplied with engine from manufacturer.
Exhaust and carburetor restrictors must be used in accordance with Rotax Mini-Max rules.
 - C. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.
 - D. Rotax motor Identity Card (aka “Passport”) is required for proof of sealed motor.
 - E. Weight: 275 lbs.
 - 2) Add to section 19.2.A.2.b as follows:
 5. Rotax Micro-Max
 - A. Fuel: Gas and Oil
 - B. Carburetor, clutch, and Micro-Max specific Exhaust and Radiator as supplied with engine from manufacturer
Exhaust restrictor and carburetor sleeve throttle stop must be used in accordance with Rotax Micro-Max rules.
 - C. The Rotax Micro-Max Spec Gearing of 14-tooth drive gear and 73-tooth axle gear is required.
 - D. Rotax motor Identity Card (aka “Passport”) is required for proof of sealed motor.
 - E. Weight: 245 lbs.
- The following rule change proposal package has been approved by the SEB and is effective immediately upon publication: Add new subsections as follows:

19.2.A.1.b.3.D Older versions of the Briggs World Formula engines may be upgraded by exchanging the ignition module and flywheel with the current production PVL ignition system, Briggs & Stratton part number 557127.

19.2.A.2.b.4.E Older versions of the Briggs World Formula engines may be upgraded by exchanging the ignition module and flywheel with the current production PVL ignition system, Briggs & Stratton part number 557127.

NOT RECOMMENDED

- ST fuel pumps (ref. 09-173)
- SP emergency brake assemblies (ref. 09-140)

TECH BULLETINS

- 1) Stock: The following new listings have been approved by the SEB and are effective immediately upon publication:

Ford Mustang GT ('10)	FS
Ford Mustang V6 ('10)	GS
Ford Mustang GT500 ('10)	AS
Nissan 370Z Nismo ('09)	AS

- 2) Stock: The Dodge Caliber non-SRT is added to the Appendix A list of excluded vehicles for reasons of stability.

- 3) Stock: Per the SAC, the current F Stock listings for the BMW 335i and BMW 335Xi are clarified to read: BMW 335 (all) ('07-'09) *NOTE:* This includes the 335d.

- 4) Street Touring: Per the STAC, 14.10.E.4 is clarified to read "Be used in the same location(s), relative to the chassis, as OE converters." *NOTE:* This does not limit the length of the tubing of allowed alternate headers, just the termination point. Alternate headers must meet all restrictions of 14.10.D, including emissions legality as defined in Appendix F. Long header tubes may interfere with proper catalytic converter operation resulting in excessive emissions.

- 5) Street Prepared: The following new listing is effective immediately upon publication:

Volvo C30('06-'09)	DSP (ref. 09-119)
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- 6) Street Prepared: The previously-published clarification regarding 15.10.R and the fitting of limited-slip differentials has been reviewed, and is replaced with the following: Add to the end of 15.10.R as follows: "Any other modifications or substitutions required to accommodate the installation of the limited-slip differential must meet the requirements of 15.1.B and 15.1.C." (ref. 09-104)

- 7) Street Prepared: Section 15.10.J is intended to permit alternate motor mounts, but may not be used to make adapters. A motor mount assembly compliant with 15.10.J will be functionally identical in terms of bolt spacing, length, reach and angle to a legal, OEM mount. (ref. 09-144)

- 8) Street Prepared: Clarify 15.8.i.5, second paragraph, to read: "Methods of attachment and attachment points are unrestricted, but may serve no other purpose (e.g. chassis stiffening). This does not authorize removal of a welded-on part of a subframe or bodywork to accommodate the installation." (ref. 08-601)

- 9) Street Prepared, Errors and Omissions: The BSP listings for the BMW M Coupe, M Roadster, and Z3 (6-cyl) should all be on the same line, as follows: "M Coupe, M Roadster, Z3 (6-cyl)"

- 10) Street Prepared: The following correction to the BSP listing for the Subaru WRX is effective immediately upon publication (ref. 09-093, 09-125):

Subaru WRX STi ('04-'07)
Subaru WRX STi ('08-'09)

- 11) Street Prepared: The following new listing, effective immediately in conjunction with the above, is added (ref. 09-093, 09-125):

Subaru Impreza GT ('09)	BSP (same line as '08-'09 WRX STi)
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ROADRALLY BOARD MINUTES

RRB MINUTES | May 4, 2009

The RoadRally Board (RRB) met via conference call on Monday, May 4, 2009.

Attending were: Rick Beattie, Chairman; members: Kevin Poirier, Jim Wakemen, Jeanne English, Sasha Lanz and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison. Pego Mack was not in attendance due to illness.

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

The Final April 6, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. 2009 STRAP

Discussion: Pego Mack posted on the website, the 2009 STRAP.

2. Liaison for Detroit Region

Discussion: Van Vleet will be the Liaison for Cast in Stone National Tour Rally..

3. 2010 USRRC

Discussion: The DC Region has expressed interest in hosting the 2010 USRRC.

4. 2009 Photo Contest

Discussion: Wakemen to take over the Photo Contest process and will be announcing the Photo Contest for 2009.

5. 2010 RRR's

Discussion: Poirier to work on a new Index for the 2010 RRR's.

6. 2009 RRRs Changes for 2010 – addition posting missed in April

Discussion: Averaging non-max scores on events? In the RFO's (Chapter 24, Section C6), under the Claims Committee, it currently states: "When the claiming contestant's correct score cannot be accurately determined, the proper scoring adjustment, under provable circumstances such as those identified above, is to give the contestant a score at the control in question equal to the average or median of his scores, excluding maximum penalties, at all other scored controls during the day's run." Proposed change: "When the claiming contestant's correct score cannot be accurately determined, the proper scoring adjustment, under provable circumstances such as those identified above, is to give the contestant a score at the control in question equal to the average or median of the scores, excluding maximum scores, of the other contestants in his class." This has to go to the Rules Committee and it needs to be posted to the SCCA Forum for member comment.

7. Speed Pilot in the Historic Class

Discussion: Wakemen will take this to the Rules Committee for their input on maybe changing the phrase "non-digital" to "non-electronic".

8. Safety Steward Rules

Policy Manual – to include: Terms, Removal and Retraining

Discussion: It will go to the BOD meeting along with the Rules Changes.

Safety Steward Manual – GTA Revisions.

Discussion: The Safety Steward can NOT be the Rallymaster. English to revise the Safety Steward Manual. And the revised Safety Steward Manual needs to be sent to the Divisional Stewards for Review.

9. Championship Trophy Cost

Discussion: Costs to award the top 10% competitors. National Office ran out of money for the 2008 Trophies. RoadRally is the only SCCA program that gives out Year End Awards that comes out of the budget. Table this until next months meeting when Pego can attend. People listed as having only worker points (10 for the year) should not be counted and is stated so in the RRR's, with the word 'competing', would eliminate them.

10. Newsletter Distribution

Discussion: Beattie to send the BOD a letter for recommendation on distribution of the Newsletter. English is currently doing the Newsletter ITIS.

New Business

Discussion: None

Action items

- ✓ Beattie: Letter to the BOD for Newsletter distribution.
- ✓ Wakemen: 2009 Photo Contest Announcement.

Next meeting

Monday, June 1, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 8:40 pm CST (Wakemen/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | April 13, 2009

The RallyCross Board met via conference call April 13, 2009. In attendance were: Mark Walker, Chairman, Tom Nelson, Bob Ricker, Karl Sealander, Mark Utecht, Jayson Woodruff and guests Howard Allen (BOD Liaison), Marcus Merideth (Board Liaison) and Pego Mack (SCCA Rally Department).

1. Call to order 8:06 pm CDT, Bob Ricker, conducting

2. Minutes from March Meeting

Mark Walker motioned to accept minutes from the March meeting. Seconded by Mark Utecht. Voting on motion was unanimous.

3. Additions/corrections to agenda

None offered.

4. Committee Reports

- a. Ad-Hoc Committee report on rule changes for National Events (Tom Nelson)

No updates from last meeting. Report tabled.

- b. RallyCross Safety Committee (Tom Nelson)

Speed Creep Bulletin: Prior to the meeting Tom Nelson distributed the document drafted by the Safety Committee addressing speed creep at some events within the RallyCross program. After some discussion, some minor wording changes were suggested. Tom will review and distribute the updated document after the meeting to the RXB, the BOD, RX Safety Stewards, and Regional Executives from active RallyCross regions. It was decided to rename the document Safety Memo April 2009. It was also decided to start conducting unannounced inspections of various programs within the SCCA. While the inspections will be unannounced, the person inspecting should identify himself/herself to event officials and disclose the reason for the visit.

- c. Rules Committee update (Mark Utecht)

Tabled until next meeting.

5. Old Business

- a. Photo Contest update: A suitable photo for the Photo Contest flyer needs to be found. Pego Mack offered to send some examples from her collection of photographs to Mark Utecht for approval.

- b. Alternative Fuels: Mark Utecht expressed a desire to establish a separate committee to examine the issue of alternative fuels. Tom Nelson stated he would like to be involved with the committee on a safety basis. The names of Richard Miller, Jason Baltucki, and Dave Harris were suggested for possible Alternate Fuel Committee members.

6. New Business

- a. Division RallyCross Steward Applications:

- 1) Southeast Division—Charles Wright. It was brought forward that the vacancy had only been published for a couple of weeks. Procedures dictate a 2-month open period. Mark Walker motioned to table approval, Jayson Woodruff seconded, and the voting was unanimous. It was decided that Bob Ricker would handle SE Division RallyCross Steward responsibilities until the June meeting.

2) Rocky Mountain Division—Ken Cashion. This position has been published long enough. Tom Nelson motioned to accept Ken Cashion as RM Division RallyCross Steward, Mark Utecht seconded, and voting was unanimous.

b. 2009 Convention Feedback: Feedback from the 2009 Convention came from session evaluation forms and was good. Some specific suggestions were for bigger rooms and better preparation of some materials.

c. 2010 Convention Presentations: The following is list of possible presentations for next year's Convention:

- 1) Best Regional Program (more structure than 2009, not an open forum)
- 2) Best Regional Practices
- 3) Town Hall (required)
- 4) How to Start a Regional Program
- 5) RallyCross Rules Discussion
- 6) RallyCross Safety Session (good for developing regions)
- 7) How-to for Competitors
- 8) How to RallyCross your Solo Car
- 9) Automation of Events (joint session with Solo)

Motion to adjourn made by Mark Walker and seconded by Mark Utecht. Motion carried and the meeting was adjourned at 9:33 pm

Minutes prepared by: Karl Sealander 4/17/2009

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

2009 SCCA National Championship Runoffs Home Page: <http://www.scca.com/event.aspx?hub=1&event=13506>

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>

SOLO

2009 Tire Rack Solo National Championships: <http://scca.com/event.aspx?hub=3&event=13555>

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

DATE: July 1, 2009

NUMBER: TB 09-07a

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/09 unless otherwise noted.

Grand Touring

GT1

1. Qvale- p. 265 add a new classification for the Mangusta with a 104" wheelbase. Note: shall use a class legal Ford engine.

Production

HP

1. All Volkswagen 1780 spec lines, p.460-461, change the notes as follows: Valve lift limited to ~~.420"~~ .425".

Showroom Stock

SSB

1. Mazda MX-5 (06-08), p.488, change the specs as follows: Weight (lbs): MSR: ~~2700~~ 2650 Non-MSR: ~~2550~~ 2500.
2. Mazda MX-5 Touring/Grand Touring (2009), p.488, change the specs as follows: Weight (lbs): ~~2700~~ 2650.
3. Mazda MX-5/Miata Sport (99-00), p.487, add to the notes as follows: Allow Spec Miata suspension kit with the following perch measurements: Front: top-2.00" bottom-1.50" Rear: top-1.75" bottom-1.75" Measurements are taken from above(top)/below(bottom) the spring perch to the top/bottom of the collar. Spring perch settings must be locked with the set screw.
4. Mazda MX-5/Miata (01-05), p. 488, change the notes as follows: Allow ~~SM spring and adjustable perch~~ Spec Miata suspension kit with the following perch measurements: Front: top-2.00" bottom-1.50" Rear: top-1.75" bottom-1.75" Measurements are taken from above(top)/below(bottom) the spring perch to the top/bottom of the collar. Spring perch settings must be locked with the set screw.
5. Nissan Sentra Spec-V (07-08), p.488, change the specs as follows: Weight (lbs): ~~3290~~ 3190.
6. Pontiac Solstice (06-09), p.489, change the specs as follows: Weight (lbs): ~~3050~~ 3000.

Touring

T2

1. Pontiac Solstice GXP Coupe/Convertible (07-09), p.574, change the specs as follows: Weight (lbs): ~~3250~~ 3150.
2. Mitsubishi Lancer EVO 8/9/RS/GSR/MR (03-06), p.573, **effective 7/22/09**, change the specs as follows: Tires Size: ~~275~~ 235/45.

3. Subaru Impreza WRX STi (03-07), p.575, **effective 7/22/09**, change the specs as follows: Tires Size: ~~275/35~~ 235/45.
4. Subaru Impreza WRX STi (08-09), classified in TB 09-02, **effective 7/22/09**, change the specs as follows: Tires Size: ~~275/35~~ 235/45.
5. BMW Z4 M (2007), p. 571, change the specs as follows: Weight (lbs): ~~3500~~ 3375.
6. Combine the Firebird Formula/Trans-Am and WS-6 spec lines, p. 571 as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Pontiac Firebird Formula/ Trans- AM & WS-6 (98-02)	99.0 x 92.0 5666	2568	17x9 (F&R)	275/40	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F)300 Vented (R)302 Vented	3530 1LE: add 100 lbs.	See below:

Notes: Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 3/4 inches. Severn Motorsports brake duct kit part #ACFY3-GMF4 or Wolfe #WBD39 are permitted provided no modifications are made to the bodywork, including the chin spoiler. Canton accusump part # CA24024 or CA24006, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. GM differential cooler #12480080 allowed.

GENERAL

Each year, SCCA solicits resumes for positions on the different program boards and committees. If you are interested, please submit a resume to crb@scca.com (Club Racing), seb@scca.com (Solo), rrb@scca.com (Road Rally), rxb@scca.com (RallyCross) or timetrials@scca.com (Time Trials).

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | June 6, 2009

The Club Racing Board met by teleconference. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, and Peter Keane. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-06, 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 to crb@scca.com.

Grand Touring

Effective 10/1/09, change the engine specification items in GT3 as listed in the following tables.

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GT3 Cars - ACURA

Model	Years	Body Style	Drive-line	Wheel-base (in)	
Integra	-93	2dr	FWD	96.5	
Integra	-94	2dr	FWD	101.2	
RSX	2/6/2009	2dr	FWD	96.5/101.2	

Engines - ACURA

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
D16A	SOHC	74.9 75	89.9 90	1590	Alum,	4	(2) 48mm w/42mm choke(s)	1900 1800
					Crossflow		Unrestricted	
B16A	DOHC	81	77.4	1595	Alum,	4	(2) 48mm w/42mm choke(s)	2000 1800
					Crossflow		Unrestricted	
B18C	DOHC	81	87.2	1797	Alum,	4	(2) 48mm w/42mm choke(s)	2000 1900
					Crossflow		Unrestricted	
B18B	DOHC	81	89	1834	Alum,	4	(2) 48mm w/42mm choke(s)	2100 1900
					Crossflow		Unrestricted	
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mmSIR	2000
K20A	DOHC	86	86	1998	Alum,	4	33 31mm SIR	2100 2000
					Crossflow			
K24	DOHC	87	99	2354	Alum,	4	31mm SIR	2130
					Crossflow			

GT3 Cars - ALFA ROMEO								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
GTV 1750 / 2000	NA	2dr	RWD	92.5				
Sport Sedan	NA	2dr	RWD	98.8				
Engines - ALFA ROMEO								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	DOHC	80	88.5	1779	Alum, Crossflow	2	Unrestricted	1800
	DOHC	84	88.5	1962	Alum, Crossflow	2	Unrestricted	2000 1900
GT3 Cars - AUDI								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
TT Coupe	NA	2dr	FWD	95.6 / 97.3				
Engines - AUDI								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	(2) 50mm w/50mm choke(s) Unrestricted	1800 1900
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	23 31mm SIR	2000
GT3 Cars - BMW								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
2002 / 2002ti/tii	NA	2dr	RWD	100.5/98.5				
318 Coupe (E36)	-92	2dr	RWD	106				
318i (E30)	83-91	4dr	RWD	101.2				
318i / 320i (E21)	77-82	4dr	RWD	100.9				
E46	0	2, 4dr	RWD	106.0 / 101.2 / 100.9				
Z3	NA	2dr	RWD	96.3				
Engines - BMW								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Inductio	Weight (lbs)
				(cc)				
	SOHC	89	71	1767	Alum, Crossflow	2	Unrestricted	1800
	DOHC	84	81	1796	Alum, Crossflow	4	(2) 45mm w/45mm choke(s) Unrestricted	2010 1900
	DOHC	85	83.5	1895	Alum, Crossflow	4	(2) 45mm w/ 45mm choke(s)	2010 2000
	SOHC	89	80	1991	Alum, Crossflow	2	Unrestricted	1810 1900
	DOHC	93	84	2302	Alum, Crossflow	4	31mm SIR	2130

Engines - CHEVROLET								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	2000 1900
	DOHC	88.9	80.3	1998	Alum, Crossflow	4	Unrestricted 31mm SIR	2300 2000
	SOHC	88.9	92.1	2287	Iron, Non-Crossflow	2	Unrestricted 33mm SIR	2180 2130
	OHV	87.4	74.7	2689	Alum, Crossflow	2	(2) Weber 40 IDT or IDS w/36mm choke(s) or (4) Rochester 7026023 & 7026026 4.5" 1bbl carbure	225 2130
							33mm SIR	
GT3 Cars - CHRYSLER/DODGE/PLYMOUTH								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
Neon	NA	2dr, 4dr	FWD	104				
Daytona / Laser	84-88	2dr	FWD	97				
Daytona / Laser	-89	2dr	FWD	97.3				
Horizon	NA	2dr	FWD	96.7				
Omni 024 / Shelby Charger	79-82	2dr	FWD	96.6				
Shadow	NA	2dr	FWD	97				
Engines - CHRYSLER/DODGE/PLYMOUTH								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	DOHC	85	88	1997	Alum, Crossflow	4	(2) 45mm w/34mm choke(s)	2150 2130
							31mm SIR	
	SOHC	85	88	1997	Alum, Crossflow	2	(2) 45mm w/45mm choke(s)	1900
							Unrestricted	
	SOHC	87.5	92	2213	Alum, Non-Crossflow	2	(2) 45mm w/45mm choke(s)	2030 2065
							33mm SIR	
GT3 Cars - FIAT								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
131 Coupe & Sedan, Brava	NA	2dr, 4dr	RWD	98				
Engines - FIAT								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	DOHC	84.1	89.9	1995	Alum, Crossflow	2	Unrestricted	2000 1900

GT3 Cars - FORD									
Model	Years	Body Style	Drive-line	Wheel-base (in)					
Capri	NA	2dr	RWD	100.8					
Mustang II	74-78	2dr	RWD	96.2					
Mustang	79-93	2dr	RWD	100.4					
Mustang	94-98	2dr	RWD	101.2					
Pinto	NA	2dr	RWD	94					
Probe	NA	2dr	FWD	99.0/102.9					
Engines - FORD									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)	
				(cc)					
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1900	
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted 33mm SIR	2080 2065	
	SOHC	86	86	1998	Alum, Crossflow	2	(2) 48mm w/42mm choke(s) Unrestricted	1900	
							(2) 45mm w/38mm choke(s)	2180 2080 w/31mm SIR	
	SOHC	86	94	2189	Alum, Crossflow	3	33mm SIR	2065	
Duratech	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2130	
GT3 Cars - HONDA									
Model	Years	Body Style	Drive-line	Wheel-base (in)					
Civic	88-91	3dr	FWD	90.6					
Civic Coupe	92-95	2dr	FWD	98.4					
CRX	84-87	3dr	FWD	86.6					
CRX	88-91	3dr	FWD	90.6					
Engines - HONDA									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)	
				(cc)					
EW	SOHC	74	86.5	1488	Alum, Crossflow	3	Unrestricted	1820 1750	
							(2) 45mm w/45mm choke(s)		
D15B	SOHC	75	84.5	1493	Alum, Crossflow	4	Unrestricted	1900 1750	
							(2) 48mm w/42mm choke(s)		
D16A	SOHC	75	90	1590	Alum, Crossflow	4	Unrestricted	1900 1800	
							(2) 48mm w/42mm choke(s)		
B16A	DOHC	81	77.4	1595	Alum, Crossflow	4	Unrestricted	2000 1800	
							(2) 48mm w/42mm choke(s)		
B18C	DOHC	81	87.2	1797	Alum, Crossflow	4	Unrestricted	2000 1900	
							(2) 45mm w/38mm choke(s)		
B18B	DOHC	81	89	1834	Alum, Crossflow	4	Unrestricted	2100 1900	
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mm SIR	2000	
K20A	DOHC	86	86	1998	Alum, Crossflow	4	33 31mm SIR	2000 2000	
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2130	

GT3 Cars - MAZDA								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
626	83-87	4dr	FWD	98.8				
MX-3	NA	2dr	FWD	96.3				
MX-5 / Miata	-5	2dr	RWD	89.2 / 91.0				
MX-5	2006	2dr	RWD	91.7				
MX-6	-88	2dr	FWD	99.0/102.8				
RX-2	NA	2dr	RWD	97.3				
RX-3	NA	2dr	RWD	91				
RX-7	NA	2dr	RWD	95.3 / 95.5 / 95.7				
RX-8	NA	2dr	RWD	98				
Protégé	NA	4dr	FWD	98.4				
Engines - MAZDA								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl .	Fuel Induction	Weight (lbs)
				(cc)				
B6D	DOHC	78	83.6	1597	Alum, Crossflow	4	(2) auto-type w/ 42mm choke(s)	1800
							Unrestricted	
BP	DOHC	83	85	1839	Alum, Crossflow	4	(2) auto-type w/ 38mm choke(s)	1900
							Unrestricted	
	SOHC	86	86	1998	Alum, Crossflow	2	(2) auto-type w/ 42mm choke(s)	1900
							Unrestricted	
MZR	DOHC	87.38	83.06	1999	Alum, Crossflow	4	33 31mm SIR	2000
	SOHC	86	94	2189	Alum, Crossflow	2	(2) auto-type w/ 38mm choke(s)	2065
							33mm SIR	
MZR	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2065
12A	Street Port			2292			(1) auto-type 2bbl w/ 42mm choke(s).	2000
12A	Bridge Port			2292			(1) auto-type 2bbl w/ 40mm choke(s).	2000
12A	Peripheral Port			2292			37mm SIR	2180
13B	Street Port			2616			Unrestricted	2180
13B	Bridge / Peripheral Port			2616			37mm SIR	2180
Renesis	Street Port			2703			Unrestricted	2180
Renesis	Bridge / Peripheral Port			2703			37mm SIR	2180
GT3 Cars - MERCURY								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
Capri	79-86	2dr	FWD	100.4				
Cougar	99-02	2dr	FWD	103.0 / 106.4				
Engines - MERCURY								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl .	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1900
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted 33mm SIR	2065

Engines - NISSAN								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl	Fuel Induction	Weight (lbs)
				(cc)				
L18	SOHC	85	78	1770	Alum, Non-Crossflow	2	Unrestricted	1800
L20	SOHC	85	86	1952	Alum, Non-Crossflow	2	50mm2/50mm choke(s)	1790 1900
							Unrestricted	
	SOHC	84.5	88	1974	Alum, Crossflow	2	50mm2/50mm choke(s)	1900
							Unrestricted	
SR20DE/VE	DOHC	86	86	1998	Alum, Crossflow	4	31mm SIR	2000
L20 w/ Z22 block	SOHC	87	86	2045	Alum, Non-Crossflow	2	50mm2/50mm choke(s)	1830 1900
							Unrestricted	
NAPZ	SOHC	87	92	2188	Alum, Non-Crossflow	2	50mm2/50mm choke(s)	1920 2065
							33mm SIR	
L24	SOHC	83	73.3	2380	Alum, Non-Crossflow	2	33mm SIR	2200 2130
KA24E	SOHC	89	96	2389	Alum, Crossflow	3	31mm SIR	2130
KA24DE	DOHC	89	96	2389	Alum, Crossflow	4	31mm SIR	2130
L26	SOHC	83	79	2565	Alum, Non-Crossflow	2	33mm SIR	2200
L28	SOHC	86.1	79	2760	Alum, Non-Crossflow	2	33mm SIR	2200
VG30	SOHC	86.1	83	2899	Alum, Crossflow	2	33mm SIR	2200
GT3 Cars - PORSCHE								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
911 Coupe & Targa	-68	2dr	RWD	87.0 / 89.4				
914	NA	2dr	RWD	96.5				
924	NA	2dr	RWD	94.5				
944	NA	2dr	RWD	94.5				
Boxster	NA	2dr	RWD	96.5				
Engines - PORSCHE								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl	Fuel Induction	Weight (lbs)
				(cc)				
	OHV	94	70.9	1968	Alum, Crossflow	2	(2) auto type w/ (1) throat per cyl.	1800
							Unrestricted	
	SOHC	86.5	84.4	1984	Alum, Crossflow	2	(2) Weber 45 DCOE W/ 42mm choke(s)	2000
							Unrestricted	
	SOHC	80	66	1991	Alum, Crossflow	2	(2) 40 IDA/IDS/IDT 36, (6) Solex 40 PI or (2) 46 IDA/IDS w/ 40mm choke(s)	1950
							Unrestricted	
	SOHC	84	66	2195	Alum, Crossflow	2	(2) 40 IDA/IDS/IDT 36, (6) Solex 40 PI or (2) 46 IDA/IDS w/ 40mm choke(s)	2030 2065
							33mm SIR	
	SOHC	84	70.4	2341	Alum, Crossflow	2	33mm SIR	2200 2065
	SOHC	100	78.9	2478	Alum, Crossflow	2	33mm SIR	2215 2200
	SOHC	104	78.9	2681	Alum, Crossflow	2	33mm SIR	2200
	SOHC	90	70.4	2687	Alum, Crossflow	2	33mm SIR	2200
	SOHC	100	88	2766	Alum, Crossflow	2	33mm SIR	2200
	SOHC	92	70.4	2808	Alum, Crossflow	2	33mm SIR	2200
	SOHC	95	70.4	2992	Alum, Crossflow	2	33mm SIR	2200

GT3 Cars - MITSUBISHI / EAGLE								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
Talon	NA	2dr	FWD	97.3				
Eclipse	NA	2dr	FWD	97.3				
Engines - MITSUBISHI / EAGLE								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	DOHC	85	88	1997	Alum, Crossflow	4	(2) 45mm w/34mm choke(s) 31mm SIR	2150 2000
	SOHC	85	88	1997	Alum, Crossflow	2	(2) 45mm w/45mm choke(s)	1900
							Unrestricted	
	SOHC	87.5	92	2213	Alum, Non-Crossflow	2	(2) 45mm w/45mm choke(s)	2030 2065
							33mm SIR	
GT3 Cars - NISSAN								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
200-SX / S10	77-79	2dr	RWD	92.1				
200-SX / S11	80-83	2dr	RWD	94.5				
200-SX / S12	84-88	2dr	RWD	95.5				
200-SX SER	95-97	2dr	RWD	95.7 / 99.8				
240-SX / S13	NA	2dr	RWD	97.5				
240-SX / S14	NA	2dr	RWD	99.4				
240Z / 260Z / 280Z	NA	2dr	RWD	90.7				
280-ZX	-79	2dr	RWD	91.3				
300-ZX	NA	2dr	RWD	91.3 / 96.5				
				/ 101.2				
350Z	NA	2dr	RWD	95.3 / 98.4				
				/104.3/94.5 / 92.1/95.3 / 97.5/ 99.4 / 104.3				
710	NA	2, 4dr	RWD	98.4				
PL510	NA	2, 4dr	RWD	95.3				
Sentra SER Spec V	2002	4dr	FWD	95.7				

GT3 Cars - SAAB								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
900	-79	2dr	FWD	99.4				
99E, CM, EMS, GL, LE	NA	2, 4dr	RWD	97.4				
Engines - SAAB								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/C yl.	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	87	78	1854	Alum, Crossflow	2	Unrestricted	1900 1800
	SOHC	90	78	1985	Alum, Crossflow	2	Unrestricted	2000 1900
	DOHC	90	78	1985	Alum, Crossflow	4	33 31mm SIR	2000
GT3 Cars - SCION								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
tC	-5	2dr	FWD	93.7				
GT3 Cars - TOYOTA								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
Celica	94-99	2dr	FWD	99.4				
Celica	00-05	2dr	FWD	102.4/93.7				
Celica Sport, Coupe GT, ST, Liftback GT	NA	2dr	FWD	98.3				
Corolla	NA	2, 4dr	FWD	94.5/102.4 / 93.7				
MR-2	-89	2dr	RWD	91.3				
MR-2	99-02	2dr	FWD	91.3				
Paseo	92-99	2dr	FWD	93.7				
Tercel	-91	4dr	FWD	95.3 / 93.7				
Engines - SCION/TOYOTA								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/C yl.	Fuel Induction	Weight (lbs)
				(cc)				
4AG	DOHC	81	77	1587	Alum, Crossflow	4	Unrestricted	1900 2000 w/alt stroke 1800
4AG	DOHC	81	85.5	1762	Alum, Crossflow	4	Unrestricted	1950 1900
7AFE	DOHC	81	85.4	1762	Alum, Crossflow	4	23mm SIR	1800/1900
							Unrestricted	
	OHV	85	78	1770	Alum, Crossflow	2	Unrestricted	1800/1900
1ZZ	DOHC	79	89.5	1794	Alum, Crossflow	4	23mm SIR	1950 1900
							Unrestricted	
3S	SOHC	84.2	90.1	1998	Alum, Crossflow	2	48mm w/42mm choke(s)	1920 1900
							Unrestricted	
20R	SOHC	88.5	89	2189	Alum, Crossflow	2	33mm SIR	2065
2AZ	DOHC	88.5	96	2362	Alum, Crossflow	4	31mm SIR	2130
	DOHC	95	89	2438	Alum, Crossflow	4	31mm SIR	2130

GT3 Cars - TRIUMPH								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
GT6, GT6+ & Mk III	-74	2dr	RWD	83				
TR-250 / TR-6	NA	2dr	RWD	88				
Engines - TRIUMPH								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	OHV	74.4	75.9	1998	Iron, Non-Crossflow	2	(3) Weber 40 DCOE w/24mm choke(s) Unrestricted	1870/1900
	OHV	74.4	95	2498	Iron, Non-Crossflow	2	(3) 45mm w/40mm choke(s) 33mm SIR	2000 2130
GT3 Cars - VOLKSWAGEN								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
Beetle	98-01	2dr	FWD	98.9				
Corrado	NA	3dr	FWD	97.3				
Golf & GTI	NA	3, 5dr	FWD	97.3 / 98.9				
Jetta	NA	4dr	FWD	97.3				
Rabbit	75-84	3, 5dr	FWD	94.5				
Scirocco	NA	3dr	FWD	94.5				
Engines - VOLKSWAGEN								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	79.5	86.4	1715	Alum, Non-Crossflow	2	(2) 45mm w/45mm choke(s) Unrestricted	1800
	SOHC	81	86.4	1780	Alum, Crossflow	2	(2) 45mm w/45mm choke(s) Unrestricted	1850 1800
	DOHC	81	86.4	1780	Alum, Crossflow	4	(2) 45mm w/28mm choke(s) Unrestricted	2000 1900
058, 06A, 06B	DOHC	81	86.4	1780	Alum, Crossflow	5	Unrestricted	1900
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	(2) 50mm w/50mm choke(s) Unrestricted	1750 1900
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	33 31mm SIR	2000
GT3 Cars - VOLVO								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
122S	NA	2dr	RWD	102.5				
142 / 142E	NA	2dr	RWD	102.5				
242 / 244DL	NA	2dr	RWD	104				
S40	NA	4dr	FWD	100.4				

Engines - VOLVO								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	OHV	88.9	80	1986	Iron, Non-Crossflow	2	Unrestricted	1930
B20	SOHC	92	80	2127	Alum, Crossflow	2	Unrestricted 33mm SIR	2180 2065
B21	SOHC	96	80	2320	Alum, Crossflow	2	Unrestricted 33mm SIR	21802130

Touring/Showroom Stock

1. Effective 10/1/09: Move the 05-08 Porsche 911 (996 3,6L) from T1 to T2 @ 3,500 lbs.
2. Effective 10/1/09: Move the 06 Porsche Cayman from T1 to T2 @ 2,775 lbs.
3. Effective 10/1/09: Move the 06 Porsche Cayman S from T1 to T2 @ 3,300 lbs.
4. Effective 10/1/09: Move the SVT Focus from SSB to SSC at 2,930 lbs.

WHAT DO YOU THINK?

In light of increased availability of aftermarket connecting rods, the CRB welcomes comments from the HP community about whether the requirement for use of stock rods still serves a purpose. It is critical for you to voice your opinion on this issue. Unless there is significant input on the question, there would appear to be no basis to consider a change in the rules.

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

Exclusively allow ColdFire system (Sanders). There is not enough testing data to mandate a standard.

Formula

FV – Allow swivel adjusters or rockers (Davis). The rules and allowed parts are adequate.

Grand Touring

1. GT – Eliminate the weight penalty on factory IRS cars (Burke). The present weight penalty is adequate
2. GT – Standardize engine location (Patten). The current rule is adequate.
3. GT – Wheel size penalty (Spencer). The current penalty is adequate.
4. GT – Reclassify the 997 Cup to GT2 (May). The potential of the car is outside the GT2 parameters.

Production

1. FP – Allow updated rotors on the Scirocco and Rabbit (Gagliardi). The specs are adequate.
2. HP – Reduce the weight of the VW 1.8, 8v (Kelly). The weight is appropriate as specified. We will continue to monitor the car's performance.

Touring/Showroom Stock

1. T1 – Reduce the weight of the CTS-V (Hund). The weight is appropriate as specified.
2. T1 – Reduce the weight of the LS3 (Ingle). The weight is appropriate as specified.
3. T1 – Reduce the weight of the Dodge Viper (Childs). The weight is appropriate as specified.
4. T1 – Allow removal of the Corvette plate cover (Glabb). This is not allowed in Touring.
5. T2 – Slow down the Cobalt (Stewart). The car is specified appropriately.
6. T2 – Reduce the weight of the Solstice (Moore). The weight is appropriate as specified.
7. T3 – Correct the Z4 weight (Leithauser). Per the process, the weight is correct.
8. SSB – Help the MX5 (Schader). The car is classified appropriately.

NO ACTION REQUIRED

GCR

Generator exhaust (Shaffer). Thank you for your input. This is an issue to discuss with your region or track management.

Formula/Sports Racing

SRF – Rain light input (Del Castillo). Thank you for your input.

Grand Touring

1. GT – SIR option for Honda B18B (Ward). Author requests letter withdrawal.
2. GT – Roadsters in GTL (multiple). Thank you for your input. Classifications will continue to be monitored.
3. GT – Recent 996 COA ruling input (Sanda). Thank you for your input.

Production

1. P – Prohibit grouping SRF with Prod/GT (Prill). Thank you for your input. We will forward this to the GCR advisory committee.
2. P – Production wheel sizes (Dowd). Spec lines take precedence on car specifications.

Touring/Showroom Stock

T2 – Help the Z4 and slow down the Solstice (Leithauser). We will continue to monitor the car's performance.

CLUB RACING TECHNICAL BULLETIN

DATE: June 2, 2009

NUMBER: TB 09-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/09 unless otherwise noted.

Formula

FA

1. Clarify Table 3, p. 173, line A by adding the following: "(not including the approved Star Mazda rear impact attenuator or the approved Star Mazda/Super Trapp Club Racing muffler assembly)".
2. Clarify section 9.1.1.A.2 Table 1, added in TB 09-06, add to the Notes in lines D and E: "Effective 10/1/09".

Production

HP

1. Volkswagen Scirocco 1780 (8-valve) (83-88), p. 460-461, change the notes as follows: "Valve lift limited to ~~.420~~ .425".

Grand Touring

GT1

1. Ford Motor Company – Ford, p. 263 classify the Falcon with 105" wheelbase.
2. General Motors Corporation – Chevrolet, p. 264 classify the 2010 Camaro body with 108/112" wheelbase.

GT2-GTL

1. Clarify section 9.1.2.F.4.i.5.C as follows: C. Only butterfly-type throttle plates for engine speed control, one per cylinder or rotor, is are permitted ~~unless using an SIR. Cars using an SIR may use any butterfly type throttle control.~~ If intake restrictors are specified on the vehicle specification line, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. SIR location is unrestricted so long as all SIR criteria are met. Restrictors shall be a minimum .060" thickness and of the specified diameter.
2. Clarify section 9.1.2.F.4.e.5 as follows: "Alternate engine and drive train components considered replacement parts, such as seals, bearings, valve guides, pushrods, water pump (including electric), timing chains/belts and sprockets, nuts, bolts, studs, washers, and gaskets are permitted. Bushings or offset keys of unrestricted origin may be installed."

GT2

1. Engines – Porsche, p. 293, change the 2808cc engine specs to read as follows: Bore x Stroke (mm): ~~95.0 x 70.4~~ 92.0 x 70.4.
2. Cars – Porsche, p. 292, clarify the 996 GT3 Cup car notes as follows: Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Updating and backdating is allowed after the factory Vehicle Technical Specifications (VTS) document is updated and approved. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed and windshield clips must be installed per GCR 9.3.52. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs) provided they do not exceed ~~18x10.5 F~~ 18x9 F and ~~18x11.5 R~~ 18x11 R. Tires per GCR. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed..

GT3

1. Classify the Volkswagen 058, 06A and 06B in GT3 as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
058, 06A and 06B	DOHC	81.0 x 86.4	1780	Alum, Crossflow	5	unrestricted	1900

American Sedan

1. Clarify section 9.1.6.D.1.o by adding the following sentence to the end of the section: "Engine must remain in stock or approved location."

Showroom Stock

SSB

1. Toyota Celica GTS (00-05), p. 489, add to the notes as follows: Ride height specifications as follows: Front-193mm: Measure the distance from the ground to the center of the front side lower suspension arm mounting bolt. Rear-225mm: Measure the distance from the ground to the center of the rear side lower suspension arm suspension member side set bolt.
2. Mazda MX-5/Miata (01-05), p. 488, add to the notes as follows: Allow SM spring and adjustable perch with the following

perch measurements: Front: top-2.00" bottom-1.50" Rear: top-1.75" bottom-1.75" Measurements are taken from above(top)/below(bottom) the spring perch to the top/bottom of the collar. Spring perch settings must be locked with the set screw.

SSC

1. Honda Accord LX & EX (03-05), classified in TB 09-02, change the weight as follows: ~~3030~~ 2985.

Spec Miata

1. Clarify section 9.1.8.C.3.c by replacing the section with the following: "1994 and newer cars may use the stock limited slip (Torsen) differentials from 94-05 models. Stock gear ratios must be retained."

Super Touring

1. Clarify section 9.1.4.A by adding the following: "No model years older than 1985 will be permitted, except that cars from model runs began before 1985 are permitted (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are permitted)."

Touring

T1

1. Porsche 911 GT3 (03-04) p.568, reduce the weight to 3100 lbs.
2. Classify the Porsche 911 Carrera (05-07) in T1, p. 568, **effective 10/1/09**, as follows:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
Porsche 911 Carrera S (05-07)	99.0 x 82.8		(F) 19 x 8	(F) 235/35	3.91, 2.32, 1.61, 1.28, 1.08, .88	3.56	(F) 331 Vented Disc (R) 331 Vented Disc	2900	
	3824	2350	(R) 19 x 11	(R) 295/30					

T2

1. Classify the BMW 135i (2009) in T2, p. 570, **effective 10/1/09**, as follows:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
BMW 135i (08-09)	84.0 x 89.6 2679	2761	(F) 18 x 8 (R) 18 x 9	(F) 225/40 (R) 255/35	4.00, 2.40, 1.58, 1.19, 1.00, 0.87	3.08	(F) 348 Vented Disc (R) 336 Vented Disc	3730	See below:

Notes: ZSP suspension package allowed. Sport seat package allowed. (2) 29.5mm Turbo Inlet Restrictor required.

2. Replace the SS and Z28 spec lines, p. 571 with the following:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
Chevrolet Camaro SS & Z28 (98-02)	99.0 x 92.0 5666	2568	17x9 (F&R)	275/40	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F)300 Vented (R)302 Vented	3530 1LE: add 100 lbs.	See below:

Notes: Power steering cooler (option code V12) is permitted. Factory optional oil cooler (P/N 52452158) and associated plumbing parts are permitted. Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 3/4 inches. Severn Motorsports brake duct kit part #ACFY3-GMF4 or Wolfe #WBD39 are permitted provided no modifications are made to the bodywork, including the chin spoiler. Canton accusump part # CA24024 or CA24006, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. GM oil and diff coolers #12480080 allowed. Ron Davis Radiator 11-16CA0002 allowed. Z28 can use original hood.

T3

1. BMW Z4i (07-08) classified in TB 09-01, correct the listing as follows: ~~BMW Z4i~~ BMW Z4 3.0si Coupe.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Estus White III vs. SOM COA 09-10-SE

May 14, 2009

FACTS IN BRIEF:

Following Race Group 9 at the March 8, 2009 Regional race at Virginia International Raceway, several protests were filed against the race results for the following reasons: the checkered flag was given on the 18th lap of the 19 lap race, and it was given to the second place car. The subsequent provisional results scored the race at the end of 18 laps, the last completely scored lap.

The Stewards of the Meeting (SOM), Robert Mayes, Walt Michael, John Willes, and John Nesbitt, Chairman, met, heard the protests lodged, interviewed witnesses and reviewed the scoring. The SOM upheld one protest and ordered that the results be revised to reflect scoring at the end of 19 laps. The revised provisional results were mailed to all Race 9 participants on March 12, 2009. Estus White III, Entrant for SM #00 in Race 9, who was not one of the protesting drivers, appealed this decision.

After the results had been mailed, the SOM modified the results a second time. On April 14, Mr. White protested this second revision and on April 16, the SOM Walter Michael and John Nesbitt, Chairman, met with Mr. White to hear his protest. The SOM reviewed Mr., White's new protest; the AMB passings file; and email testimony from a T/S worker; Clyde Bales, Southeast Division Divisional Administrator for T/S; and Carla Heath, National Administrator for T/S. The SOM disallowed Mr. White's April 12th protest and he is appealing that decision.

The COA considers that Mr. White's latest appeal supersedes his original appeal.

DATES OF THE COURT

The Court of Appeals (COA) JoAnne Jensen (Alternate), Dick Templeton, and Bob Horansky, Chairman, met on April 2 and 9, and May 7 and 14, 2009 to hear, review, and render a decision on the appeal. Dave Nokes, regular member, was not available for all meetings and was excused.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Estus White III, received March 24, 2009.
2. Observer's Report and related materials, received March 24, 2009.
3. First Revised Official race results received March 25, 2009.
4. Revised Observer's Report received March 29, 30, and April 22, 23, 2009.
5. Emails from John Nesbitt, SOM chairman, received March 30, 2009.
6. Race Lap Chart received April 1, 2009.
7. Statement from Carla Heath, NA of T/S, received April 2, 2009.
8. Re-revised provisional results received April 8, 2009.
9. Statement from Clyde Bales, SEDiv DA of T/S, received April 14, 2009.
10. White protest and related documents, email from John Nesbitt, dated April 23, 2009.
11. Second Letter of Appeal from Estus White III, received May 1, 2009.

FINDINGS

The SOM found in all its deliberations that the race was not shortened since the checkered flag was displayed to the lead car after the scheduled 45 minute race duration was complete. Therefore, they ruled that GCR 6.7.4.A. determined the proper scoring.

The COA finds that a race ends when the checkered flag is displayed, even if displayed in error. In this case, the checkered flag was displayed before the scheduled completion of the race, thus the race was shortened. Therefore, GCR 6.7.5.B. should be used to determine the proper scoring. Testimony by Carla Heath, National Administrator of T/S and Clyde Bales SEDiv DA of T/S, both support this as the proper GCR interpretation. The race should be scored as of the end of the last completely scored lap which, in this case, is lap 18.

DECISION

The Court of Appeals upholds Mr. White's appeal and directs that the results reflect the positions at the end of the last complete lap which is lap 18. The correct class finishing positions for SM are the following:

<u>Laps</u>	<u>Overall Pos.</u>	<u>Position in Class</u>	<u>Car No</u>
17	14	2	6
17	15	3	00
17	16	4	96

Mr. White's appeal is well-founded, and the appeal fee, less the amount retained by SCCA, will be returned.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | June 4-5, 2009

SOLO EVENTS BOARD

The Solo Events Board met in Blytheville, AR, June 4th and 5th. Attending were SEB members Dave Feigner, Iain Mannix, Tina Reeves, Donnie Barnes, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; Doug Gill and Howard Duncan 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 1/1/2010.

Comments regarding items published herein should be directed to seb@scca.com.

RECOMMENDED TO THE BOD

- The following previously-published items are being recommended to the BOD:

ITEM 1) Add to 16.1.L, *"Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position."* (ref. 08-680)

ITEM 2) Add to 16.1.L: *"Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance."* (ref. 09-018, 09-019, 09-102, 09-109, 09-130, 09-100, 09-128, 09-107)

ITEM 3) Revise 16.1.0 to read as follows: *"Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc."* (ref. 08-728, 09-102, 09-109, 09-130, 09-100, 09-128, 09-107)

ITEM 4) Add new item 16.1.S *"OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. All associated hardware may be removed, replaced or modified."* (ref. 08-736, 08-737, 09-102, 09-109, 09-130, 09-094, 09-100, 09-112, 09-128, 09-107, 09-214, 09-219, 09-233, 09-316)

ITEM 5) Change the second paragraph of 3.1 to read as follows: *"Models and option packages designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed model or option package is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication."*

ITEM 6) Change Appendix A listings in Street Prepared as follows: Delete from CSP, Acura RSX. Add to DSP, Acura RSX.

ITEM 7) Add new second paragraph to 13.0 as follows:

"A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car."

Also add in Appendix A, to the abbreviations: *"R – Regional Competition Only"*

GENERAL

- The SEB reviewed and updated its Strategic Plan, which is available via the SCCA website.
- Nominees are requested for the Solo Cup and Driver of Eminence awards. Descriptions of these awards are found in Appendix V of the Solo Rules.
- The following package of rule change proposals is published for member comment (ref. 09-282):
 - Change the last sentence of Appendix C, subsection A.2, to read as follows: *"In a closed car, or an open car with a removable OE hardtop, which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."*
 - Change the second sentence of 3.3.2 to read as follows: *"A roll bar meeting the requirements of Appendix C, or a roll cage meeting the requirements of Section 9.4 of the GCR, is required in all non-production vehicles in A, B, C, and F Modified, and in all open cars using non-DOT tires in the Prepared Category and in D and E Modified."*
 - Change the last sentence of the first paragraph of 3.3.2 to read as follows: *"For open cars using DOT tires, the roll bar height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top."*

SOLO NATIONALS

- The SEB is revising its previously-published item concerning the application of Appendix I (Sound Measurement Procedures) such that measurements will be taken at the 2009 Tire Rack Solo National Championships, and the results of those measurements will be recorded and posted but will be used for informational purposes only. It is anticipated that in the future the enforcement portions of Appendix I will be implemented for National events.
- The SEB discussed compliance checks for cars in various categories at the Solo Nationals, and will be making recommendations to the Chief of Impound.

STOCK

- The SAC is proposing modifications to the previously-published class reorganization proposal and is seeking member feedback on the proposal (see Fastrack, April 2009) as a whole and on these specific changes:
 - The Audi R8 (V8) listing in Option 1 of the proposal is withdrawn.
 - Change Option 2 of the proposal to read as follows:
Option 2:

Move models currently in BS into CS, merging the two classes.
Move models currently in AS into BS.
Move the following models into AS:
BMW Z4 M Coupe/Roadster '06+
BMW M3 '08+
Chevrolet Corvette '99-'04
Lexus IS-F '08+
Lotus Esprit Turbo '96-'04
Mazda RX-7 '93-'95
Mercedes C63 AMG
Porsche 911 '98-'04
Porsche Cayman S '05-08
Porsche Boxster S '05-08

The addition of the following models will be considered separately:
Porsche Cayman S '09
Porsche Boxster S '09
- The following revision to a previously published rule change proposal is submitted for member feedback:
 - Change 13.2.J to read: "Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-down and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration." (ref. 09-148, 09-166)

STREET TOURING

- Openings are anticipated on the STAC. Interested members are invited to submit their qualifications in writing to seb@scca.com.

STREET PREPARED

- In conjunction with the related Tech Bulletins (#10 and #11) in the June 2008 Fastrack, the following correction to the previously-published class listing change regarding the Subaru WRX is submitted for member comment:
 - Move the Subaru non-Sti WRX ('08-'09) from ESP to BSP onto the same line as the '08-'09 WRX STi and the '09 Impreza GT. (ref. 09-093, 09-125)
- The following rule change proposal, per the SPAC, is published for member comment:
 - Add new subsection 15.10. BB as follows: "*BB. Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.*" (ref. 09-121)
- The following group of listing change proposals, per the SPAC, is published for member comment (ref. 09-336):
 - Delete current listings:
DSP
Toyota Matrix
Pontiac Vibe
 - Add new listings:
DSP

Pontiac/Toyota

Matrix XRS (03-06), Corolla XRS (05-06), Vibe GT (03-06)

Matrix/Vibe AWD (03-08)

FSP

Pontiac/Toyota

Matrix/Corolla/Vibe (03-08) NOC

- In light of recent changes to FSP, the SPAC believes that some restructuring for Hondas within D and FSP is appropriate. The committee is requesting member feedback on the following proposals:

- Delete current listings:

DSP

Civic SOHC, VTEC ('92-'95)

Civic VTEC, SOHC ('96+)

delSol ('93-'97)

FSP

Civic ('92-'95) NOC

Civic ('96+) NOC

Civic non-Si ('96-'00)

- Replace with new listings:

DSP

delSol ('94-'96) DOHC

Civic Si ('99-'00)

FSP

Civic ('96-'00) NOC

Civic ('92-'95) All, delSol ('92-'96) NOC

- The SPAC is proposing the following listing change for member comment:

Delete the following listing (ref. 09-205):

FSP

Scirocco (8v all)

Comment: This listing is redundant with the coverage under the listing elsewhere in FSP which reads:

Rabbit & Jetta & Scirocco & Cabriolet & Pickup (8V, '75- '92) (A-1 chassis)

- The following rule change proposal is submitted for member comment (ref. 09-313):
 - Change the 4th sentence of 15.1.C to read as follows: "The updating and/or backdating of engines, transmissions, transaxles, or *unibodies* must be done as a unit; component parts *and specifications* of these units may not be interchanged."

STREET MODIFIED

- The following rule change proposal is recommended by the SMAC and published here for member comment:
 - Add new subsection 16.C.2.d as follows:
 - d) Included vehicles: Porsche Carrera GT

PREPARED

- Per the PAC, the following rule change proposals are published for member comment:
 - Remove sub-section 17.4.G.2, which currently reads: "Wheels greater than 16" in diameter will receive a 200 lb penalty."
 - Appendix A, Prepared Class C – (last two paragraphs before weights), revise to read as follows:

"All vehicles may use *wheels up to 12 inches in width*. Vehicles using greater than 10 inch wheel widths must add 50

lbs to minimum weight.

Unlimited wheel diameters are allowed in C Prepared.”

Comment: This eliminates wheel diameter weight penalties for CP.

- Remove sub-section 17.4.J.2, which refers to class FP and currently reads: “Wheels greater than 16” in diameter will receive a 100 lb penalty.”

Comment: This eliminates wheel diameter weight penalties for FP.

- The following cars have previously been published for member comment to be classed in XP. The PAC/SEB are requesting member feedback on the following allowance restricting the minimum engine size (and therefore minimum weight) allowed in these vehicles. Classifications would be effective 1/1/2010. (ref. 09-096)

Factory Five

Mk3 Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Superformance

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Noble

M12

M12GTO

M400

All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Rossion

Q1

With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Comment: The intent of displacement restrictions for kit cars is to permit commonly-installed engines, while restricting the construction of ultra-lightweight tube-frame cars in order to maintain a competitive balance with the tub-based small cars currently competing in XP.

- The PAC/SEB are seeking member feedback on classing the following vehicles in XP effective 1/1/2010 (ref. 09-096):

Mosler

MT900S

MT900R XP

All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.

MODIFIED

- Per the MAC, the following rule change proposal is published for member comment: Replace the first five paragraphs (before the current 18.1.A) with the following, and re-letter current subsections 18.1.A through 18.1.E accordingly:

“A. Eligibility

Classes DM and EM contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes CP through GP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, *meet the specifications below*, or be otherwise recognized by the SEB.

1. Kit Cars

Kit cars which were originally designed, constructed, and licensable for street use may participate in D and E Mod if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the

member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The Club will evaluate each submitted kit model individually, and the evaluation will ensure that the specific model:

- a) follows current D and E Mod rules regarding minimum floor pan dimensions (see 18.1.B.1.j).
- b) has no unusually advantageous aerodynamic features.
- c) has no exceptionally low center of gravity.
- d) has no exceptionally high strength to weight ratio.
- e) has no other unique features that would upset the competitive balance in D and E Mod.
- f) has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.

Constructed examples of approved kits are subject to the following:

- g) they will automatically take the Modified Tub weight penalty (see Appendix A).
- h) they will have the same weight/displacement scales and weight bias penalties as production-based cars.
- i) they will be allowed all the modifications that production-based cars are permitted,
- j) they are subject to the same engine/transmission restrictions as production-based cars.
- k) they must meet the same safety requirements as production-based cars.

A newly-added model is not eligible for the current year's Solo National Championships unless its listing was published no later than the July issue of the official SCCA publication.

The list of currently approved models is as follows:

(no models are currently listed).

2. Clones

Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:

- a) They are substantially similar to and recognizable as the 'original' manufactured vehicle on which they are based.
- b) Their specifications do not violate any rule stated herein.

3. Other Models

The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car.

4. Specifications

Weight and displacement specifications are as shown in Appendix A."

NOT RECOMMENDED

- Hyundai Genesis classification (09-212)

TECH BULLETINS

1. General: Revise 12.6.A to read: "An open car is a convertible (with or without a full windshield), a car with a retractable hardtop, a targa-top-type car with less than a full windshield, or a T-top-type car with less than a full windshield."
2. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:

Audi R8 4.2L ('08-'09)	SS (ref. 09-207)
Tesla Roadster (all) ('08-'09)	SS (ref. 09-273)
MINI John Cooper Works Clubman ('09)	BS

(Note: It is the SEB's intent that the MINI Clubman models be classed alongside the corresponding MINI Cooper models. When the Cooper S moves from GS to DS in 2010, the Clubman S will also move to DS)
3. Stock: Section 13.7.A.1 is clarified to read: "Substitution, addition or removal of any front anti-roll bar and its supporting hardware (brackets, endlinks, bushings, etc.) is permitted."
4. Stock: For the puposes of defining "interior panels" as in 13.5.F, the trunk is considered part of the interior (ref. 09-275).
5. Street Prepared, Errors and Omissions: Per an overlooked change passed late in 2008, correct certain DSP and FSP listings as follows:

Delete the following listings:

DSP

Sentra SE-R & NX2000 ('91+)

FSP

NX2000

Sentra 1.6L(91+)

Sentra & SE-R ('91-'94)

Add the following listing:

FSP

Nissan Pulsar, NX2000, Sentra, & SE-R ('91-'94) all

6. Street Prepared: The following new listing, effective immediately upon publication, is added to Appendix A:

Tesla Roadster ('08-'09) ASP (ref. 09-273)

Comment: The SPAC will be providing proposals addressing modifications to electric and hybrid vehicles.

7. Prepared: Per the PAC the following new listings, effective immediately upon publication, are added to Appendix A:

Audi TT FP

Mazda RX-8 FP

Nissan 350Z FP

Pontiac Solstice DP

Pontiac Solstice GXP FP

Saturn Sky DP

Saturn Sky Redline FP

8. Prepared: Per the PAC, modify the following sentence in Appendix A section on limited preparation vehicles (page 206) as follows: Replace the last sentence of the 2nd paragraph under "Limited preparation vehicles" with: "The listed allowances *for limited preparation vehicles* supersede the Section 17 rules and other Appendix A allowances where applicable."
9. Prepared: Per the PAC, cars competing in G Prepared under the Appendix A allowances for Limited Preparation vehicles may use either unmodified stock camshafts or non-stock camshafts meeting Limited Preparation restrictions. (ref. 09-185)

ROADRALLY BOARD MINUTES

RRB MINUTES | June 1, 2009

Sports Car Club of America
RoadRally Board Minutes - Final
Via conference call
June 1, 2009

The RoadRally Board (RRB) met via conference call on Monday, June 1, 2009.

Attending were: Rick Beattie, Chairman; Members: Kevin Poirier, Jeanne English, Sasha Lanz and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison. Jim Wakemen, member and Pego Mack, Nation Office were not in attendance.

Chairman Beattie called the meeting to order at 7:33 pm CST.

The Final May 4, 2009 RRB Minutes were approved. (English/Lanz)

Proceedings

1. Weekend Membership Problems

Discussion: Sasha Lanz was charged weekend memberships for every person in every car, instead of \$5 per car. The National Office has 'outsourced' this procedure instead of within SCCA Headquarters. Lanz has since been reimbursed. This needs to be cleared up. Jeanne English also reported that Cal Club has been sent an invoice for weekend memberships that had already been paid for. An article will go into the ITIS Newsletter advising people to check their records for possible problems.

2. Liaison for St. Louis Region Trust Me Rally & Scenic Byways Rally

Discussion: Rick Beattie will be the Liaison for the St. Louis rallies in August.

3. Liaison Rally Reporting

Discussion: Poirier pre-checked the SCR-24 Steel Cities rallies. Van Vleet made contact with the Michigan Rally Chairman via email. Sasha Lanz brought up the subject of limiting the number of entries in a National rally, and also the allowable number of contestants in one car for GTA National events. The board is not advocating limitations, but will need clarification from the Rules Committee.

A motion was made to run this past the Rules Committee for comment/clarification on limiting the number of entries in a National GTA event and the number of contestants in a car for a National GTA event. (Van Vleet/Lanz)

4. 2009 Photo Contest

Discussion: Jim Wakemen to take over the Photo Contest process and will be announcing the Photo Contest for 2009. Rick Beattie will send a flyer to Jeanne English for the ITIS Newsletter.

5. 2010 Rule Changes – Schedule, Rules Committee, Final Vote

Discussion: A deadline of for 2010 Rules is coming up in July.

6. Divisional Stewards Duties / NORPAC Steward

Discussion: A motion was made to appoint Cheryl Babbe as Divisional Steward for NORPAC. (Lanz/Poirier) Sasha Lanz will have a meeting with the stewards at the end of June.

7. Safety Steward Rules

Policy Manual – to include: Terms, Removal and Retraining

Discussion: It will go to the BOD meeting along with the Rules Changes.

Safety Steward Manual – GTA Revisions.

Discussion: The Safety Steward can NOT be the Rallymaster. English to revise the Safety Steward Manual. And the revised Safety Steward Manual needs to be sent to the Divisional Stewards for Review.

8. Championship Trophy Cost

Discussion: Costs to award the top 10% competitors. National Office ran out of money for the 2008 Trophies. RoadRally is the only SCCA program that gives out Year End Awards that comes out of the budget. Table this until next months meeting when Pego can attend. People listed as having only worker points (10 for the year) should not be counted and is stated so in the RRR's, with the word 'competing', would eliminate them.

9. Newsletter Distribution

Discussion: Beattie to send the BOD a letter for recommendation on distribution of the Newsletter.

Other Old Business

Discussion: None

New Business

Discussion: This is Kevin Poirier's last year on the RRB. And will ask for applications in July.

Action items

- ✓ Beattie: Letter to the BOD for Newsletter distribution.
- ✓ Beattie: A Photo Contest Flyer to Jeanne English for the ITIS Newsletter.

Next meeting

Monday, July 6, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 8:35 pm CST (English/Lanz).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | May 11, 2009

Attending:

Mark Walker, Chairman
Tom Nelson
Bob Ricker
Karl Sealander
Mark Utecht

Also attending: Howard "Duck" Allen, BOD Liaison
Lisa Noble, BOD Liaison
Pego Mack, SCCA Rally Department

1. Call to order 8:05 pm CDT

2. Minutes from April Meeting

After no additions or corrections to the April Meeting minutes were offered, Bob Ricker motioned to accept minutes as written. Mark Utecht seconded the motion. Voting on motion was unanimous.

3. Additions/corrections to agenda

Mark Walker wished to add to New Business the Board of Directors' approval of Bob Ricker as RXB Chairman beginning June 1.

4. Committee Reports

- a. Ad-Hoc Committee Report on rule changes for Protests and Appeals at National Events (Tom Nelson)

The report has been sent to the rules committee. Some discussion ensued concerning the timeline and procedures of the rules process. It was apparent with the change in the Board of Directors' approval timeline that the Rules Committee section of the RXB Policies and Procedures Manual needed to be revised also. After considerable discussion, Bob Ricker motioned to accept the following timeline changes as part of the RXB Policies and Procedures Manual:

Rules committee review of member comment (April 16th – May 31st)
Draft rule set to RXB and membership (June 1st)
Review of draft by members (June 1st – July 15th)
Rules Committee final review of member comments (July 16th – July 31st)
Review of final draft rules by RXB (August 1st – September 14th)
Submit proposed rules to SCCA BOD (September 15th)

Mark Utecht seconded the motion, and the voting was unanimous.

Tom Nelson suggested the RXB begin creating a Standing Court of Appeals as dictated by the rule changes. It was recommended that suggestions come from the RXB and from the Division RallyCross Stewards. Mark Walker will send out emails to get suggestions for appointments to the Court.

- b. RallyCross Safety Committee (Tom Nelson)

Tom Nelson noted an incident report submission for a rollover during a fun run. Mark Utecht suggested that course-conditions monitoring is too relaxed during fun runs and that a Safety Committee bulletin be issued as a reminder to maintain safety during fun runs. Tom Nelson will assemble the Safety Committee to draft a bulletin to address the problem.

- c. Rules Committee update (Mark Utecht)

Mark Utecht reported that he is working towards assembling a committee to establish rules on alternate fuels.

5. Old Business

- a. Photo Contest update: Mark Walker reported that he has received a CD of pictures from Pego Mack. It was suggested that the judges of the contest be outside of RallyCross. Several judge possibilities were suggested, and Bob Ricker volunteered to contact and secure up to four judges for the contest.

- b. Alternative Fuels: See 4.c above.

6. New Business

Mark Walker motioned that Bob Ricker take over as Chairman of the RXB by June 1st. Mark Utecht seconded the motion. Voting by the Board on the motion was unanimous. The SCCA BOD needs to make the appointment using an email approval process as the next BOD meeting is subsequent to June 1.

Motion to adjourn made by Mark Utecht and seconded by Tom Nelson. Motion carried and the meeting was adjourned at 9:00 pm CDT

Minutes prepared by: Karl Sealander 5/21/2009

Independent Auditors' Report

The Finance Committee
Sports Car Club of America, Inc. and Subsidiaries

We have audited the accompanying consolidated statements of financial position of Sports Car Club of America, Inc. and Subsidiaries (the "Club") as of December 31, 2008 and 2007, and the related consolidated statements of activities and cash flows for the years then ended. These consolidated financial statements are the responsibility of the Club's management. Our responsibility is to express an opinion on these consolidated financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe our audits provide a reasonable basis for our opinion.

In our opinion, the consolidated financial statements present fairly, in all material respects, the financial position of Sports Car Club of America, Inc. and Subsidiaries as of December 31, 2008 and 2007, and the changes in their net assets and their cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

Meigs, Houser & Company

Professional Association
Certified Public Accountants

May 7, 2009
Topeka, Kansas

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Statements of Financial Position
December 31,

<u>Assets</u>		
	<u>2008</u>	<u>2007</u>
Cash and cash equivalents	\$ 380,874	\$ 578,834
Investments	1,935,437	2,533,081
Trade receivables, less allowance for doubtful accounts of \$11,500 and \$9,500	566,900	431,594
Inventories	576,537	488,167
Prepaid insurance and other	<u>215,600</u>	<u>177,030</u>
	<u>3,675,348</u>	<u>4,208,706</u>
Building and equipment:		
Equipment	2,835,394	2,708,522
Building	<u>1,378,086</u>	<u>1,378,086</u>
	4,213,480	4,086,608
Less accumulated depreciation and amortization	<u>2,248,461</u>	<u>2,000,939</u>
Net property and equipment	<u>1,965,019</u>	<u>2,085,669</u>
Total assets	<u>\$5,640,367</u>	<u>\$6,294,375</u>
<u>Liabilities and Net Assets</u>		
Accounts payable	\$ 386,953	\$ 470,183
Other liabilities	479,847	595,762
Deferred revenue:		
Membership	788,107	860,062
Life memberships	61,999	70,653
Other	252,754	106,898
Notes payable	<u>1,950,860</u>	<u>2,084,000</u>
Total liabilities	3,920,520	4,187,558
Unrestricted net assets	<u>1,719,847</u>	<u>2,106,817</u>
Total liabilities and net assets	<u>\$5,640,367</u>	<u>\$6,294,375</u>

The accompanying summary of significant accounting policies
and notes are an integral part of these financial statements

Statements of Activities
For the Years Ended December 31.

Statements of Cash Flows
For the Years Ended December 31.

Summary of Significant Accounting Policies
December 31, 2007 and 2006

	<u>2008</u>	<u>2007</u>
Revenue:		
Sponsorships and royalties	\$ 2,838,529	\$ 2,262,773
Membership dues	2,488,996	2,474,992
Parts, kits and rebuilds	2,030,974	2,441,734
Entry and registration fees	1,802,626	1,763,368
Insurance premiums	1,784,165	1,843,064
Sanction fees	889,899	1,083,535
Competition licensing fees	843,495	848,135
Service fees	314,996	227,828
Miscellaneous	271,688	262,574
Rule books and misc. merch.	<u>258,118</u>	<u>206,187</u>
Total operating revenue	<u>13,523,486</u>	<u>13,414,190</u>
Expenses:		
Salaries and employee benefits	3,144,020	3,057,279
Cost of goods sold	1,878,086	2,241,715
Insurance premiums	1,784,378	1,687,309
Race organization activities	1,625,544	1,548,165
Office, equipment and occupancy	1,171,238	1,209,533
Public relations and marketing	985,484	538,575
Prize money	841,825	896,430
Sports Car magazine	489,674	474,014
Travel and entertainment	319,905	288,198
Committee and directors	260,935	251,183
Professional services	194,406	182,415
Other	192,369	162,965
Postage	<u>183,245</u>	<u>231,069</u>
Total operating expenses	<u>13,071,109</u>	<u>12,768,850</u>
Net operating revenue in excess of expenses	<u>452,377</u>	<u>645,340</u>
Other income (expense):		
Net investment (loss) income	(597,365)	148,589
Other	(99,970)	(49,316)
Interest	<u>(142,012)</u>	<u>(154,168)</u>
Total other expense	<u>(839,347)</u>	<u>(54,895)</u>
Change in unrestricted net assets	(386,970)	590,445
Unrestricted net assets at beg. of year	<u>2,106,817</u>	<u>1,516,372</u>
Unrestricted net assets at end of year	<u>\$ 1,719,847</u>	<u>\$ 2,106,817</u>

The accompanying summary of significant accounting policies and notes are an integral part of these financial statements

	<u>2008</u>	<u>2007</u>
Cash flows from operating activities:		
Change in net assets	\$ (386,970)	\$ 590,445
Items not requiring cash:		
Depreciation and amortization	325,185	317,224
Net realized and unrealized loss (gain) on investments	668,241	(114,978)
Gain on sale of property and equip.	(29,042)	
Reduction of forgivable notes		(29,333)
Noncash donation	8,325	8,325
(Increase) decrease in:		
Accounts receivable	(135,306)	(4,149)
Inventory	(88,370)	(37,745)
Prepays, insurance and other	(46,895)	30,408
Increase (decrease) in:		
Accounts payable	(83,230)	148,248
Deferred revenue	65,247	(103,120)
Other liabilities	<u>(115,915)</u>	<u>220,570</u>
Net cash provided by operating activities	<u>181,270</u>	<u>1,025,895</u>
Cash flows from investing activities:		
Proceeds from sale of property and equip.	34,823	
Purchases of property and equipment	(210,316)	(134,444)
Proceeds from sale of investments	1,251,326	1,074,992
Purchase of investments	<u>(1,321,923)</u>	<u>(1,108,135)</u>
Net cash used in investing activities	<u>(246,090)</u>	<u>(167,587)</u>
Cash flows from financing activities:		
Payments on notes payable	<u>(133,140)</u>	<u>(502,386)</u>
Net cash used in financing activities	<u>(133,140)</u>	<u>(502,386)</u>
Net (decrease) increase in cash and cash equivalents	(197,960)	355,922
Cash and cash equivalents at beg. of year	<u>578,834</u>	<u>222,912</u>
Cash and cash equivalents at end of year	<u>\$ 380,874</u>	<u>\$ 578,834</u>
<u>Supplemental disclosure of cash flow information at December 31:</u>		
Cash paid for interest	\$ <u>141,933</u>	\$ <u>158,057</u>
Cash paid for income taxes	\$ <u>19,114</u>	\$ <u>17,631</u>

The accompanying summary of significant accounting policies and notes are an integral part of these financial statements

Nature of Operations and Consolidation

The consolidated financial statements include the accounts of Sports Car Club of America, Inc. ("SCCA") and its wholly-owned subsidiaries, SCCA Pro Racing, Ltd. ("Pro Racing") and SCCA Enterprises, Inc. ("Enterprises"), collectively referred to as the Club. All significant intercompany items have been eliminated. SCCA was organized as a not-for-profit organization to promote interest in sports cars and automotive competition. In connection with this purpose, SCCA has several registered trademarks and trade names from which it receives product licensing royalties.

Enterprises was incorporated in 1986 as a for-profit organization to sell sports car kits and parts.

Pro Racing was incorporated in 1992, and commenced operations effective April 1, 1994, as a for-profit organization which organizes professional road racing events and related services.

Use of Estimates

The preparation of consolidated financial statements for the Club in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and reported amounts of revenues and expenses during the reported period. Actual results could differ from those estimates.

Trade Receivables

Trade receivables are stated at the amount management expects to collect from outstanding balances. Management provides for probable uncollectible amounts through a charge to earnings and a credit to an allowance for bad debt based on its assessment of the current status of accounts. Balances still outstanding after management has used reasonable collection efforts are written off through a charge to the allowance for bad debt and a credit to trade accounts receivable.

Inventories

Inventories are recorded at the lower of cost or market, using the first-in, first-out (FIFO) method. Inventories primarily consist of sports car kits and parts.

Investments

Investments in marketable securities are measured at fair value in the statement of financial position. Investment income or loss (including realized and unrealized gains and losses, interest and dividends) is included in the change in unrestricted net assets.

The Club maintains a significant portion of its total assets in a combination of stocks, bonds, fixed income securities, and other investment securities. Investment securities are exposed to various risks, such as interest rate, market fluctuation and credit risk. Due to the level of risk associated with certain investment securities, it is at least reasonably possible that changes in risks in the near term would materially affect investments and the amounts reported in the statements of financial position.

Building and Equipment

Equipment is recorded at cost and the building is recorded at the net present value of the estimated lease payments. Major improvements are capitalized, while ordinary maintenance and repairs are expensed. Management annually reviews these assets to determine whether carrying values have been impaired.

Depreciation and Amortization

Depreciation, which includes amortization of assets recorded as capital leases, is computed using the straight-line method over the estimated useful lives of the related assets.

Deferred Revenue

Amounts received as life membership dues are deferred and recognized on a straight-line basis as income over the estimated period of membership. Amounts received for annual membership dues are credited to deferred income upon receipt and recognized on a straight-line basis as income monthly over the membership year. Amounts received from sponsorships and royalties are credited to deferred income and generally recognized as income on a straight-line basis. Amounts received for organizing racing events are credited to deferred income and recognized as income in the period in which the event occurs.

Program Services

The cost of providing the various programs and other activities has been summarized on a functional basis in the notes to the financial statements. Accordingly, certain costs have been allocated among the programs and supporting services benefited.

Advertising Expense

The Club expenses advertising costs as they are incurred.

Shipping and Handling Costs

Shipping and handling costs are included in cost of goods sold.

Income Taxes

SCCA is a not-for-profit organization and is generally exempt from federal income taxes under Section 501(c)(4) of the Internal Revenue Code. Pro Racing and Enterprises are subject to federal and state income taxes and these subsidiaries account for income taxes using the asset and liability approach for financial accounting and reporting. Deferred income tax assets and liabilities are computed for differences between the financial statement basis and the income tax basis of assets and liabilities that will result in taxable or deductible amounts in the future. Such deferred income tax computations are based on enacted laws and rates applicable to the years in which the differences are expected to affect taxable income. Deferred tax assets are reduced by a valuation allowance if, based on the weight of the available evidence, it is more likely than not that these benefits will not be realized.

The Club has elected to defer implementation of FASB Interpretation 48 (FIN 48). The Club expects that the effect of adopting FIN 48 will not be material to the Club's financial position, change in net assets or cash flows.

The Club's present accounting policy for the evaluation of uncertain tax positions is to review those positions on an annual basis. A liability would be recorded in the financial statements during the period which, based on all available evidence, management believes it is more likely than not that the tax position would not be sustained upon examination by taxing authorities and the liability would be incurred by the Club.

Cash Flows

For purposes of the statement of cash flows, the Club considers all interest-bearing deposits and highly liquid debt instruments at commercial banks, purchased with original maturity dates of three months or less, to be cash equivalents.

Credit Risk

Financial instruments which potentially subject the Club to concentrations of credit risk consist of cash equivalents, marketable equity securities and trade receivables. The Club, by policy, limits the amount of credit exposure to any one financial institution and places the investments with financial institutions evaluated as highly creditworthy. Concentrations of credit with respect to trade receivable are limited due to the Club's credit evaluation process, and include obtaining customer deposits for certain services.

Notes to Financial Statements December 31, 2008 and 2007

1. Financial Instruments and Concentrations

Information regarding financial instruments and credit concentrations is as follows:

Cash and Cash Equivalents - The Club's policy is to maintain cash with various high-quality financial institutions. Cash balances at financial institutions are insured by the Federal Deposit Insurance Corporation; however, balances may occasionally exceed the insured amount.

2. Investments

The fair values of investments are based on the estimate of the amount expected to be realized if investments are sold or otherwise disposed of in an orderly transaction within a reasonable period of time. As required by SFAS 157 - Fair Value Measurements, fair value is determined using various levels of "inputs." When available, quoted market prices in the active market for identical assets (Level 1 inputs) are used to determine fair value. If quoted market prices are not available, the Company uses valuation techniques that place greater reliance on other observable factors (Level 2 inputs) and unobservable factors (Level 3 inputs). All investments are valued using Level 1 inputs.

Investments consist of the following as of December 31:

	<u>2008</u>	<u>2007</u>
Corporate stocks	\$ 971,612	\$1,591,263
Government and agency obligations	517,514	502,832
Mutual funds	334,139	361,884
Money market funds	<u>112,172</u>	<u>77,102</u>
Investments	<u>\$1,935,437</u>	<u>\$2,533,081</u>

Net investment (loss) income in the statements of activities includes the following for the years ended December 31:

	<u>2008</u>	<u>2007</u>
Dividends and interest	\$ 101,073	\$ 74,491
Net realized (loss) gain	(107,275)	99,004
Net unrealized (loss) gain	(560,966)	15,974
Investment fees	<u>(30,197)</u>	<u>(40,880)</u>
Net investment (loss) income	<u>\$ (597,365)</u>	<u>\$ 148,589</u>

3. Capital Lease Obligation

SCCA has entered into a long-term land and building lease with the Metropolitan Topeka Airport Authority (MTAA). The term of the lease is for 25 years with five renewal options for five years each. The lease qualifies as a capital lease and is recorded in the financial statements based on the present value of the future minimum lease payments.

The following is a schedule of the original estimated cost of the building related to the above lease at December 31:

	<u>2008</u>	<u>2007</u>
Building	\$1,378,086	\$1,378,086
Less accumulated amortization	<u>209,584</u>	<u>175,132</u>
	<u>\$1,168,502</u>	<u>\$1,202,954</u>

The lease is payable in monthly installments over a 22-year period from January 1, 2005 to December 31, 2026. Interest beginning January 1, 2007 (rate adjusted to 7.25%, effective April 1, 2007), will be based on a prime rate of interest minus 1% and will reset every five years.

The following is a schedule, by years, of future minimum lease payments on the building, together with the present value of net minimum lease payments, as of December 31, 2008:

	Future Minimum Capital Lease Payments
Year ending December 31:	
2009	\$ 135,041
2010	135,041
2011	135,041
2012	135,041
2013	135,041
Later years	<u>1,789,292</u>
Total minimum lease payments	2,464,497
Less amount representing interest	<u>1,099,865</u>

Present value of min. lease payments (Note 4) \$1,364,632

As part of the lease agreement with MTAA, SCCA has entered into a lease for the land that the building occupies. SCCA began making rent payments on January 1, 2005. From January 1, 2005 through December 31, 2007, the land rent is \$.07 per square foot of the total land area of the premises (approximately 92,000 square foot). From January 1, 2008 through December 31, 2010, the payment is \$.08 per square foot, \$.09 from January 1, 2011 through December 31, 2013, and \$.10

from January 1, 2014 through December 31, 2016. From January 1, 2017 through the termination of the lease, the payment is \$.10 per square foot plus \$.25 per square foot for the actual building footprint (approximately 17,620 square foot). See Note 8 for future lease commitments.

Under the renewal terms, no rent will be due for the building and the land rent will be adjusted for changes in the CPI.

4. Notes Payable

Notes payable and capital lease obligations due after one year are summarized as of December 31, as follows:

	<u>2008</u>	<u>2007</u>
Long-term debt:		
Capital lease obligation (Note 3)	\$1,364,632	\$1,399,358
Note payable to bank in monthly installments, including interest at 6.4% through April 2008, collateralized by equipment		4,185
Note payable to bank in monthly installments, including interest at 6.4% through March 2008, collateralized by equipment		7,640
Note payable to finance company in monthly installments, including interest at 1.9% through February 2009, collateralized by vehicle		<u>11,776</u>
	<u>1,364,632</u>	<u>1,422,959</u>
Margin loan:		
Margin loan payable to securities dealer, including variable interest based on prime and loan balance, collateralized by securities	<u>151,228</u>	<u>151,041</u>
Line of credit:		
Line of credit with bank, providing up to \$435,000 in short-term borrowings, including interest at prime plus .25%, maturing June 2009, collateralized by equipment, payment of \$75,000 due on or before June 1, 2009	<u>435,000</u>	<u>510,000</u>
	<u>\$1,950,860</u>	<u>\$2,084,000</u>

The aggregate maturity on the above long-term debt as of December 31, 2008 follows:

2009	\$ 37,329
2010	40,127
2011	43,135
2012	46,369
2013	49,844
Later years	<u>1,147,828</u>
	<u>\$1,364,632</u>

5. Income Taxes

Pro Racing and Enterprises recorded no provision for income taxes during the years ended December 31, 2008 and 2007 due to an offsetting valuation allowance for the deferred tax assets and the utilization of net operating loss carryforwards to eliminate any current tax incurred for the year.

The significant elements of the Club's deferred tax assets are as follows at December 31:

	<u>2008</u>	<u>2007</u>
Net operating loss carryforwards:		
Pro Racing	\$ 443,000	\$ 469,000
Enterprises	47,000	67,000
Valuation allowance	<u>(490,000)</u>	<u>(536,000)</u>
	<u>\$ -</u>	<u>\$ -</u>

At December 31, 2008, Pro Racing and Enterprises have net operating loss carryforwards for income tax purposes of approximately \$2,840,000, expiring in 2010 through 2025, and \$195,000, expiring in 2010 through 2023, respectively.

6. Program and Supporting Services

The cost of providing the various programs and other activities is summarized on a functional basis for the years ended December 31 as follows:

	<u>2008</u>	<u>2007</u>
Program:		
Pro Racing	\$ 3,809,800	\$ 3,227,479
Enterprises	2,158,170	2,568,603
Insurance	1,858,757	1,766,142
Solo racing	796,522	774,749
Membership - Pubs and convention	656,201	592,361
Club racing	584,798	601,500
Technical services	313,204	274,700
Region services	124,230	114,227
Road rally racing	<u>114,715</u>	<u>127,367</u>
Total program	<u>10,416,397</u>	<u>10,047,128</u>
Supporting:		
Administrative	1,473,030	1,459,073
Membership - Administrative	684,596	657,649
Marketing	<u>497,086</u>	<u>605,000</u>
Total supporting	<u>2,654,712</u>	<u>2,721,722</u>
Total	<u>\$13,071,109</u>	<u>\$12,768,850</u>

7. Summary of Change in Net Assets by Entity

	Net Income (Loss) Before <u>Eliminations</u>	Net Income <u>Eliminations</u>	(Loss)
2008:			
SCCA	\$ (583,259)	\$ (44,986)	\$ (628,245)
Pro Racing	101,036	28,290	129,326
Enterprises	<u>95,253</u>	<u>16,696</u>	<u>111,949</u>
	<u>\$ (386,970)</u>	<u>\$</u>	<u>-\$ (386,970)</u>
2007:			
SCCA	\$ 461,038	\$ (48,858)	\$ 412,180
Pro Racing	10,284	30,723	41,007
Enterprises	<u>119,123</u>	<u>18,135</u>	<u>137,258</u>
	<u>\$ 590,445</u>	<u>\$</u>	<u>-\$ 590,445</u>

8. Operating Leases

The Club leases facilities, land and certain office equipment under noncancelable operating leases that expire in various years through fiscal year 2026.

Minimum future lease payments under these operating leases as of December 31, 2008 are as follows. Operating lease payments include the Denver office and shop space and the Topeka land lease (Note 3).

Year ending December 31,	
2009	\$ 84,760
2010	84,760
2011	86,380
2012	86,880
2013	41,030
Thereafter	<u>180,022</u>

Total minimum future lease payments \$ 563,832

Total rental expense under all operating leases was \$86,332 and \$96,069 for the years ended December 31, 2008 and 2007.

9. Employee Benefit Plan

The Club has a 401(k) Plan that covers all employees who have attained age 21, have one year of service with the Club, and completed at least 1,000 service hours. The Club's contributions to the 401(k) Plan are discretionary. Participants are permitted to make elective deferrals in any amount from 0% up to 20% of their compensation. Participants vest in the Club's contributions at a rate of 20% per year after their third and fourth year of employment and are fully vested after five years. The Club contributed \$91,894 and \$84,019 to the 401(k) Plan during the years ended December 31, 2008 and 2007.

10. Contingencies

The Club is involved in various legal proceedings and claims that have arisen in the ordinary course of its business that have not been fully adjudicated. These actions, when finally concluded and determined, will not, in the opinion of management, have a material adverse effect upon the financial position or results of operations of the Club.

11. Insurance/Risk Management

The Club arranges liability and participant accident insurance coverage through an independent third party insurance company for all Club sanctioned events.

12. Contractual Agreements

In June of 2008, SCCA and Pro Racing entered into an agreement with WC Vision, LLC (WC Vision) to allow WC Vision to acquire all rights regarding the management and promotional control of the "SCCA Pro Racing World Challenge Series". For 2008, the agreement provides that a portion of the losses incurred for the year ended December 31, 2008 will be reimbursed under the contract. The Club received \$265,762 from WC Vision in accordance with the terms of the contract. This amount is included in sponsorship revenue in the Statements of Activities. In future years, WC Vision receives any net profits or is required to fund any net losses related to the World Challenge Series. This agreement has an initial term ending on December 31, 2013, with optional one-year extensions thereafter.

The following information is presented each year to give a clearer view of how each of the race departments performs. While this breakout by department is not specifically part of the annual audit procedures, it does agree in total to the figures contained in the annual audit report, and is produced from the accounting records that are subject to audit.

Sports Car Club of America
Statement of Departmental Operations
For the Twelve Months Ending December 31, 2008

	Club	Solo	Rally	Admin	TOTAL
Income from Activities					
Membership	\$0	\$0	\$0	\$2,343,996	\$2,343,996
Sponsorship and Royalties	\$169,490	\$311,906	\$2,769	\$16,650	\$500,815
Sanction Fees	\$497,975	\$286,783	\$18,142	\$0	\$802,900
Entry and Registration Fees	\$184,305	\$461,001	\$6,825	\$78,595	\$730,726
Service Fees	\$96,000	\$61,500	\$1,000	\$156,496	\$314,996
Licenses	\$718,148	\$470	\$0	\$7,745	\$726,363
Rulebook, Mdse, & Advertising	\$55,272	\$50,097	\$475	\$147,582	\$253,426
Fines & Fees	\$6,915	\$100	\$710	\$13,635	\$21,360
Insurance	\$0	\$0	\$0	\$1,784,166	\$1,784,166
Insurance Reimbursement from Pro	\$0	\$0	\$0	\$0	\$0
Administrative Cost Recovery - Pro Racing	\$0	\$0	\$0	\$168,063	\$168,063
Membership Dues Allocation to Pro	\$0	\$0	\$0	(\$207,360)	(\$207,360)
Misc	\$0	\$480	\$1,245	\$14,403	\$16,128
Total Income from Activities	1,728,105	1,172,337	31,166	4,523,971	7,455,579
Expenses from Activities					
Salaries and Benefits	\$213,414	\$227,438	\$85,259	\$1,727,975	\$2,254,086
Licensing Costs	\$431,362	\$527	\$0	(\$431,890)	\$0
Tech Services Costs	\$195,367	\$69,774	\$13,955	(\$279,096)	\$0
Cost of Goods Sold	\$14,673	\$21,058	\$315	\$37,623	\$73,669
Travel	\$16,712	\$42,627	\$6,291	\$44,537	\$110,167
Prize Money	\$0	\$33,065	\$0	\$0	\$33,065
Race/Annual Meeting Activities	\$165,607	\$419,894	\$14,311	\$307,964	\$907,776
Officers, Committees, & Directors	\$107,139	\$18,381	\$9,457	\$109,016	\$243,993
Printing/Forms	\$51,112	\$6,496	\$0	\$50,260	\$107,868
Marketing & Communications	\$0	\$0	\$0	\$168,488	\$168,488
Sports Car Mag/Membership Developmt	\$0	\$0	\$0	\$489,674	\$489,674
Direct Office Expenses	\$6,910	\$122	\$105	\$182,872	\$190,009
Overhead Office Expenses	\$16,830	\$42,851	\$1,439	\$817,774	\$878,894
Professional Services	\$2,000	\$0	\$0	\$1,873,740	\$1,875,740
Misc.	\$250	\$124	\$0	\$16,060	\$16,434
Total Expense from Activities	\$1,221,377	\$882,357	\$131,132	\$5,114,997	\$7,349,863
Net Operating Income (Loss)	\$506,728	\$289,979	(\$99,966)	(\$591,026)	\$105,716
Non-operating Income/(Expense)					
Income/Loss on LT Investments	\$0	\$0	\$0	(\$597,365)	(\$597,365)
Interest Income-ST Investments	\$0	\$0	\$0	\$1,687	\$1,687
Interest Income-Subsidiaries	\$0	\$0	\$0	\$45,807	\$45,807
Interest Expense - Building	\$0	\$0	\$0	(\$100,315)	(\$100,315)
Interest Expense-ST Notes	\$0	\$0	\$0	(\$11,262)	(\$11,262)
Miscellaneous	\$0	\$0	\$0	(\$27,516)	(\$27,516)
Total Non-operating Income/Expense	\$0	\$0	\$0	(\$688,964)	(\$688,964)
SCCA Net Income/(Loss)	\$506,728	\$289,979	(\$99,966)	(\$1,279,990)	(\$583,248)
Pro Racing Income (Loss)					\$ 101,040
Enterprises Income (Loss)					\$ 95,253
Total Consolidated Income (Loss)					<u>\$ (386,955)</u>

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

2009 SCCA National Championship Runoffs Home Page: <http://www.scca.com/event.aspx?hub=1&event=13506>

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>

SOLO

2009 Tire Rack Solo National Championships: <http://scca.com/event.aspx?hub=3&event=13555>

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | July 7, 2009

The Club Racing Board met by teleconference on July 7, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Russ McHugh, and Peter Keane. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; John Sheridan, BoD guest; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-06, 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 to crb@scca.com.

GCR

1. Effective 1/1/10: Add the following to the end of section 3.1.8.D:

Roll cages for existing vintage cars must, at a minimum, meet the 1972 requirements as stated in the Vintage GCR. Newly constructed "vintage" car roll cages must meet current GCR requirements.

2. Effective 1/1/10: Add the following to the end of section 9.3.11:

Brake rotors must be metallic (in other words, carbon fiber, ceramic, and other non-metallic rotors are not permitted).

Formula/Sports Racing

Item 1. Effective 1/1/10: Add the following to Table 2 in FA section 9.1.1.A:

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Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight (lbs)	Notes
Swift 016	2.3 liter Mazda Duratec	(F) 10 (R) 14 Min. & 15 in Max.	See notes	5 speed sequential	1420	<p>Drivers must have a copy of Appendix A provided by Swift Engineering available to present to Tech at their request</p> <p>Engine</p> <p>The 2.3 Liter Mazda Duratec Engine and ECU is unrestricted with the exception that a 32mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises.</p> <p>Dimensions Wheel Base 109.3 inches (277.6 cm) Overall Length 177.1 inches (449.8 cm) Overall Width Front: 76.0 inches (193.0 cm) Rear: 75.8 inches (192.5 cm)</p> <p>The overall width will be measured at the wheel hub center by projecting a vertical plane from the widest outside rim surface.</p> <p>Other Dimensions: Reference Appendix A illustrations provided by Swift Engineering.</p> <p>All dimensions of the car within this table and Appendix A shall have a tolerance of + or - 0.2 inches.</p> <p>The bodywork may not be modified in shape or size; however, replacement bodywork may be supplied by sources other than Swift.</p> <p>Wings</p> <p>The wings and end plates may not be changed. The wings must have a Swift label visible on each wing showing the following part numbers: front wing (part no. 01612-0010), front flaps (part no. 01612-1021LorR), lower element, rear wing (part no. 01613-0010), and upper element, rear wing (part no. 01613-0013). All wings must conform to the wing angles and dimensions specified in the Appendix A illustrations provided by Swift Engineering.</p> <p>Rear Wing Top Element</p> <p>The rear wing top element may be adjusted within the designed range of +2.0° to +16.0°.</p> <p>Front Wing Main Plane and Rear Wing Lower</p> <p>At all times, the front wing and lower rear wing element must be maintained at the designed angle (as seen in illustrations 4 and 5 of Appendix A provided by Swift Engineering) relative to the chassis zero line.</p> <p>Wickers</p> <p>Wickers/gurneys may be added to the top of the trailing edge of the front flaps, front main plane, and rear wing lower elements only, and may not be used on the rear wing upper element. They must be 90 degrees to the mounting surface and may be no more 0.500 inch high as measured from the upper surface of the wing element. Wicker/gurney height must remain constant across the width of the individual component span. No saw tooth wickers/gurneys are allowed. The trailing edge of wings and flaps may be drilled for the purposes of attaching wickers/gurneys.</p> <p>All wing angles shall have a tolerance of + or - 0.3°.</p> <p>Shocks absorbers must be Dynamic Suspension Model DSSV with S5 and S6 valving in the front shock absorbers and S3 and S4 valving in the rear shocks absorbers.</p>

Item 2. Effective 1/1/10: Replace FV section 9.1.1.C.5.D.29 as follows:

~~An oil sump extension may be fitted utilizing the oil strainer cover plate, provided the extension does not extend horizontally beyond the edge of the oil strainer cover plate and the capacity does not exceed 250cc. The oil pump pickup pipe may be extended into the sump extension. Accumulators (Accusump) may be fitted.~~

An oil sump extension may be fitted to the engine. In operation, all movement of oil and crankcase air in and out of the extension shall be through the original oil strainer cover opening of the engine case. No additional openings in the extension are allowed above the plane of the oil strainer flange of the engine case. The oil pump pickup pipe may be extended into the sump extension. Any baffling is allowed within the extension and may extend between the engine case and the sump extension through the original oil strainer opening. Any sump extension with an internal volume exceeding 250cc may not extend below the frame rails of the chassis when viewed from the side. Accumulators (Accusump) may be fitted.

Item 3. Effective 1/1/10: Change FF section 9.1.1.D.6, 9.1.1.D.7, and 9.1.1.D.8 as follows:

D.6. Chassis/Frame

Formula Ford 1986 construction requirements as of January 1, 1986 as revised January 1, 2010. All new Formula Ford cars are to be built to these specifications covered in D.6. through D.7.h. (Also required for Formula 2000.)

- a. The chassis shall be of steel space-frame construction. ~~Monocoque type structures are prohibited. Stabilized (honeycomb) or composite (carbon fiber or Kevlar) materials are not permitted, except as specifically authorized within these rules.~~ Forward-facing braces that protecting the driver's legs and feet shall extend from the front roll hoop to the front bulkhead. ~~(The front bulkhead is defined as the furthest forward transverse section of the main frame.) (The front bulkhead is defined as the transverse section of the frame immediately ahead of the pedals and drivers feet.)~~ The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; i.e., pedals not depressed) and shall remain behind the front bulkhead. The lower main frame rails shall be a minimum of twenty-five (25) centimeters (9.84") apart (inside dimension) from the front bulkhead to the rear roll hoop. ~~Monocoque-type structures are prohibited.~~

A stress bearing floor pan constructed from a minimum of .060" heat treated aluminum sheet or eighteen (18) gauge steel sheet is required. At a minimum, it shall extend from the front bulkhead to the rear roll hoop bulkhead. The floor pan may be constructed in multiple sections.

~~Sheet materials attached to the frame by welding, bonding, or by rivets or threaded fasteners which are located closer than six (6) inch centers, are defined as stress bearing panels. Composite or stabilized materials shall not be used for stress bearing panels. The mountings for brake and clutch pedals and cylinders (front bulkhead), instruments, (front roll hoop bulkhead), and rear roll hoop bulkhead (behind the driver) may also be stress bearing panels. No other stress bearing panels are permitted.~~

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

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

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

For either method, fasteners shall be no closer than six (6) inch centers (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

~~A stress bearing floor pan/undertray, minimum of .060" heat treated aluminum or eighteen (18) gauge steel, is required; at a minimum this shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch.~~

- ~~dc The firewall portion of the rear roll hoop bulkhead (panel) shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height. A firewall(s) between the drivers' compartment (cockpit) and the engine compartment is required. It shall extend the full width of the cockpit from the floor pan to, at a minimum, a height equal to the top of the carburetor. Forward facing ducts may be installed for the purpose of delivering air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver. (Any shape may be used to form firewall extension.) All firewall inlets shall prohibit passage of flame and debris.~~
- d. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels, may be non-ferrous, of any shape, and attached to the frame in any manner.

- e. *Impact Attenuators. See GCR 9.4.5.g.*
- f. *No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.*

D.7. Bodywork

For the purposes of these rules, "bodywork" includes all external panels that encase the frame, driver, engine, transmission, radiators, suspension pickup points, etc., that are licked directly by the air stream. Bodywork also includes panels below the floor pan, and bottoms of any side pods.

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

Length: 60cm (23.622 inches)

Width: 45cm (17.717 inches)

This width extends over a length of 30cm (11.811 inches) minimum. This minimal rectangular opening may exist anywhere forward of the bracing, and required padding will not be considered in these dimensions.

- b. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, *with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended.*
- c. Bodywork (including ~~fuel tanks~~ undertrays, floor pan, spoiler and any attached components except for suspension components) shall not exceed a maximum width of 95cm (37.44 inches). No part of the bodywork, rear spoiler, or exhaust system shall extend more than 100cm (39 inches) behind the centerline of the rear axle *nor exceed in height a horizontal plane 90cm (35.4 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage and engine air box are not included in these restrictions.* Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal section.

There shall be no forward facing gaps or openings in the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. All bodywork shall be firmly attached to the chassis.

For Formula Ford, a wing shall be defined as any shape that has a leading edge and a trailing edge and creates downforce. Wings and other airfoil devices ("dive planes, etc.), which whose primary purpose are to create aerodynamic downforce, are prohibited. No extension of the undertray or attached components for the purpose of downforce or ground effects are permitted. Any part of the car which has an influence on the aerodynamic stability of the vehicle shall be firmly attached with no provisions for adjustment to vary downforce. except that a A single rear spoiler, which may be capable of adjustment, is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.

- d. ~~No part of the bodywork or rear spoiler shall exceed the height of a horizontal plane 90cm (35.4 inches) above the ground, with the car as qualified or raced, with driver aboard. The safety roll bar/roll cage and engine air box are not included in this height restriction.~~
- ed. It is the intent of these rules to minimize (not eliminate) the use of "ground effects". A reference area is defined by the full width of the lowest surfaces of the car licked by the air stream between the front and rear axle centerlines. These surfaces may include the floor pan, undertrays, side pod bottoms and any essentially horizontal bodywork that is included in the lowest surfaces licked by the air stream. Within this defined area, the lowest surfaces licked by the air stream must be flat with a tolerance of 2.54cm.

The perimeter of any defined area surface that transitions vertically to any bodywork may use a maximum 1" radius. Mirrors and any primarily vertical bodywork (e.g., cockpit sides) that extend laterally past the outer edges of the floor pan and/or undertrays shall not be subject to this 2.54 cm rule.

~~It is the intent of these rules to minimize the use of "ground effects". Thus, for the full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) Diffuser undertrays or venturi tunnels are prohibited. No aerodynamic devices (e.g., skirts, body sides, etc.) may extend more than 1cm (0.394 inches) below the lower surface of the floor pan to the rear of the front axle. Seat buckets or other protrusions shall not circumvent this rule. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. All ducted air for heat exchangers (water/oil) shall pass through those heat exchangers.~~

The undertray aft of and below the differential centerline shall be a maximum of 16" wide and shall be unrestricted in regards to curvature but shall not have any down-turned vertical fences or intermediate vertical strakes. It shall not extend horizontally beyond the vertical body surfaces in this area. An undertray in this area is not required.

Fairings for streamlining suspension pickups are not subject to this rule; however, such fairings shall be symmetrical about their horizontal axis.

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

A non-flexible straight-edge bar shall be placed against the lower surface of the floor pan in a suitable section (unworn and flat enough to prevent rocking of the bar). from which the bar can be oriented to measure all parts of the lower surfaces. The competitor shall be responsible for the availability of such a surface. The bar shall be of sufficient length to reach all portions of the defined area from that surface. If an undertray or side pod bottom is situated below the bottom surface of the floor pan, it shall serve as the reference from which the vertical variation measurements are taken.

All measurements shall be taken vertically from the reference bar to the lower surfaces. The maximum vertical distance from the bar to any lower surface shall be 2.54 cm.

Shaping of the lower surfaces to create by providing "venturi" type tunnels is prohibited.

No aerodynamic devices (e.g., skirts, body sides, skid "planks", undertrays, skid blocks, etc) may extend more than 1 cm (.394 inches) below the defined lower surface of the floor pan aft of the front axle centerline.

- e. The engine bay undertray and any side pod bottom extensions shall not extend rearwards past the rear axle centerline, with the exception of a section directly under the gearbox or gearbox bodywork enclosure

It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. All ducted air for heat exchangers shall pass through those heat exchangers.

- f. Fuel cell air vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit.

Carbon fiber is not permitted in any external bodywork, or for any internal air ducts (e.g., radiator ducts, engine area cooling and engine air intake ducts, shock or exhaust cooling ducts). Cockpit interior panels and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.

- h. Fuel cell vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit. Fuel cell requirements per GCR Section 9.3.26.

D.8. Suspension

Suspension is defined as the system of springs, shock absorbers, control arms, links, etc., supporting the vehicle on its axles. Sway bars, sway bar links, steering components, etc., are not classified as suspension for this discussion.

All suspension components shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings, ~~and~~ bushings, spring caps, abutment nuts, shock absorber caps and nuts. Titanium and carbon fiber are prohibited.

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

Control arms and all associated items ~~which~~ that attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit.

Shock absorbers: Design - unrestricted; ~~Casing M~~ material: steel or aluminum alloy.

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

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

Item 4. Effective 1/1/10: Change S2000 section 9.1.9.B.7 as follows:

B. 7. Brakes

~~Brake calipers and rotors must be ferrous. Brake system otherwise unrestricted.~~

- a. Only the following ferrous calipers are permitted: AP LD19, AP LD20, AP LD65, ICP-20L/R, ICP-65R, ICP-14F, and Girling 14F.
- b. Aluminum alloy calipers of two-piece construction (split into two halves that are fastened together by bolts) having no more than 4 pistons and 2 brake pads are permitted. Spacers placed between caliper halves to adjust for rotor width are permitted. Maximum one caliper per wheel.
- c. Brake rotors must be ferrous. Rotor hats / bells must be ferrous or aluminum alloy.
- d. Brake system otherwise unrestricted.

Super Touring

Effective 1/1/10: Classify the 2009 Jetta TDI Cup eligible car in STU using the TDI Cup rules.

Effective 1/1/10: Classify the 2009 Jetta TDI in SSC with a 28 mm turbo restrictor at 3,200 lbs.

WHAT DO YOU THINK?

The CRB welcomes member comments, particularly from those directly involved in Formula Ford, on the following topic.

The CRB has received a proposal from Honda Performance Development (HPD) to include the Honda Fit 1.5 liter engine in the Formula Ford class. The proposal includes a general presentation of the concept, which is summarized below, and the specific FF rules changes that would be necessary. HPD has also submitted engine dynamometer graphs comparing a restricted Fit 1.5 liter engine and a current "National level" Kent FF engine. The restricted Fit engine produces slightly less horsepower than the Kent engine with a nearly identically shaped power curve. (The testing was done on the same dynamometer on the same day by a well known FF engine builder.) The Fit engine has been installed in a DB-1 chassis and has undergone over 200 miles of testing. HPD will present the car at Road America during the 40th Anniversary Formula Ford races, July 24-26. If member comment is favorable, the complete rules changes will be presented in a future *FasTrack*.

The CRB does not view this proposal to be in any way exclusive of similar future proposals for Formula Ford engines from other sources. Although the proposal includes an installation kit for the DB-1 and HPD may decide to produce kits for other chassis, use of the kit would not be required. The use of certain HPD parts would be required, but the base Fit engine could be acquired through other sources. Participants would be able to continue to use the Kent engine indefinitely. The rules for regional Club Formula Ford (and similar classes) would not be affected by this proposal unless regions chose to include it.

A Proposal for Incorporating the Honda Fit 1.5 Liter Engine in Formula Ford

Purpose: To phase in a new engine in the Formula Ford class that would substantially reduce the operating cost and extend the life of the class with a flow of new modern engines and replacement parts.

- < HPD's plan is to enhance a nationally competitive formula with parity across multiple engine models with an easily manageable rules plan for SCCA. This proposal is a "turn key" engine solution with all parts (intake through to exhaust) being a mandated single source kit sold exclusively through HPD. This professionally designed "turn key" approach along with our established manufacturing supply chain reinforces our commitment to engine reliability, durability and a low operating cost.
- < The Honda Fit with the L15A7 engine is in the beginning of what is typically a six year production life cycle and has sales estimates of over 50,000 units per year. Long-term parts availability will be secure because Federal law requires manufacturers to supply replacement parts for a minimum of ten years after cessation of production.
- < This plan would bring a new, modern and reliable engine that requires minimal maintenance labor and cost, with an expected minimum 5,000 mile service range between rebuilds. It would have minimal impact for car owners by utilizing a chassis-friendly conversion that is a bolt-in design with components supplied in kit form and not requiring irreversible changes such as welding. Class involvement would be increased by greatly reducing engine maintenance and tuning. It could be of interest to car owners that have parked their cars due to current high operating costs and could make Formula Ford a cost effective "starter class" again.

Selected features of the proposal

- < No engine modifications, only standard rebuilds using stock parts allowed.
- < Stock Honda Fit flywheel and clutch.
- < HPD oil pan and dry sump lubrication system, available in kit form from HPD.
- < An HPD manufactured exhaust manifold is required. Headers, collectors and primary pipes are eliminated; cylinder head design incorporates a single exhaust outlet flange. Only exhaust pipes after the manifold need to be added.
- < An HPD supplied ECU and wiring loom is required. The ECU is sealed and maps can not be changed.
- < Fuel injectors are stock Honda Fit production items and may not be modified.
- < An HPD supplied Intake manifold, intake restrictor plate and throttle body is required.

Parts Kits and approximate costs

- | | |
|-----------------------------------------------------------|----------|
| < Part # 06200-F21S-A00 KIT | \$12,000 |
| Complete kit for DB-1, which includes the following kits. | |
| < Part # 10000-F21S-A00 ENGINE ASSY | \$ 2,500 |
| The base engine | |
| < Part # 06015-F21S-A00 KIT | \$ 5,050 |
| Engine conversion kit | |
| < Part # 06020-F21S-A00 KIT | \$ 4,450 |
| Chassis conversion kit | |

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

Acceptable vehicle logbooks (Butler/Langlotz). The recent clarification of 9.2.1.A is necessary because, in general, we cannot know how other sanctioning bodies perform their vehicle inspections, nor do we know to what requirements and standards those inspections apply. Further, SCCA scrutineers should not make entries in the logbooks issued by other sanctioning bodies.

Formula

1. FC – Allow aluminum calipers (Wright). Ferrous calipers are currently available.
2. F500 – F600 proposal (multiple letters). We will consider the proposal when on-track and dyno performance data are available.
3. S2 – New S2000 engine proposal (DiRenzo). We will consider the proposal when on-track and dyno performance data are available.

Touring/Showroom Stock

1. T1 – Allow rear coilovers on the M3 (May). This is not allowed in Touring.
2. T1 – Allow a belt tensioner on the Corvette (Durso). There is no apparent need.
3. SSB – Help the GM F-body (Czacki). We will monitor the car's performance.

NO ACTION REQUIRED

GCR

1. Helmet mounted camera input (Palmer). Thank you for your input. Helmet mounted cameras have long been prohibited. The recent adjustment to 9.3.12 only changed the weight of devices that require a specific type of mount.
2. Vintage racing input (Sideri). Thank you for your input. Not all regions have the time in their schedules to accommodate additional race groups (vintage cars must run separately). The decision to run vintage car races must remain with the regions, as must the means of promotion.
3. Black flag restarts (Nesbitt/Dean). Thank you for your input. The question will be addressed in the next edition of the GCR by removing 6.5.C.

CLUB RACING TECHNICAL BULLETIN

DATE: July 1, 2009
 NUMBER: TB 09-07a
 FROM: Club Racing Board
 TO: Competitors, Stewards, and Scrutineers
 SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 7/1/09 unless otherwise noted.

Grand Touring GT1

1. Qvale- p. 265 add a new classification for the Mangusta with a 104" wheelbase. Note: shall use a class legal Ford engine.

Production HP

1. All Volkswagen 1780 spec lines, p.460-461, change the notes as follows: Valve lift limited to ~~.420"~~ .425".

Showroom Stock SSB

1. Mazda MX-5 (06-08), p.488, change the specs as follows: Weight (lbs): MSR: ~~2700~~ 2650 Non-MSR: ~~2550~~ 2500.
2. Mazda MX-5 Touring/Grand Touring (2009), p.488, change the specs as follows: Weight (lbs): ~~2700~~ 2650.
3. Mazda MX-5/Miata Sport (99-00), p.487, add to the notes as follows: Allow Spec Miata suspension kit with the following perch measurements: Front: top-2.00" bottom-1.50" Rear: top-1.75" bottom-1.75" Measurements are taken from above(top)/below(bottom) the spring perch to the top/bottom of the collar. Spring perch settings must be locked with the set screw.
4. Mazda MX-5/Miata (01-05), p. 488, change the notes as follows: Allow ~~SM spring and adjustable perch~~ Spec Miata suspension kit with the following perch measurements: Front: top-2.00" bottom-1.50" Rear: top-1.75" bottom-1.75" Measurements are taken from above(top)/below(bottom) the spring perch to the top/bottom of the collar. Spring perch settings must be locked with the set screw.
5. Nissan Sentra Spec-V (07-08), p.488, change the specs as follows: Weight (lbs): ~~3290~~ 3190.
6. Pontiac Solstice (06-09), p.489, change the specs as follows: Weight (lbs): ~~3050~~ 3000.

Touring T2

1. Pontiac Solstice GXP Coupe/Convertible (07-09), p.574, change the specs as follows: Weight (lbs): ~~3250~~ 3150.
2. Mitsubishi Lancer EVO 8/9/RS/GSR/MR (03-06), p.573, effective 7/22/09, change the specs as follows: Tires Size: ~~275~~ 235/45.
3. Subaru Impreza WRX STi (03-07), p.575, effective 7/22/09, change the specs as follows: Tires Size: ~~275/35~~ 235/45.
4. Subaru Impreza WRX STi (08-09), classified in TB 09-02, effective 7/22/09, change the specs as follows: Tires Size: ~~275/35~~ 235/45.
5. BMW Z4 M (2007), p. 571, change the specs as follows: Weight (lbs): ~~3500~~ 3375.
6. Combine the Firebird Formula/Trans-Am and WS-6 spec lines, p. 571 as follows:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
Pontiac Firebird Formula/ Trans-AM & WS-6 (98-02)	99.0 x 92.0 5666	2568	17x9 (F&R)	275/40	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F)300 Vented (R)302 Vented	3530 1LE: add 100 lbs.	See below:

Notes: Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 3/4 inches. Severn Motorsports brake duct kit part #ACFY3-GMF4 or Wolfe #WBD39 are permitted provided no modifications are made to the bodywork, including the chin spoiler. Canton accusump part # CA24024 or CA24006, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. GM differential cooler #12480080 allowed.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2009

NUMBER: TB 09-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/09 unless otherwise noted.

GCR

1. Clarify section 9.3.51 as follows: Windows shall be clear or uncolored, *except in Production, Super Touring, Touring and Showroom Stock if no factory or after market clear windows are available*. Officials may require the replacement of windshields that are considered a safety hazard. All closed cars shall run with both front door windows fully open.

Formula

FA

1. Correct 9.1.1A Table 3 Pro Star Mazda specs, p. 173, as follows:

B. Maximum front overhang from front wheel axis	100	102
C. Maximum height measured from the ground	94	99 @ rear wing
D. Exhaust height measured from the ground	34-44	34-53
E. Maximum height of any aerodynamic device	30	35
I. Maximum rear aerofoil width (includes endplates)	96	100
K. Maximum nose width	129	141
S. Maximum exhaust length from rear wheel axis	52	77

FC

2. Clarify the first sentence of section 9.1.1.B.4.k as follows: Intake manifold and fuel injection components: The Quicksilver RacEngines (QSRE) *intake air scoop*, intake manifold, throttle bodies, air horns, fuel rail and injector system are required and must be used with no modifications of any kind.

Grand Touring

GT

1. Cars – Mazda RX-7, p. 287 add to the notes as follows: Downing GTS body kit allowed with 75 lbs. weight increase.

American Sedan

1. Clarify section 9.1.6.D.5.e by adding to the end of the paragraph as follows: "A vacuum reservoir or booster may be added."

Touring

T2

1. BMW Z4 M Coupe (2007), p. 571, add to the notes as follows: Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed.



SUPPLEMENTARY REGULATIONS

Revised per SOM on 06/21/2009

Held under the 2009 General Competition Rules

#IDC-09-S

Online Registration at www.scca.com

1. Entries
2. Driver Eligibility
3. Tow Fund
4. Registration & Credentials
5. On-track Sessions
6. Grid
7. Start/Finish
8. Timing & Scoring

9. Pre-race Tech Inspection
10. Impound & Post Race Inspection
11. Decals/Patches
12. Penalties/Protest/Appeals
13. Race Results
14. Rules of Operation/Pits/Paddock
15. General Info
16. Race/Driver Info.

1. ENTRIES

- 1.1. All drivers shall be current Sports Car Club of America (SCCA) members in good standing, hold a current National Competition License and meet all criteria as listed under section 2.
- 1.2. Driver Eligibility: Drivers may enter as many classes as they wish and drive any car eligible for that class, provided they meet all driver eligibility requirements for each class entered.
- 1.3. One Vehicle, Multiple Classes: A driver may enter one vehicle in more than one class at this event. The driver shall have qualified for each class entered per these supplemental regulations and the vehicle shall be capable of meeting all requirements and specifications for those classes. Separate entry forms and fees are required for each class entered.
- 1.4. Registration: Online registration will be available at www.scca.com. Paper entry forms and fees (under same cover) shall be faxed to 785-232-7214 or mailed to:

SCCA
Attention: Club Racing
P.O. Box 1833
Topeka, KS 66601-1833

All fields of the entry form shall be completed to be valid. The driver bio is optional. The entry fee shall accompany the entry form (see section 1.6)

- 1.5. Entry Dates: In order to support the **Continuous Participation Rewards Program** announced on 6/11/2008, the following dates will apply:
 - June 3rd, 2009 9:00 AM CDT Registration opens for drivers who have participated in the **last** 10 or more Runoffs
 - June 10th, 2009 9:00 AM CDT Registration opens for drivers who have participated in the **last** 1 or more Runoffs
 - June 17th, 2009 9:00 AM CDT Registration open for all driversVolunteer Registration will begin at 9:00 a.m. June 3rd, 2009 CDT.
Paper or Online entries will not be accepted before the dates noted above. Entries received prior to these dates will be returned.
- 1.6. Entry Fee: Online entry fee is **\$400** payable with Visa or Mastercard. Paper entry fee is **\$410** (US Funds) payable to SCCA, Inc. The paper entry fee includes a \$10 handling fee. After midnight (CDT), Friday, August 28, 2009 (online, postmarked or dated by an express delivery service) the entry fee is \$600 for online or \$610 for paper entries. Note: An additional \$25 fee will be charged for checks returned for insufficient funds. Driver's that participated in the 2008 Runoffs will receive a \$50 discount on their entry fee (limit one class entry per driver – registration system will automatically apply the credit) per the Continuous Rewards Program.
- 1.7. Cancellation and Refunds: The cancellation deadline for a **full** refund is midnight (CDT) Tuesday, September 8, 2009. Driver/entrant may cancel by the following methods:
 - Fax – (785) 232-7214
 - U.S. mail (see section 1.4 for address)
 - E-mail – runoffs@scca.comCancellations received between Sept. 9th & Sept. 27th will be refunded the entry fee less \$175. If your entry is not accepted for the Runoffs, you will automatically receive a full refund.
- 1.8. Entry Acceptance: SCCA will not accept entries from drivers who do not meet the requirements of GCR Section 3.9.2.A. and the guidelines as set forth in these supplemental regulations.
- 1.9. Car Numbers: 2009 Runoffs participants (who competed in the 2008 Runoffs) will be given the opportunity to retain their 2008 car number. These competitors will have until 9:00 am, July 1st, CDT to register thereby securing their 2008 number. 2008 defending National Champions desiring # 1 should contact the SCCA Club Racing office for Number Assignment (see section 8.1 in the Supplemental Regulations). All 2008 numbers not registered to a 2009 participant after this date will be released and available to anyone.
 - In the case of groups with combined sessions, if there are two drivers requesting the same number, the number will go to the first one registering.
 - The official paper event entry form provides space to indicate six (6) possible numbers of your choice.
 - The official online event entry form allows you to choose your number from the remaining available numbers.
 - Permitted numbers range from 00 through 99.
 - **Changes to assigned numbers shall be made before 5 pm CST September 14, 2009.**
 - Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring.
 - Illegible numbers may not be timed or scored.
 - In addition to having numbers on the end plate, all winged Formula cars are encouraged to have numbers elsewhere on the car.
- 1.10. Entry to the Monday, September 21st, 2009 Test day will be via a registration link once you have completed your Runoffs Entry. Test day admittance will be capped at 300 cars. Registration will be on a first come, first served basis. Drivers that participated in the 2008 Runoffs will receive a 50% discount on the Monday test day entry fee.

2. DRIVER ELIGIBILITY

- 2.1. Entries will be accepted for this 2009 Interdivisional Championship Event from those drivers who meet the following for each class entered:
- 2.2. Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record and have been classified as a finisher in at least four (see GCR 3.9.2.A./B./C./D. (and Club Racing Technical Bulletin dated December 2, 2008 GCR item 2 in the January 2009 Fastrack) GCR 6.7.2 and GCR 6.7.3).
- 2.3. Shall have finished in the top ten (10) in their class in their division's 2009 National points standings.
- 2.4. Shall have accumulated at least four (4) National Championship points in 2009.
- 2.5. Defending National Champions: See section 3.9.2.B on page 20 in the 2009 GCR for requirements.
- 2.6. If you are not sure you have sufficient points to qualify, send an entry anyway. If the entry is denied, your entry fee will be refunded in full. Drivers who believe their points accumulation totals for Divisional Championship standings and National Championship Runoffs® invitations are in error, shall contact their Divisional Pointskeeper, before the entry deadline, for resolution. Only if satisfaction cannot be achieved at the Divisional level should a driver/entrant contact the National office for review of the matter.
- 2.7. In the event of a tie for tenth place, the first consideration for breaking the tie will be the above Driver Eligibility, followed by GCR 3.9.1.C.

3. TRAVEL/TOW FUND

- 3.1. A Tow Fund will be collected and maintained by the SCCA during the 2009 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®.
- 3.2. Fund Determination: A driver's payment will be determined by the following:
 - Straight line mileage from the driver's permanent residence to Road America.
 - The address will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received before the receipt of the entry.

Note: False representation of permanent residence may result in penalties as provided in GCR section 7.2.

- 3.3. Distribution of Tow Fund: Tow fund will be paid to drivers who meet the following criteria:
- Top three (3) drivers with the highest points total in each class from each Division that attend the event (no tow money will be paid to drivers living closer than 299 miles) and the maximum mileage to be paid will be 2,100 miles.
 - Shall enter on time and entry be accepted to participate in the Runoffs®
 - Shall complete registration, Tech inspection and be on-track at least once during the week.
- Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2.H).
In the event there is an unbreakable tie within a class and Division (see GCR 3.9.1.C.) affecting Tow Fund payout, both parties will receive payment.*
- 3.4. Mailing of Funds: The National office will mail tow fund checks within 60 days of the completion of the event.
- The name and address on the check will match that of the W-9 form each driver must complete prior to receiving check.
 - A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 shall be completed using the Tax ID company name; the tow fund check will be issued to that named company.
 - Federal Tax ID and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in tow fund.
- 3.5. Tow Fund Claim Deadline: All inquiries regarding tow fund shall be made by December 14, 2009. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by December 14, 2009. No claims made after this date will be considered.
- 4. REGISTRATION AND CREDENTIALS**
- 4.1. Registration Hours (All times are Central Time Zone)
- | | | |
|----------------|------------|------------------------|
| Thurs..... | Sept 17 | 9:00 a.m. - 6:00 p.m. |
| Fri-Sun | Sept 18-20 | 7:00 a.m. - 6:00 p.m. |
| Mon-Thurs..... | Sept 21-24 | 7:00 a.m. - 5:00 p.m. |
| Fri..... | Sept 25 | 7:00 a.m. - 5:00 p.m. |
| Sat..... | Sept 26 | 7:00 a.m. - 4:00 p.m. |
| Sun..... | Sept 27 | 7:00 a.m. - 12:00 p.m. |
- 4.2. Entry into Road America for those arriving after registration is closed: Drivers/entrants, crew and volunteers **without** transport vehicles or RVs may enter Road America after registration hours by showing a current SCCA membership card and signing the ROAD AMERICA waiver. Participants shall report to Registration the following day to sign in and receive event credentials.
- ROAD AMERICA will supply SCCA with a list of people entering after hours each day.
 - No race, transport vehicles or RVs will be allowed to enter after Registration closes for the day.
- 4.3. Hot-Pit Access: All crew members who need to be in hot-pit areas shall be listed as crew on the driver's entry form.
- SCCA shall provide a maximum of four passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile.
 - Only the driver or entrant may add/change free or paid-for crew names. The addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited.
 - WEEKEND SCCA MEMBERSHIPS ARE NOT VALID FOR USE DURING THE RUNOFFS.
 - Additional passes can be purchased from Road America for \$40 each.
- 4.4. Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 7.2 Penalties
- 4.5. Commemorative Photos IDs will be available at the track for \$5.00 each.
- 5. ON-TRACK SESSIONS**
- 5.1. **Schedule Modification:** SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that is undersubscribed by the Sept. 5th deadline may be combined with another class or classes for all sessions, including races.
- 5.2. Qualifying Sessions.
- Grid positions for the first qualifying session for each class will be by random number draw. The draw will be done on Monday, September 21st and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session. This process is **NON-PROTESTABLE**.
 - Combined Sessions: For combined groupings on the first day of qualifying, the group will be sorted by class with the group with the fastest track record going first. Position within each class will be determined by the process noted in preceding bullet. For the second and third days of qualifying, the group will be split by class by times from the previous day with the class with the fastest qualifier going first. This process is **NON-PROTESTABLE**.
 - During the qualifying sessions on Tuesday, Sept 27th, a **white flag** will be shown on the first lap for each group at each staffed corner station as information for drivers regarding corner station location per GCR 6.11.2. E.
 - All cars not on the grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of the field.
- 5.3. Eligibility for a Race Start: To be eligible to start the race, all cars shall qualify within 120 percent of the average of the fastest three qualifying times for their respective class.
- The Chief Steward may issue waivers to cars qualifying outside of the required 120 percent at his discretion.
 - Requests shall be made within 30 minutes of the posting of the grid.
 - Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.
- 5.4. Split Start: The SSB/T3 Race will utilize a split start with a pace car pacing each group.
- 5.5. Hardship Sessions: On Friday, Saturday and Sunday will be for **hardship** only. Any competitor may request permission to participate in the hardship lap sessions. Same day racers will have priority. Hardship laps are intended to allow competitors to check on the state of their car after repairs or adjustments have been made. Each competitor that wishes a hardship lap must request a pass for a hardship session from the Chief Steward or one of his designates prior to their race day. The pass must be presented to grid personnel prior to entering the track. The hardship lap will consist of a single traversal of the circuit from pit exit to the pit entrance. Markers will be placed on the track surface to remind competitors not to proceed past the pit entrance.
- 5.6. "Doughnuts" or reckless driving are not allowed on the track, in the paddock or on ROAD AMERICA property at any time.
- 6. GRID**
- 6.1. All cars shall enter the race track through the grid area located on the south end of the GearBox concession stand.
- Cars shall be in position and the grid cleared of crew at the one (1) minute warning.
 - Cars late to the grid shall enter the course from the grid through the pit lane.
 - The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic.
- 6.2. With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying position and be released from the pit lane at the back of the field.
- 7. START/FINISH**
- 7.1. THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT.
- 7.2. Pace laps: There will be one (1) pace lap at the start of each race. This lap does NOT count as a race lap.
- 7.3. Wave Off: In the event of a wave off of the first racing lap, the grid will continue at pace speed until the green flag is displayed by the Starter. Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black flagged and held **up to one (1) minute** in the pit lane. Other penalties may also be imposed (GCR 7.2).
- 7.4. Length of Race: Official track length is 4.0 miles; all races will be thirteen (13) laps or 40 minutes, whichever comes first. The 40 minute time limit will be in effect for all races commencing when the pole car crosses the Start/Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 6.7.3. The posted race times are green flag times.
- 7.5. One Lap to Go: A one lap to go sign with a number 1 will be displayed at the Start/Finish line indicating the last lap if possible.
- 7.6. Victory Lap: Each class winner may take a victory lap per GCR 6.8.7.
- 7.7. **Trophies will not be mailed.** If the race results are not available by the end of the day in which the race occurred, trophies will be mailed.

8. **TIMING AND SCORING**
- 8.1. All corrections, i.e., name and/or sponsor changes/additions, shall be submitted to Timing and Scoring before 5:00 p.m. on the last day of qualifying.
- 8.2. AMB TRANX 260 Transponders are required for all on-track sessions. All cars shall be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.
- 8.3. **To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line.**
- 8.4. Membership numbers may not be shown on official results.
9. **PRE-RACE TECH INSPECTION**
- 9.1. Tech Inspection Location and Hours: Tech Inspection will be held at the Registration building in the morning and at the Tech Area in the afternoons. Tech Inspection is on a first-come, first-served basis during the following hours:

Registration Building Express Tech only (Driver and Gear Check In) - see section 9.3 of these supps.

Sat-Sun..... Sept 19-20..... 7:00 a.m. – noon.

Tech

Sat-Sun Sept 18-20..... 8:00 a.m. – 6:00 p.m.

Mon-Sun..... Sept 21-27..... 7:45 a.m. – 6:00 p.m.

Note: Tech Areas will close by 8:00 PM CDT each day. Any inspections not completed by this time will be carried over to the next day.

- 9.2. Rules of Tech: The following shall be adhered to without exception:
- No engines will be run in the Tech areas at any time during the week, unless directed to do so by a Tech official. Push cars in and out of the area.
 - **Smoking is prohibited in the Tech areas.**
 - **Non-licensed minors and pets are prohibited from the Tech areas.**
- 9.3. Express Tech (Check In): If your car does not need an annual Tech and its logbook has no unresolved notations, you do not need to present your car for Technical Inspection. After you have registered, please bring the following items to Tech:
- Vehicle logbook
 - Helmet with a 2009 Club sticker
 - All Driver's suits to be used during the competition with official SCCA Club Racing patches on each suit and with the patches for any non-SCCA sanctioning body removed or covered
 - Tech sheet/vehicle declarations page (included in driver packet)
- 9.4. Vehicle Full Tech will be required if notations exist in the logbook or the car needs an annual Tech. Gear and helmet shall be presented at Tech Check-in. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing homologation shall have this accomplished prior to arrival at Road America.
- 9.5. Tech Stickers: The Runoffs® decals are your Tech inspection stickers and shall be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars and sports racers. In the event this placement is not possible, the Assistant Chief Steward of Tech will be responsible for the final placement of the Runoffs® decals. All classes must run the configuration in accordance with the declared minimum weight. If you change your declared weight, you will need to get a new tech sticker issued. If your new weight is lighter than your previous weight, you will lose your prior qualifying times.
- No vehicle will be allowed to participate in this event **without** the Runoffs® decals properly placed at **all times** during the National Championship Runoffs® from Tuesday, Sept 22, 2009, through Sunday, September 27th, 2009. A Runoffs® decal will **not** be issued until your vehicle(s) has been approved by Tech officials.
- 9.6. Two-way Radios: All cars may employ two-way radios. You may be required to change frequencies if interference occurs with event officials and/or track communications.
- Operation of radios is prohibited on the following UHF frequencies:
- | | | |
|------------|------------|------------|
| • 461.1750 | • 463.7875 | • 467.7875 |
| • 461.3000 | • 464.3250 | • 468.2250 |
| • 461.4750 | • 464.3750 | • 468.7875 |
| • 461.5875 | • 464.5250 | • 469.3250 |
| • 461.7750 | • 464.8875 | • 469.3750 |
| • 462.0000 | • 466.1750 | • 469.5250 |
| • 462.7875 | • 466.5875 | • 469.8875 |
| • 463.2250 | • 467.0000 | |
- 9.7. Back-up Car Procedures: Any additional cars and/or chassis that may be used at any time during the event shall be presented at Tech.
- The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class.
 - The Chief of Tech shall inform the Chief Steward directly or through the Tech Steward.
 - The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination before the substitution will be removed; the driver shall re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed.
- Should the driver choose to return to the original car, the driver may request that the times for the original car be reinstated.
- 9.8. Tire Rules: Formula Mazda Tire Rule 9.1.1.F.14. (A,B,C,E), ESR Tire Rule 9.1.9.G.13. (a,b,c) and FE Tire Rule 9.1.1.A.5.13 (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.
- 9.9. Scales: The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound. Scales are located in the Tech area near Pit Out.
- 9.10. Grid and Pit Lane Tech: Additional visual inspections of race cars may be conducted on the Grid and on the Pit Lane. These inspections will be non-intrusive. Items not in compliance will be noted and the competitor will be directed to Tech at the end of their session for additional inspection.
- 9.11. Stock OEM Components: Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.
- 9.12. Fuel: All cars shall use fuel purchased from the track as follows:

Class	Octane	Leaded or Unleaded
SRF, Spec Miata, Showroom Stock, Touring, rotary engine, and cars permitted to use fuel per IT requirements	93 or 100 98	Unleaded
Remaining Production, American Sedan, GT, Formula, Sports Racers	110, 112, or 116	Leaded

The track fuel pumps will be open Monday, September 14 th through Sunday, September 27, 2009.

Note: 100 and 110 Octane available 24 hours via credit card at permanent pumps. 93 and 112 octane will be available via attendant 8:00am-noon (9/14-9/20) and 8:00am-4:00pm (9/21-9/27). 116 Octane will be available via pre-order only through Road America.

- Competitors shall declare which fuel they are using.
 - Mixing fuels of different octane is prohibited.
 - These 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 Tuesday's first session or if you have changed fuel types, at a **MINIMUM**, we recommend draining your tank/cell, then add a few gallons of your spec fuel, run the car and drain the tank/cell again.
- 9.13. Fuel Testing: Fuel testing for compliance with section 9.14 of these supplemental regulations may be implemented during qualifying and post-race inspection.
- 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.

- 9.14. Data Acquisition: SCCA Technical Staff and/or Club Racing Board members and their delegates may install data acquisition equipment in a competitor's car. This program is to assist the CRB in competition adjustments; participation is mandatory, not optional and is NON-PROTESTABLE.
10. **IMPOUND AND POST RACE INSPECTION**
- 10.1. At the conclusion of each race, the first six (6) cars in each class shall proceed to the Tech area.
- Impound passes will be issued to the driver and three crew members of the impounded cars.
 - Additional cars may be ordered to the Tech areas at the discretion of the Chief Steward.
 - Cars shall remain in the Tech area with a minimum of one crew member until released. Crew members may leave the Tech area after checking with the category supervisor.
- 10.2. At the conclusion of each qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his discretion.
- 10.3. **Post Qualifying Compliance Verification:** Tech inspectors may employ non-intrusive measuring devices (P&G gauge, Whistler, etc.) throughout the week. These devices are used for a quick estimate of the measurement and do not ensure that the reading will be the same as that done during a detailed inspection, which may occur at a later time. The Tech Inspector will note on the back of the Tech card any items observed during the course of this inspection as non-compliant with GCR eligibility and/or preparation limits. The "Official Report" will be prepared by Tech and processed with the Chief Tech Steward. The Tech Decals will be marked VOID for items noted on the back of the tech card. The driver shall sign the back of the tech card to acknowledge awareness that these discrepancies exist. The car must be presented to Tech in a compliant configuration before a replacement Tech Decal will be issued. A replacement Tech Decal is required to proceed into the next session for that car.
- 10.4. Eligibility and Preparation Resolution: The Chief Steward will resolve all matters of eligibility and/or preparation non-compliance no later than ninety (90) minutes after the final qualifying session on Thursday, September 24th, 2009.
- In addition, any car impounded after its qualifying session that has a Tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.
- 10.5. During post race impound, admission to the Tech areas are restricted to authorized drivers, officials and crew members with proper credentials.
- 10.6. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.
- 10.7. Any part found to be in non-compliance with the GCR specification book and/or supplemental regulations may be retained by the SCCA, Inc. and disposed of at a later date, at its discretion.
- 10.8. The first place car in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection:
- Removal of cylinder head for measurement of bore, stroke and valve size, where restricted by the rules for the class and category.
 - A P&G gauge or other measuring device may be used in place of cylinder head removal at the option of the Chief Steward.
 - Teardown will begin within 45 minutes following the conclusion of post race ceremonies.
 - Teardown shall be completed within 4 hours, except for Showroom Stock, Spec Miata, Touring and AS.
 - The Chief Steward may modify these procedures at his sole discretion.
- 10.9. Disabled Race Car Parking: Disabled cars will be parked in the boneyard. Removal of any automobile shall be approved by the Log Book Tech Inspector.
- 10.10. Each driver is responsible for having a person available for transporting his/her vehicle to and from tech locations following on-track sessions. Vehicles may be escorted from one tech area to another.
11. **DECALS AND PATCHES**
- 11.1. All GCR required decals and patches, as well as vehicle logbooks, are available in Tech.
- 11.2. All decals and patches required for Contingency programs will be available at Driver Information located next to the gas pumps mid paddock (Sunday, September 20th from 1-4 pm and 8am-5pm September 21-27, 2009.)
- 11.3. GCR required driver suit patches will be checked during pre-race Tech inspection. Non-SCCA sanctioning body decals and patches shall be removed or covered on the driver's suit(s) and racecar. **NO DRIVER WILL BE ALLOWED ON THE PODIUM WITHOUT APPROPRIATE SCCA PATCHES ON THEIR DRIVER SUIT**
12. **PENALTIES / PROTESTS / APPEALS**
- 12.1. Penalties will be as stated in GCR section 7.2, except as follows:
- Drivers may be excluded from competing in the following year's Interdivisional Championship Event. Tow fund may not be paid to drivers/cars disqualified from the event.
- 12.2. Protests: All protests shall be lodged at the Competitor Services Center, which is located in the Farmhouse Building across from Registration. Driver advisors will be available to provide assistance. Protests shall be filed and will be heard in accordance with the provisions of Section 8.3 of the GCR except as follows:
- Anyone who may be involved in a protest and fails to be available for the Court hearing waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event.
 - Protests against the validity of an entry or the eligibility of a driver, entrant or automobile, shall be lodged no later than ninety (90) minutes after the final qualifying session for the class of car being protested.
- 12.3. **All decisions or penalties rendered by the Stewards of the Meeting may be appealed.**
- 12.4. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions:
- Appeals shall be submitted to the Competitor Services Center. The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision.
 - **A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.**
13. **RACE RESULTS**
- 13.1. Results will normally be posted within 30 minutes after the conclusion of each race at Drivers Information located next to the gas pumps mid paddock. Upon completion of the event, each competitor will be mailed the final results book.
14. **RULES OF OPERATION/PITS/PADDOCK**
- Note: All fees listed below are set by Road America.**
- 14.1. **TRACK ORDINANCE:** Racing engines shall not be run after the final checker of the day or 7:00 pm, whichever is later or before 7:30am.
- 14.2. Vehicle Registration and Rules of Operation: All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that shall be purchased at Registration for \$25. This sticker is valid for the entire 2009 Season at Road America. The sticker must be affixed to the registered vehicle along with car number and class.
- Note: Vehicle passes for handicapped persons will not be charged.**
- Vehicle passes will not be required for bicycles. **No bike riding or walking the Track after the Track closes for the day.**
- 14.3. Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts, other personal transportation and utility vehicles in the spectator areas are restricted to designated areas.
- 14.4. Speed limit is 10 miles per hour.
- 14.5. Only licensed drivers may operate pit vehicles.
- 14.6. In the pit lane, pit vehicles shall be used only for essential transportation and hauling.
- 14.7. Reckless and dangerous driving, speeding, or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 7.2 (Penalties).
- 14.8. For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility.
- The only race cars that will be allowed to be driven out of the facility will be the cars specifically used by competitors for day-to-day transportation (for example, Showroom Stock cars) or race cars going to the Engine Dyno located behind the Road America Maintenance Building across from Registration.

- Race cars are prohibited to be driven outside the paddock area (except as noted above).
- REMEMBER, DRIVERS/ENTRANTS ARE RESPONSIBLE FOR THE ACTIONS OF CREW MEMBERS.**
- 14.9. Rules of the Pit Lane and the Grid: The following are **prohibited** from the Pit Lane, Grid and Road America property
- Skateboards
 - Roller skates/blades
 - Scooters – electric or non-electric
 - Children's tricycles
- 14.10. Shoes that cover the entire foot are required of those entering the Pit Lane area. Sleeved shirts are required in the Pit Lane.**
- 14.11. Pets are welcome at Road America. Owners are required to keep their pets on a leash and clean up after them. ROAD AMERICA reserves the right to remove pets and owners who do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**
- 14.11. Posting of private classified For Sale signs is allowed in designated areas only. Road America reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.
- 14.13. Vending is not allowed on Road America property without obtaining the proper permit from Road America.
- 14.14. Rules of the Paddock: Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. Do not deface any items on Road America property. Check voltage in electrical receptacles before using.
- 14.15 OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS.** Special oil and fluid reclamation stations will be accessible throughout the paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area and notifying Road America personnel immediately.
- 14.16. Parking: If you wish to leave your equipment at Road America between events, you must notify Road America office of your intentions so that arrangements can be made. Unless prior arrangements have been made with Road America, teams arriving prior to Sunday, September 13th, 2009, may not have access to the facility.
NOTE: Drivers/volunteers are permitted to stay over Sunday night, Sunday September 27th, 2009, but need to vacate by 10:00 a.m. Monday, September 28th, 2009.
- 14.17. Reserved Parking: Optional reserved paddock parking may be obtained through Road America after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Road America website, which will have all available spaces for reservation.
- All spaces will be \$100. Spaces range from 30 x 40 to 15 x 70. Each competitor may only reserve one (1) spot per entry.
 - If you do not wish to reserve/pay for a parking spot, non-reserved free parking will be available on a first come first served basis starting at 12:00 PM CDT on Sunday, September 20th, 2009.
- 14.18. All vehicles shall be parked within your designated paddock spot. If the vehicle does not fit in this area, it shall be parked in designated overflow parking areas.**
- Each entry will be issued one parking pass designated specifically for your paddock area. This pass will allow access to the paddock area only. Additional passes may be provided by ROAD AMERICA contingent on all vehicles fitting into the paddock space.
 - All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed
 - If you have an oversized rig that will not fit in the sizes of the spaces noted in 14.15, contact Dave Dahlin at ROAD AMERICA before you reserve your spot for assistance.
- 14.18. Motorhomes/Enclosed Trailers
- Motor homes with enclosed trailers may be in the paddock space if all vehicles fit in the assigned paddock space.
 - There are designated areas for motor homes and trailers if they cannot fit within the designated paddock area.
 - Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars.
15. **GENERAL INFORMATION**
Note: All fees listed below are set by Road America.
- 15.1. SMOKING IS PROHIBITED INDOORS, as well as TECH, GRID, PIT LANE and WITHIN 20 FEET OF THE TOWER MAIN ENTRANCE.
- 15.2. Camping: Overnight competitor camping in the paddock or track-side shall be in a legitimate, self-contained motor home. No exceptions.
- Overnight tent/non-self contained vehicle camping will be available in designated areas only.
 - Bonfires or open fires are allowed in approved areas only.
 - Outdoor cooking is allowed, but please keep safety in mind.
 - Illegal drugs, fireworks, firearms or any type of explosive are not permitted on Road America property.
 - Please leave the grounds as you found them.
- 15.3. Motorhome spaces with electricity are available for \$150 and can be reserved through www.RoadAmerica.com. (There is no charge for motorhome spaces without electricity).
- Motorhomes have access to the dumping stations located west of the Medical Building and in the camping area next to the Motorplex. Services such as dump and fill will be available for an additional fee.
 - Once the team motorhome or trailer is parked in its assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal.
 - Please make your own provision for electricity, such as a generator.
16. **RACE/DRIVER INFORMATION**
- 16.1. Driver Information is located next to the gas pumps mid paddock and is the "information center" for participants. A satellite driver information station will be located near Tech. Only qualifying times and race results will be available at the satellite location.
- 16.2. Driver Information includes the following:
- Qualifying times
 - Race results
 - Sound control reports
 - Protest and appeal results
 - Messages and notification of parcel delivery.
 - Paddock location of other participants may also be available.
- 16.3. All requests for public address announcements can be made at Driver Information. Please go to Driver Information with all of your questions before going to Road America or on-site SCCA offices.
- 16.4. Package Delivery: Deliver all packages to

Road America
N7390 Hwy 67
Elkhart Lake, WI 53020

- Packages should not be sent before September 13th, 2009.
- Packages **MUST** include name of recipient or team name or delivery will be refused.
- Packages may be picked up between 9:00 a.m. - 4:00 p.m. at the designated shipping and receiving area.
- All freight deliveries will be delivered to the maintenance building.
- There is a \$5 fee for packages delivered to the track and \$50 fee for use of track equipment
- No COD packages will be accepted.
- Packages not picked up will be returned COD only if requested by a competitor and a credit card is provided for handling.
- NO RUNOFFS PACKAGES WILL BE ACCEPTED AT SCCA, INC HEADQUARTERS DURING THE EVENT.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Robert Moser vs. First Review Rules Interpretation, COA ref. No. 09-RI-02

June 25, 2009

FACTS IN BRIEF

On January 1, 2009, Robert Moser submitted a request for Rules Interpretation asking for a ruling on the compliance of the spoiler/air dam on his 1988 Honda CRX Si ITA relative to GCR 9.1.3.D.8.b. Pursuant to GCR 8.1.4., Ken Patterson, Chairman of the Stewards' Program, appointed a Review Committee of Rick Mitchell, Bob Eddy, and Tom Brown, Chairman, who met, reviewed Mr. Moser's submissions and documentation, and spoke with Mr. Moser on several occasions. They concluded that the spoiler is non-compliant because the spoiler/air dam is not mounted onto the body of the car, as mandated by 9.1.3.D.8.b.

Mr. Moser is appealing that decision to the Court.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, David Nokes, and Robert Horansky, Chairman, met on June 4, 11, 18, and 25, 2009 to hear, review, and render a decision on the request.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter and supporting documentation from Mr. Moser requesting a Rules Interpretation, dated January 1, 2009.
2. Review Committee decision, dated May 18, 2009.
3. Appeal letter from Mr. Moser, dated May 28, 2009.
4. Appeal Notification, dated May 29, 2009.
5. Email statements from Bob Dowie, Club Racing Board Chairman, dated June 14 and June 24, 2009.

FINDINGS

In the original request, Mr. Moser sought "guidance regarding whether a 'splitter' design using two or more panels that attach to the integrated bumper, the radiator support panel and inner fender liners, and that has openings in the horizontal plane between the integrated bumper and vertical face of the splitter with free flow of air behind the face of the integrated bumper is legal on an IT car under 9.1.3.D.8.b."

Multiple components may be joined to create an air dam, whose shape is unrestricted - thus allowing a "splitter" lip which must not protrude beyond the body when viewed from above. The panel must be attached to the body or bumper cover (if the car is so equipped), but no support may extend aft of the forward-most part of the front fender wheel opening. However, there may be no openings in the horizontal plane between the integrated bumper and vertical face of the air dam (splitter) that allow the free flow of air. Any openings in the air dam must be ducted to either the brakes or the oil cooler.

Mr. Moser's design incorporates unducted openings, and is therefore non-compliant.

DECISION

The Court of Appeals upholds the determination of the Review Committee that the design is non-compliant; however, the basis for the non-compliance is not the attachment design, but rather the presence of the unducted openings.

The Court of Appeals finds that Mr. Moser's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

Amendment

JUDGMENT OF THE COURT OF APPEALS

Robin Langlotz vs. SOM, COA Ref. No. 09-11-SE

June 11, 2009

FACTS IN BRIEF

At the Central Florida Region Double National / Endurance Championship Racing (ECR) Restricted Regional held at Daytona International Speedway, May 2 - 3, 2009, Robin Langlotz, Event Chairman, on behalf of Central Florida Region, filed a protest against ECR Series Chief Steward Krys Dean citing violation of GCR 9.1.8.C.6.c.2 (SM tire specification for Regional Racing). Ms. Dean announced at the drivers meeting that per the SEDIV Regional Racing Class Rules, the National specified Toyo R-888 tires would be required for the ECR Restricted Regional race. The Stewards of the Meeting (SOM) Fritz Baker, Norm Esau, Sandy Jung, Russ Smith, and Barney O'Connor, Chairman, held a hearing, heard witnesses and disallowed the protest. Mr. Langlotz is appealing that ruling.

DATES OF THE COURT

The Court of Appeals (COA), Dick Templeton, Dave Nokes and Bob Horansky, Chairman, met on May 21, 28 and June 11, 2009, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robin Langlotz, received by the COA May 8, 2009.
2. Official Observer's Report and related documents, received May 8, 2009.
3. Email from Rick Mitchell, SEDiv Executive Steward, received May 16, 2009.
4. Email from Barney O'Connor, SOM Chairman, received May 19, 2009.
5. Email from Kryz Dean, ECR Steward South, received May 22, 2009..

FINDINGS

The GCR is clear in specifying that any DOT approved tire is acceptable for SM for Regional Racing. In the special drivers' meeting for the Endurance race, the ECR Chief Steward announced that the National Toyo tire would be required for the SM cars participating in the Enduro. The basis for Ms. Dean's statement was the SEDiv Club Racing Regional Class Rules. These Rules, adopted in 1997 and reviewed annually by a SEDiv Class Review Board (CRB) pertain to the Regional only classes in SEDiv. Detailed specifications for classes such as 1T7, GTO, GTA, SPU, CF etc. which are not included in the GCR, are documented. Also included in the document is the requirement for SM to use the National Toyo tire for Regional races in SEDiv.

The Supplementary Regulations for this event refer to the GCR, FasTrack and the ECR Rules. They do not mention SEDiv Club Racing Regional Class Rules.

DECISION

The Court of Appeals upholds Mr. Langlotz's appeal. Placing a tire restriction on SM based on rules not contained in the Supplementary Regulations is outside of that rule set. Mr. Langlotz's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

The Court of Appeals, based on this decision, also instructs the chief Steward and Chief of Timing and Scoring of the event to reconsider any actions that were taken affecting finishing positions where the National SM tire was wrongfully determined to be a requirement for the event.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Ray Santomo vs. SOM, COA Ref. No. 09-14-NE
June 25, 2009

FACTS IN BRIEF

Following race group 3 at the 57th Cumberland Classic National held at Nelson Ledges Road Course on May 24, 2009, Debbie LaFond #10 HP protested Ray Santomo #22 HP for blocking, GCR 6.8.1.C. The Stewards of the Meet (SOM) Charles Dobbs, Dean Croucher, Bish Hines, Susan Robishaw and Lewis Giesy, Chairman, met, reviewed testimony and Mr. Santomo's in-car video and assessed a one position in class penalty to Mr. Santomo. Mr. Santomo is appealing that ruling.

DATES OF THE COURT

The National Court of Appeals (COA), Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on June 4th, 11th, 18th and 25th to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Ray Santomo dated/received May 26, 2009.
2. Observer's Report and related materials dated /received June 1, 2009.
3. Video from car #22 received June 16, 2009.
4. Email from Debbie LaFond received June 16, 2009.
5. Email from Patrick Gallagher received June 16, 2009.
6. Email from Scott Santomo received June 20, 2009.
7. Email from Ray Santomo received June 20, 2009.

FINDINGS

The SOM found that they could not determine if the video submitted to them as evidence by Mr. Santomo was from the event in question as it had no date/time stamp or any other indication of authenticity. In reviewing the supplied video, the COA concurred and noted that the video could possibly have been edited.

The SOM heard from three witnesses who were not party to the action, including the Starter, and this testimony corroborated the state-

ments from Ms. LaFond. Mr. Santomo presented no new evidence other than requesting the COA review his entire video.

DECISION

The Court of Appeals upholds the findings of the SOM in their entirety. Mr. Santomo's appeal is considered not well-founded and his appeal fee will be retained.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Adin Stein vs. SOM, COA Ref. No. 09-15-NP

June 26, 2009

FACTS IN BRIEF

At the San Francisco Region Double Regional at Thunder Hill Raceway held on May 22 - 24, 2009, Morris Hamm, Assistant Chief Steward, initiated a Request for Action (RFA) to the Stewards of the Meet (SOM) to investigate contact between cars SM #73, driven by Adin Stein, and SM #80, driven by Kyle Loustaunau during the Group 17 Race on May 24th. The SOM, Larry Albedi, Barbara McClellan, Dick Raymond, and Dick Templeton, Chairman, held a hearing, heard witnesses, viewed videos from both cars, read corner reports, and concluded that it was a racing incident finding no fault. Mr. Stein is appealing that ruling contending all sections of GCR 6.8.1 (On Course Driver Conduct) were violated by Mr. Loustaunau.

DATES OF THE COURT

The Court of Appeals (COA), Dave Nokes, Fred Cummings Alternate Member, and Bob Horansky, Chairman, met on June 11 and 25, 2009, to hear, review, and render a decision on the appeal. Dick Templeton, regular Court member, was recused from discussions and the decision on this appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Adin Stein received June 4, 2009.
2. Official Observer's Report and related documents, received June 4, 2009.
3. Verbal testimony from Dick Templeton, Chairman SOM, heard June 4, 2009.
4. Video copy from the Stein vehicle as viewed by the SOM, received June 9, 2009.
5. Video copy from the Loustaunau vehicle as viewed by the SOM, received June 19, 2009.

FINDINGS

The COA did a detailed review of both videos seen by the SOM, and re-examined all witness statements and all provided documentation, including post race photos of both cars. No additional statements from the notified parties were received. It is clear that Mr. Stein in car #73 was faster than Mr. Loustaunau in car #80 exiting Turn #13 and onto the straight approaching Turn #14, a right hand turn. Mr. Stein executed a pass to the left on the straight. Nearly at the completion of the pass, the left front of car #80 made contact with the right rear of car #73, causing #73 to spin, be hit by #80, and then continue into the right track barriers. Car #80 was subsequently and unavoidably hit by an unidentified following car. Both vehicles suffered extensive damage. The detailed examination by the COA of videos from both cars shows that neither driver made any overt moves at the point of contact. However, Mr. Loustaunau, in the trailing car, was in a better position to provide adequate racing room to avoid any contact, as significant track space was to his right.

DECISION

The Court of Appeals upholds Mr. Stein's appeal. Mr. Loustaunau is issued a formal reprimand and assessed one penalty point.

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

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Duane Davis vs. SOM, COA Ref. No. 09-16-NP

June 18, 2009

FACTS IN BRIEF

Following National Race #2 held at Pacific Raceways, May 23-25, 2009, Duane Davis, driver of GT-2, #1, was disqualified by a Chief Stewards Action (CSA) for "sound violation - 106's consistently." Mr. Davis protested the decision of Disqualification. The Stewards of the Meeting (SOM) John Martinsen, Rich Weixler (SIT) and Gary Meeker, Chairman, held a hearing, reviewed the evidence, heard witnesses and disallowed the protest. Mr. Davis is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton and Bob Horansky, Chairman, met on June 4 and 11, 2009, to hear, review evidence and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Duane Davis, driver of Car #1, GT-2, received June 3, 2009.
2. Official Observer's Report and related documents, received June 3, 2009.
3. Copy of Email from Duane Davis, dated May 29, 2009, received June 3, 2009
4. Copy of Email from Jim Graffy, Assistant Chief Steward/Black Flag, dated May 29, 2009, received June 3, 2009.

FINDINGS

Mr. Davis had received notification of sound problems in Qualifying Session #1 in impound, (one reading of 104 db.), after which he modified his exhaust outlet to correct the problem. In National Race #1, on May 24, 2009, he was advised at the end of the race in impound that he had exceeded the allowed sound level twice, (104 db.). He had not received any notification of the problem while he was on track. Mr. Davis noted that his repair on the exhaust outlet had become loose and repaired it again.

During National Race #2, Mr. Davis was given the mechanical black flag after he had completed 12 laps of the race. He was advised by Mr. Graffy at Black Flag that he had exceeded the sound level requirements, but he could fashion a repair and return to the race. Mr. Davis discussed this with Mr. Graffy, determined that he was second in a class of two GT-2 cars and had completed more than half of the race, so he elected to retire.

Mr. Davis proceeded to impound per the Supplementary Regulations where he was informed again of his multiple sound violations, and was told a short time later to leave impound. He learned following the posting of provisional race results that he had been disqualified for sound violations. He then spoke with Chief Steward Robert Grass who, after initially denying him the right to protest, did ultimately accept Mr. Davis' protest.

In the Observer's Report there is no evidence that Mr. Davis was given the standard warnings for sound violations contained in the "2009 Recommended Minimum Penalty Guidelines," a document written and published by the Executive Stewards of all SCCA Divisions. Nor is there any evidence that he was advised by the Assistant Chief Steward who wrote the CSA of his disqualification. Mr. Davis states that his penalty is excessively severe and that sound violations requiring a black flag during a race are not always managed consistently per the Guidelines.

DECISION

The Court of Appeals reviewed all of the evidence and documents received, and finds that important portions of SCCA sound violation procedures were not followed, nor were CSA notification procedures followed. The COA did find that Mr. Davis' car was over the allowed sound level at least five times during Race #2. The Court upholds the decision of the SOM of violation of the sound level rules, but modifies the penalty assessed by them. The COA assesses the penalty of Time, Lap, or Position (GCR 7.2.G.) by moving GT2 #1, driven by Mr. Davis, to the last finishing position of Race #2, placing him behind all compliant cars in this race and second in his class. The COA further assesses the loss of Event Points per GCR 7.4.A.3. to Mr. Davis as his car was non-compliant. This decision will result in the assessment of three (3) automatic penalty points to Mr. Davis' driving record. The Court finds Mr. Davis' appeal is well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Mark Bennett vs. SOM, COA Ref. No. 09-17-GL
June 25, 2009

FACTS IN BRIEF

At the May 31, 2009, OVR National Race at Mid-Ohio, Mark Bennett, driver of SM #11, was disqualified by a Chief Stewards Action (CSA) following post-race technical inspection by the SCCA SM Compliance Crew. Using a Katech Whistler compression measurement tool, they determined Mr. Bennett's SM had a non-compliant compression ratio. Mr. Bennett protested the CSA, requesting that his compression ratio be measured by a mechanical test instead of relying on the Katech Whistler.

The Stewards of the Meeting (SOM), Larry Dent, Rich Lankford, Duane Harrington, and Douglas Mildon, Chairman, met and determined that they did not have access to the capability to mechanically measure the compression ratio of Mr. Bennett's SM engine. They offered Mr. Bennett the sole option of shipping his engine to SCCA's Topeka, Kansas office, at his expense, in order that the test could be conducted by SCCA's technical staff. Mr. Bennett chose not to accept that offer and withdrew his protest. There is no official documentation of the SOM deliberations.

Mr. Bennett appealed multiple aspects of his disqualification including allegations that the Whistler is not a recognized device for compression ratio measurement by the GCR; the SOM improperly refused to perform the GCR defined mechanical compression ratio measurement locally; the Compliance Crew did not follow the Manufacturer's operating procedures when they used the Whistler on Mr. Bennett's car; Mr. Bennett's car was inspected with the Whistler in a different configuration than all other SMs inspected by the Compliance Crew; the Compliance Crew lacked the authority to perform post-race inspection; and finally that the SOM, Chief Steward, Race Chairman and Club Racing Board each, in one way or another, violated the GCR in some additional way.

Mr. Bennett subsequently performed Whistler tests that indicated proper compression ratio on his SM, but the car at that time was no longer within an SCCA chain of custody so these tests are not relevant.

DATES OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton, and Bob Horansky, Chairman, met on June 18 and 25, 2009 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letters of Appeal from Mark Bennett, dated June 3, 6, and 7, 2009.
2. Observers Report and related materials, received June 15, 2009.
3. Email from, Larry Dent, dated June 5, 2009.
4. Email from Bob Dowie, dated June 15, 2009.
5. Emails from Bill Pichardo, SCCA Compliance Crew, dated June 18, and 20, 2009.

FINDINGS

The COA determined that, while it is unusual for the COA to hear a case that does not have an underlying SOM decision, it would hear this case since the First Court provided flawed guidance to Mr. Bennett.

Mr. Bennett's allegations that the Compliance Crew and Chief Steward lacked the authority to conduct the post-race inspections at this race are without merit. They have that authority under GCR 5.12.2.C.5. (Powers of the Chief Steward) Allegations of improper performance by the Race Chairman and the CRB are also without merit.

The Whistler device used by the Compliance Crew is a device that infers combustion chamber volume using the acoustic resonance characteristics of the combustion chamber volume, and combined with user provided parameters, calculates a compression ratio. As such, it is an indirect direct measurement of combustion chamber volume and is sensitive to a number of factors unrelated to volume such as temperature, contaminants in the chamber air, and the quality and purity of the Whistler's required air supply. These variables must be accommodated during the unit's calibration and remain stable throughout the test. SCCA recognizes in the 2009 Runoffs Supplementary Regulation 10.3 that the Whistler is a tool that may be used to estimate compression ratios and also recognizes that it may provide a different result than a detailed measurement.

Tests performed by a member of the CRB established that the differences in the configuration of the SMs subjected to this test during the Mid-Ohio impound had a measurable and significant effect on the results obtained by the Whistler.

Even as a tool for indication of a potential problem with the compliance of a competitor's compression ratio, the device must be operated within the constraints of the Manufacturer's operating procedure. While Mr. Pichardo outlined the thoughtful reasons that this was not the case during Mr. Bennett's inspection, the requirement remains and these measurements were flawed.

The GCR defines Compression Ratio as the ratio of the sum of swept volume and upswept volume to the upswept volume, and SCCA publishes a detailed procedure for measuring the two necessary volumes. Measuring an engine's compression ratio using this procedure is common in the racing community, does not require expensive equipment, is not unduly time consuming, and does not require unusual skills for competent scrutineers.

Mr. Bennett's protest, requesting the usual compression ratio measurement be performed on his engine, was reasonable and should have been upheld. Factors such as confusion as to the Compliance Crew's authority and responsibility, the lack of an identified capability to perform the standard compression ratio measurement, or the time constraints of some officials should not have abridged Mr. Bennett's right to this test. It was unreasonable to suggest that his only option was to ship his engine to Topeka at his expense.

If SCCA desires to utilize the Whistler as a primary compression ratio measurement tool, it should establish and publish standard operating procedures as well as including the conditions for the application of this device within the GCR.

DECISION

The Court of Appeals upholds Mr. Bennett's appeal and directs that his original finishing position be restored.

Mr. Bennett's appeal is well-founded, and his appeal fee, less the amount retained by SCCA, will be returned.

TIME TRIALS ADMINISTRATIVE COUNCIL MINUTES

TTAC MINUTES | June 16, 2009

The Time Trials Administrative Council met via conference call on 6/16/2009 at 7:30 PM CST. The following members participated: TTAC Chairman / NEDIV Matt Rowe, CENDIV Tony Machi, GLDIV Dan Coughnour, MWDIV Ed Settle, NORPAC Dave Deborde, RMDIV Josh Hadler, SWDIV Kent Carter, SEDIV Mark Rothermel, BOD Liaison Marcus Meredith, BOD Member Howard Allen.

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) Autoform Roll bar for Viper submitted for approval (Winter)
 - < After extensive discussion over several months, the TTAC can not approve or disapprove any proposed roll bar design. The local tech inspector is responsible for reviewing the design and installation in accordance with the TTR. (Carter/Coughnour) PASSED Unanimous
 - < Motion to request TTSC to review the level 1 & 2 roll bar rules to clarify interpretations and coordinate with Solo to ensure consistency between the rule sets. (Rowe/Coughnour) PASSED Unanimous
 - < Motion TTSC to review FIA appendix J procedures on alternate designs for position on adoption into the TTR. (Carter/Rothermel) PASSED Unanimous
- b) TT License forms accepted as proposed by National after the removal of automatic renewal event minimum requirements. (Settle/Josh) PASSED Unanimous

New Business

- a) Arm Restraint Rules – Conflict between 12 and 3.1.3.4
Motion to refer issue of arm restraints in PDX to TTSC to review if the rule should be changed. (Machi/Settle) – Passed (For Machi, Coughnour, Rothermel, Rowe) (Opposed Hadler, Carter, Settle)
- b) Timeline for 2010 TTR – Submission to BOD for October 15th meeting, TTR changes to be submitted to Fastrack by July TTAC meeting.

Minutes submitted by: Matt Rowe - TTAC Chairman

SOLO EVENTS BOARD MINUTES

SEB MINUTES | June 24, 2009

SOLO EVENTS BOARD

The Solo Events Board met by conference call June 24th. Attending were SEB members Dave Feigner, Tina Reeves, Donnie Barnes, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; Lisa Noble of the BOD; Doug Gill 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 1/1/2010.

Comments regarding items published herein should be directed to seb@scca.com.

STOCK

- Regarding Item 7 recommended to the BOD in the SEB minutes of 6/4-5 (as published in the July Fastrack), the text of this item should read: "A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the Stock classes."
- The SAC will be making its final recommendation regarding moving the Boxster to BS after the Solo Nationals. (09-163)
- The following rule change proposal is published for member comment:

Revise 13.2.1 to read:

"Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal 'harness bar' may be used as part of the installation hardware for allowed driver restraints *provided it has no more than two attachment points and is bolted at those locations. A 'C' type harness bar may also be used. It may have four bolted attachment points (two primary, and two supporting connections to resist rotation.) Truss type harness bars are not allowed.*" (ref. 08-686)

STREET TOURING

- Per the STAC, the following rule change proposal is published for member comment:
Change subsection 14.10.1 to read as follows:
"Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic *and/or acoustic function.*"
- Per the STAC, the following revised version of the STR proposal is published for member comment (significant changes are shown in *italics*):

"Street Touring Class R (STR)

Class requirements and restrictions:

- *Only those cars listed below are eligible*

Eligible vehicles are:

- Honda S2000
- Mazda Miata (*except Mazdaspeed*)
- Mazda MX5 Miata ('06-'09)
- Toyota MR2 (*non S/C, non-turbo*)
- Toyota MR2 Spyder
- BMW Z3 (*non-M*)
- BMW Z4 (*non-M, non-turbo*)
- BMW M Coupe & M Roadster (1998 to 2000)
- Mazda RX7 (*non-turbo*)
- Porsche 924 & 944 (*non-turbo*)
- *Porsche 911 (1984 to 1989 Carrera 3.2)*
- *Porsche 968*
- Pontiac Solstice (*non-turbo*)
- Saturn Sky (*non-turbo*)
- Datsun 240Z & 260Z & 280Z & 280ZX (*non-turbo*)
- Nissan 350Z

Additional class notes include:

- Tire Allowances (add to 14.3):
AWD – 225mm
2WD – 255mm
- Wheel Allowances (add to 14.4):
AWD – 7.5"

2WD – 9”

- Catalytic Converters (add to 14.10.E):
Same as ST, STS allowance.
- Limited Slip Differentials (add to 14.10.K):

Aftermarkets units allowed per STX/STU rules.”

NOTE, per the STAC: Classing for STR will not be formula based, but will utilize a list of eligible vehicles. Cars *not* on this list are not eligible. However, as in all subjective classing, cars may be petitioned by the membership for inclusion and will be reviewed on a case by case basis.

STREET PREPARED

- The SEB thanks Jim Crider for his service to the membership on the SPAC.
- Per the SPAC, the following listing change proposal is published for member comment:
Remove from FSP the listing “Mazda Protégé” and add the following in its place:
Mazda
Protégé ('89-'98)
Protégé ('99-'03)
- The following revised group of listings change proposals, previously published in the July Fastrack, is submitted for member comment (changes from the previous version are shown in italics):
 - Delete the following current listings:
DSP
Civic SOHC, VTEC ('92-'95)
Civic VTEC, SOHC ('96+)
delSol ('93-'97)
FSP
Civic ('92-'95) NOC
Civic ('96+) NOC
Civic non-Si ('96-'00)
 - Replace with new listings:
DSP
delSol ('94-'96) DOHC
Civic Si ('99-'00)
Civic Si ('02-'05)
Civic Si ('06-'09)
FSP
Civic ('96-'00) NOC
Civic ('92-'95) All, delSol ('92-'96) NOC
Civic ('01-'05) NOC
Civic ('06-'09) NOC

FORMULA JUNIOR / F125

- Per the KAC, the following is added effective immediately:
Add new 19.2.A.3 as follows:
“3. Formula Junior C [This is a Regional-Only, **Restricted Availability** class. Available by prior approval from the Solo Competition Manager only.]
 - a. AGE: 5 years to 7 years
 - b. ENGINES:
 - 1. Comer 50/51 only.
 - A. Fuel: Gas and Oil
 - B. Carburetor, exhaust and clutch as supplied with engine from manufacturer.
 - C. Weight: no weight restriction is imposed at this time.
 - c. CHASSIS:
 - 1. “BabyKart”, “Kid Kart” and “Cadet Kart” size racing-style chassis only. Intermediate and full-sized racing chassis’ are inappropriate for this class, regardless of any adaptation or modifications.
 - d. TIRES:
 - 1. SL-compound racing slicks, factory durometer (hardness) listings of 60 or higher. Size 10 X 4.50 - 5 or 10 X 4.60 - 5 front and rear.”

NOT RECOMMENDED

- Mini Cooper Classing (09-323) *Comment:* The SAC believes the non-S Mini Cooper is classed appropriately in HS at this time, and will continue to monitor the class.
- Minivan classing (09-355) *Comment:* The SSF guidelines will not be changed.

TECH BULLETINS

1. Street Touring: Per the STAC, the following is added to 14.6.E, as a new second sentence: "*Thickness includes the individual plates of a vented rotor, as well as the overall dimension.*" Note: 14.6.E is intended primarily to facilitate popular track-day big brake kits, not as a means of weight reduction. (ref. 09-193)
2. Formula Junior: Per the KAC, revise the first sentence of 19.2.D to read as follows: "*Unless otherwise stated, for all classes wet or dry clutches are allowed.*" (ref. 09-361)
3. Formula Junior: Per the KAC, adjustments to Formula Junior weights are made (effective immediately) as follows:
 - 19.2.A.1.b.1.B. Weight: 265 lbs for gas-fueled karts and 270 lbs for methanol-fueled karts.
 - 19.2.A.2.b.4.C. Weight: 255 lbs.(ref. 09-361) Note: these are parity adjustments, based on available power levels.

ROADRALLY BOARD MINUTES

RRB MINUTES | July 6, 2009

The RoadRally Board (RRB) met via conference call on Monday, July 6, 2009.

Attending were: Rick Beattie, Chairman; Members: Kevin Poirier, Jeanne English, Sasha Lanz, Jim Wakemen and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison. Pego Mack, National Office was not in attendance.

Chairman Beattie called the meeting to order at 7:32 pm CST.

The Final June 1, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. RRB December Vacancy

Discussion: Pego will be posting for this vacancy on the website.

2. Liaisons/Sanctions for Upcoming National Rallies

Discussion: Beattie reported on the SCR24 rally last month, with 11 cars the first day and 5 cars for the second day. English reported on Steele Haul Rally. Van Vleet reported on the Michigan Rally in September and has some questions on the GI's that was given to the RRB. Van Vleet reported having 2 entries so far for the USRRC.

3. Photo Contest

Discussion: Beattie to do another Forum Post on the Photo Contest.

4. Real Magnet via Inside Line

Discussion: The Newsletter, the Calendar and the Points Standing need to be in a better spot on the website. Rick Meyer at SCCA Headquarters has obtained a copy of Real Magnet, a website publishing driver that can be used for the ITIS Newsletter and other articles. Rick Meyer is willing to help us put articles out on the Real Magnet. Links to the SCCA's Website could be embedded in the articles as well. The ITIS Newsletter could virtually be sent to every SCCA member. Beattie will be in contact with Rick Meyer and the RRB in regards to who, what, when and where to send newsletters, articles etc.

5. Divisional Safety Stewards Meeting Report

Discussion: Lanz had a Division Safety Steward meeting and only a few Stewards calling in due to a pin number problem. He will have another DSS Meeting in a couple of months.

6. Liaison Rally Reporting

Discussion: Sasha Lanz brought up the subject last month of limiting the number of entries in a National rally, and also the allowable number of contestants in one car for GTA National events. The board is not advocating limitations, but will need clarification from the Rules Committee.

A motion was made last month to run this past the Rules Committee for comment/clarification on limiting the number of entries in a National GTA event and the number of contestants in a car for a National GTA event. (Van Vleet/Lanz) This currently still needs to go the Rules committee via Wakemen.

7. 2010 Rule Changes – Schedule, Rules Committee, Meeting, Final Vote

Discussion: Deadline for 2010 Rules is coming up.

8. Divisional Stewards Duties / NORPAC Steward

Discussion: After consultation with the BOD, the RRB is again searching for a Divisional Steward for NORPAC. Pego will be posting for this vacancy on the website.

9. Safety Steward Rules

Discussion: Beattie and English are still working on the Safety Steward Manual – GTA Revisions.

10. Championship Trophy Cost – table it for next meeting.

Discussion: From last month: Costs to award the top 10% competitors. National Office ran out of money for the 2008 Trophies. RoadRally is the only SCCA program that gives out Year End Awards that comes out of the budget. Table this until next months meeting when Pego can attend. People listed as having only worker points (10 for the year) should not be counted and is stated so in the RRR's, with the word 'competing', would eliminate them. This was tabled until next month.

Other Old Business

Discussion: None

New Business

Discussion: None

Action items - None

Next meeting

Monday, August 3, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 8:45 pm CST (English/Lanz).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | May 11, 2009

RallyCross Board Meeting Minutes

Date: 6/8/2009

Conference call

Attending: Bob Ricker, Chairman; Tom Nelson; Karl Sealander; Mark Utecht; Jayson Woodruff; Howard "Duck" Allen, BOD Liaison; Pego Mack, SCCA Rally Department

1. Call to order 8:05 pm CDT

2. Additions/corrections to agenda

Bob Ricker requested that we discuss accepting Charles Wright as Southeast Division RallyCross Steward. See 5d below.

3. Minutes from May Meeting

Mark Utecht motioned to accept minutes as written. Jayson Woodruff seconded the motion. Voting on motion was unanimous.

4. Committee Reports

- a. RallyCross Safety Committee (Tom Nelson)

Nothing new was reported.

- b. RallyCross Rules Committee (Mark Utecht)

Mark Utecht reported that the proposed changes to the rules had been posted at the SCCA Forums where comments from the membership are expected. He also noted that among the car classing rules posted, the Modified changes are intended to reduce wording.

5. Old Business

- a. Standing Court of Appeals: Pego Mack will send emails to Divisional Stewards for name suggestions. Bob Ricker will contact Mark Walker about any possible appointment considerations.

- b. Photo Contest: Bob Ricker indicated that he needed to make more contacts, and that he would be contacting Grassroots Motorsports. He also will contact Mark Walker about the photos for the flyer. Tom Nelson asked when the contest starts and ends. Pego Mack indicated it was for the calendar year.

- c. Rollover Reports: Bob Ricker asked to see reports. Currently, all reports are distributed to the Safety Committee only. Pego Mack indicated that the RXB would be copied on all incident reports from now on.

- d. Southeast Division RallyCross Steward: The position of Southeast Division RallyCross Steward has been published for the required 2-month period. Charles Wright submitted his application and resume in early April. No other applications have been received. With little further discussion, Mark Utecht motioned to approve Charles Wright as Southeast Division RallyCross Steward. Karl Sealander seconded the motion. Voting was unanimous with Jayson Woodruff abstaining.

6. New Business

- a. Protest and Appeals Rules added to the Supplemental Regulations of all National events in 2009: Mark Utecht asked to discuss and motioned to include draft as written to supplemental regulations as of July 1. Tom Nelson seconded the motion. Mark Utecht asked if they are needed for all National events besides the National Championship. He suggested

that not all parts apply to Protests and Appeals but also include operational procedures as well. Mark then asked if the RXB is allowed to mandate supplemental regulations without BOD approval. At that point Mark Utecht made a new motion that the RXB highly recommend that all National events adopt the Protest and Appeals proposed rules as written. Tom Nelson seconded the new motion. Voting on the motion was unanimous. Pego Mack suggested that Mark Utecht send emails to the event chairmen for the 5 remaining events with the RXB request.

b. Points Proposal for 2010: A points proposal was presented at the 2008 National Championship Town Hall by Ken Cashion. To adopt it for the 2010 competition year, it must follow the approval timeline. Mark Utecht asked if the proposal should be part of the rules. Pego Mack offered that other championships are not part of the rules. Pego Mack will post the proposal at the forums to get member comments.

Motion to adjourn made by Mark Utecht and seconded by Tom Nelson. Motion carried and the meeting was adjourned at 8:43 pm CDT

Minutes prepared by: Karl Sealander 6/11/2009

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

2009 SCCA National Championship Runoffs Home Page: <http://www.scca.com/event.aspx?hub=1&event=13506>

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>

SOLO

2009 Tire Rack Solo National Championships: <http://scca.com/event.aspx?hub=3&event=13555>

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

BOARD OF DIRECTORS MINUTES

SCCA, INC. BOARD OF DIRECTORS MINUTES | Aug. 5, 2009

The Board of Directors, the Sports Car Club of America, Inc., met via teleconference on Wednesday, August 5, 2009. The following members participated: R.J. Gordy, Chairman, John Sheridan, Vice Chairman, Mike Sauce, Treasurer (joined mid meeting), Howard Allen, Jim Christian, Bob Introne, Robin Langlotz, Mike Lewis (joined mid meeting), Bob Lybarger, Marcus Meredith, Lisa Noble, and Jerry Wannarka, Secretary. Phil Creighton was not in attendance. In attendees from the Club Office were Jeff Dahnert, President, and Rick Ehret, Vice President of Finance.

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

Meeting was called to order at 7 pm, EDT by Chairman Gordy.

MOTION: To approve the minutes from the Board meeting of May 2009. (Wannarka/Introne)

Approved: Creighton absent, Lewis and Sauce not on call yet.

MOTION: To approve Brent Bakley as the new RallyCross Board member effective immediately. (Allen/Lybarger) Approved. Creighton absent, Lewis and Sauce not on call yet.

President's Update: President Jeff Dahnert's report:

Club Racing -

Runoffs entries are strong, and through July are running ahead of 2008. (421 vs 346) They are slightly behind 2007 but not significantly. If the June Sprints and Cat National which were held at RA are any indication, the Runoffs should achieve their budgeted registrations.

At this time we have been unable to raise sponsor funds to offset the cost of televising the Runoffs on SPEED. SPEED will no longer pay for production of the event, and SCCA Inc. cannot afford to cover the cost without sponsors. A broadcast alternative will be announced shortly.

Solo/Rally-

Solo Nationals registrations are running 15% ahead of the average for the previous three years. If things continue the way they are, it is possible that the event will cap out at its 1250 limit.

Pro Solo entries are up 7.5% from 2008 which was a record year.

National Tour entries are down 11% from 2008. However, all of this is due to the three lowest subscribed events held this year. If these three were removed, the Tour would actually be up 2 to 3% in 2009. Mr. Duncan and his staff will be looking at ways to address this when scheduling for next year.

RallyCross Championship entries are also coming in strong and indicate that they could even have an increase of 25 - 30% more than last year. There still is quite a ways to go, but it is encouraging to see the program growing in popularity.

Membership-

July membership receipts came in above budget by approximately \$20K which is very good news. While we will likely come in below budget on this line item, the up tick this month is a very positive result. Membership and license processing is currently running at a 2 to 3 day backlog which is very manageable.

On line event sanctioning is almost completed and will begin testing in the next couple of weeks.

Marketing-

Mostly working on the National Championship event materials and broadcast options.

Finance-

Currently working on the July close and a re-forecast of the year end. As of right now, it appears our year end operating income will be around the \$100K level.

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Other-

Trans-Am will complete their season at Road America. They will run seven races instead of the expected eight that were budgeted.

Financial Report: Rich Ehret summarized the financial information that was presented to the Board via email earlier. Key elements are reflected in the President's Report.

The Board had a discussion on SCCA Pro Racing's non performing loan from SCCA Inc. There was agreement within the Board that it should be turned into equity as Pro Racings ability to repay this loan is doubtful. The age of the loan was an issue as well. Vice President of Finance, Rich Ehret, acknowledged this recommendation was in order and in the best interest of SCCA Inc. This action is consistent with our outside auditor's recommendation.

Executive Steward

The Board went into Executive Session to select a Chairman of the Stewards for the 2010 racing season. There were eight experienced stewards who expressed interest in the position.

David Nokes was selected as the new Chairman of the Stewards effective November 1, 2010.

MOTION: Adjourn. (Introne/Wannarka) Unanimous approval.

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Aug. 4, 2009

The Club Racing Board met by teleconference on August 4, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Russ McHugh, and Peter Keane. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Lisa Noble, BoD guest; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-09, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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

Please send your comments to crb@scca.com.

GCR

1. Effective 1/1/10: Change section 3.1.2.C and D as follows:

C. The practice sessions, *if any*, for both Nationals may be combined into a single session.

D. *The total time for the combined all practice and qualifying sessions must be a minimum of 70 minutes; however, "hardship" sessions may not be included in this time.*

2. Effective 1/1/10: Replace section 8.1.4 as follows:

~~To obtain a determination on the legality of a vehicle or component without filing a formal protest, a member may request such a ruling from the Club Racing Office. The Chairman of the Stewards program will then convene a first court. The protest and appeal procedures described in section 8.3 and 8.4 apply except that penalties or penalty points will not be assessed in the event of a negative ruling.~~

~~Each court (first and appeals, as applicable) will consult the Club Racing Board for expert technical testimony. After receiving the decision of the first court, the member may do one of the following:~~

- ~~• Request court of appeals review, and provide additional evidence to the court of appeals, if desired.~~
- ~~• Withdraw a request for court of appeals review, if previously made.~~

~~A non-compliant ruling will be published; a compliant ruling will not be published.~~

~~The fees for this service are as follows:~~

- ~~• First Court \$125~~
- ~~• Appeals Court \$175~~

~~A portion of these fees may be refundable at the discretion of either or both courts.~~

~~A member may request a determination on the compliance of his vehicle or its components through the Club Racing Department.~~

- A. *Upon receiving a request, the Chairman of the Stewards' Program will convene a review committee. The committee will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The review committee will convey their decision to the member, and notify the Chairman of the Stewards' Program, who will then forward the decision to the appropriate parties in the SCCA, including the Court of Appeals.*

- B. *The Court of Appeals will consider the request and the committee's decision. The member may submit additional evidence to the CoA after receiving the review committee's decision.*

In its review, the CoA will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The CoA will render their decision to the member, and the Chairman of the Stewards' Program.

- C. *Penalties or penalty points will not be assessed in the event of a negative ruling.*

- D. *A non-compliant ruling will be published; a compliant ruling will not be published. Court of Appeals decisions on technical compliance are effective for the calendar year during which they are rendered, and are superseded by the following year's edition of the GCR.*

- E. *The fee for this service is \$300. A portion of the fee may be refunded at the discretion of the Court of Appeals.*

3. Effective 1/1/10: Add the following to the list of Prohibited Substances list in section 9.3.25.A:

3,3-dimethyl-1-butene	0.05%
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4. Effective 1/1/10: Add the following second paragraph to section 9.3.25.A:

If a car is required to run diesel fuel, it will be noted on its specification line. Diesel fuels must have a dielectric constant between 2.2 and 4.9. Diesel fuels are subject to the same restrictions on prohibited substances as gasoline.

5. Effective 1/1/10: Change section 9.3.31 as follows:

Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or painted. ...

6. Effective 1/1/10: Change section 9.4.5.G.3 as follows:

...with inner and outer reinforcements of a minimum of two 5-ounce laminates ~~material of~~ (fiberglass, carbon, ~~or~~ kevlar, etc.).

7. Effective 1/1/10: Change Glossary B entries as follows:

~~Body: All parts of the car lapped by the air stream and situated above the belly pan/floor with exception of the roll bar or cage. For Formula and Sports Racing cars, further exceptions are those units definitely associated with the function of the engine or transmission. See Bodywork.~~

~~Body Panel: A replaceable section of the body.~~

~~Bodywork: See Body~~ All external panels that encase the frame, driver, engine, transmission, radiators, suspension pickup points, etc. Bodywork includes panels below the floor pan, and the bottoms of any side pods.

Formula

Effective 3/1/10, modify 9.1.1.D as follows to allow the use of the Honda Fit 1500 engine in Formula Ford. Sections from the current D.3 onward will be renumbered. Where specifications are listed as to be supplied, they will be included before transmittal to the BoD for approval.

D. FORMULA FORD PREPARATION RULES

NOTE: Contained herein are the 1986 Formula Ford chassis construction requirements (see D.6 and D.7).

Definition

- a. A formula for single-seat, open-wheel racing cars using standard Ford 1600 "crossflow" pushrod engines, or a Honda Fit 1500 (L15A7) overhead cam engine, with firewall, floor, and safety equipment conforming to the GCR.
- b. Formula Ford is a Restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.
- c. ~~Two~~ Three engines are allowed in Formula Ford:
 1. The Ford 1600 GT "Kent" pushrod "crossflow" as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in D.1.
 2. The Ford 1600 GT "Cortina" engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in D.2.
 3. The Honda Fit (L15A7) 1500cc overhead cam engine as installed in a Honda Fit, all models, from 2009 onward. The Honda Fit engine specifications are contained in D.3.

D.3. Honda Fit 1500 (L15A7) Engine

a. General

1. No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Fit factory service manual, Honda PN 61TK600 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.
2. Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.
3. All rubber fluid lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.
4. No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.
5. Only stock Honda manufactured gaskets and seals as specified in the Honda Fit factory service manual are per-

mitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).

6. For all Honda part numbers in these specifications, superceding part numbers are considered equivalent.

b. Block

1. The only permitted cylinder block is Honda PN: 11000-RP3-810
2. Honing of cylinders is permitted to a maximum diameter of 73.065 mm (2.8766"). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.
3. Block must use stock main bearing caps, girdle and hardware as supplied.

c. Crankshaft

1. The stock Honda Fit crankshaft, Honda PN: 13310-RB1-000, must be used with no modifications allowed.
2. Minimum weight: 27.6 lbs.
3. Maximum stroke at piston: 89.4mm (3.520")
4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Fit factory service manual.
5. The crank pulser must not be altered in any way.
6. The crank pulley/balancer must not be altered or modified in any way.
 - a. Minimum weight: 3.90 lbs.
 - b. Honda PN: 13810-RB0-003.

d. Connecting Rods

1. Stock Honda Fit connecting rod must be used PN: 13320-RB1-000.
2. Minimum connecting rod weight: To be supplied by HPD.
3. Connecting rod length center to center: To be supplied by HPD.

e. Pistons

1. Honda Fit OEM standard size pistons, PN: 13010-RB1-000, must be used.
2. The use of over size pistons is not permitted.
3. Piston dimensions and weights:
 - a. Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: 72.990mm (2.8736").
 - b. Centerline of wrist pin to crown: To be supplied by HPD.
 - c. Overall height: To be supplied by HPD.
 - d. Minimum weight: To be supplied by HPD.
 - e. Weight of piston pin: 67 grams.
4. Piston Rings must be as used in the Fit engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.
 - a. The standard ring pack PN 13011-RB1-004 (Riken) or 13011-RB1-006 (Nippon).
 - b. No modification of the piston is permitted for the installation of rings.
 - c. Ring groove widths. To be supplied by HPD.

f. Cylinder Head

1. The only permitted head is Honda PN: 12200-RB0-G00.
2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008") based on a height of 120mm (4.72").
3. The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.
4. Head gasket to be stock Honda Fit PN: 12251-RB0-004. Minimum compressed thickness of 0.76 mm +/- 0.05mm.
5. Cylinder head breather restrictor must be used as supplied by HPD, unmodified. Size to be determined by HPD.

g. Camshaft

1. The only permitted camshaft is PN: 14110-RB1-J00
2. The cam gear must be as supplied in the Fit, PN: 14211-RB0-J00. Cam timing must not be altered; the timing chain must be installed as specified in the Honda Fit factory service manual. The timing chain/sprocket cover may not be altered.
 - a. Timing chain Honda PN: 14401-RB1-003.
 - b. Case assembly, chain (sprocket cover) PN: 11410-RB1-000
 - c. Cam timing at lobe centers: To be supplied by HPD.
3. Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.
4. Cam lobe heights: Intake, Primary: 35.241mm, secondary: 36.173mm, exhaust: 35.471mm.
5. Valve rockers must not be modified in any way. Honda PN: 14620-RB1-010 Arm Assembly, rocker.
6. The VTEC system must be stock. The VTEC activation valve, Honda PN: 15810RB0-G01, must be stock. The HPD ECU will activate the VTEC at RPM to be determined by HPD.

h. Valves

OEM valves must be as used in the Fit.

1. Dimensions
 - a. Inlet PN: 14711-RB0-000 Exhaust PN: 14721-RB0-000
 - b. Maximum diameter: Inlet: 28.15mm Exhaust: 23.15mm

- c. Maximum overall length: Inlet: 119.15mm Exhaust: 117.85mm
 - d. Minimum stem diameter: Inlet: 5.45mm Exhaust: 5.42mm
 - 2. Valve location or angle must not be moved.
 - 3. Reshaping of the valves is strictly prohibited.
 - 4. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.
- Inlet PN: 12204-PJ7-305 (over size)
Exhaust PN: 12205-PJ7-305 (over size).
- 5. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Fit factory service manual.
 - 6. Valve stem installed height must be per The Honda Fit factory service manual:
Intake maximum: 46.8mm. Exhaust maximum: 46.9mm.
 - 7. Valve stem seals must be Honda OEM parts.
Honda PN: Intake: 12210-PZ1-004 seal A.
Exhaust PN: 12211-PZ1-003 or 12211-PZ1-004 seal B.

i. Valve Springs

- 1. Valve springs are Honda OEM as specified in the Honda Fit factory service manual.
 - a. Intake PN: 14761-RB1-003, free length: 48.55mm.
 - b. Exhaust PN: 14762-RB1-007, free length: 54.52mm.
- 2. Valve spring shims are not permitted.

j. Compression Ratio

The maximum compression ratio is 10.4 to 1 utilizing Honda Fit factory service manual limits. Cylinder and combustion chamber volumes: To be supplied by HPD.

k. Intake Manifold and Fuel System

- 1. The lower manifold must be stock Honda Fit PN: 17100-RB1-000. It is not permitted to add or remove material. No coating is permitted on the exterior or interior of the manifold. (SCCA Club Racing will have a standard port model for comparison.)
- 2. The upper manifold, air box and throttle body assembly must be used as delivered from HPD. External throttle return springs are unrestricted.
- 3. All gaskets and sensors utilized on the inlet manifold from head to throttle body must be Honda Fit OEM or HPD supplied. Part numbers to be supplied by HPD.
- 4. The fuel rail and fuel pressure relief valve must be as supplied by HPD. Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01).
- 5. The Honda Fit engine is required to have an HPD supplied air inlet restrictor of specified internal diameter and thickness correctly installed within the intake system. The restrictor may not be modified in any way; the specified value can not be exceeded in any measurement of the diameter. The restrictor centerline or shape must not be altered. SCCA Club Racing will have go-no go gauges to verify that all competitors are in compliance. (The final mandated size of the restrictor will be determined once the final production engine is complete and power verified at Quicksilver RacEngines).

l. Fuel Pump

The fuel pump is unrestricted.

m. Exhaust Manifold

- 1. The exhaust manifold must be as supplied by HPD.
- 2. The exhaust manifold exit may be shortened within HPD specified limits to direct the tail pipe as necessary. The exhaust pipe must maintain a 2 inch outside diameter to from the manifold exit to its outlet and must meet 9.1.1.D.1.s.9.
- 3. Exhaust coatings and wraps and heat shields may be used to control engine bay temperatures and protect other components.

n. Lubrication System

- 1. The oil pan must be as supplied by HPD. No modifications are permitted.
- 2. Oil feed pump must be stock Honda Fit. No modifications are permitted. Oil pressure may be adjusted for wear.
 - a. The oil pressure sensor location must be as supplied by HPD.
 - b. It is recommended that oil pressure be maintained at the factory service manual specification.
- 3. The scavenge pump must be as supplied from HPD. No modifications are permitted. Dimensions to be supplied by HPD.
- 4. Scavenge drive pulleys must be as supplied by HPD. Drive belt manufacture is unrestricted provided the belt type and dimensions are as specified by HPD.

5. Hose routing and filter system are unrestricted.

o. Cooling System

1. Water pump and water pump pulley must be stock Honda Fit parts. No modifications are permitted.
Honda PN: 19200-RB0-003 Pump, water.
Honda PN: 19224-RB0-000 Pulley, water pump.
2. The water inlet and outlet at engine must be as supplied by HPD. The thermostat is unrestricted provided the housing is not modified. The thermostat bypass may be plugged.
3. Drive belt manufacture is unrestricted provided it is designed for use with Honda Fit crank pulley.
4. Radiator is unrestricted.

p. Electrical Equipment

1. The ECU and engine electrical harness must be as supplied by HPD. No modifications are permitted.
2. The ECU will be a sealed unit supplied by HPD. The ECU maps and inputs must not be modified. The ECU is capable of being swapped in the case of a protest.
3. Ignition coils must be stock Honda Fit, PN: 30520-RB0-003. No modifications are permitted.
4. All sensors related to engine operating parameters and/or supplied by HPD must be used. These sensors and the wiring harness leads may not be altered or "piggy backed". Any sensors required for analog types gauges must be in addition to the HPD supplied sensors.
5. The alternator must be stock Honda Fit. PN: 31100-RB0-004. The alternator drive pulley must be stock. Alternator connections must be through the HPD engine electrical harness only. The alternator must not be disabled and must be accessible to SCCA officials.

q. Flywheel

1. The stock Honda Fit flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear.
 - a. Stock Honda flywheel PN: 22100-RB0-005.
 - b. Minimum weight with ring gear: 14.4 lbs.
2. The stock Honda Fit clutch must be used. No modifications are permitted.
 - a. Honda PN: 22300-RB0-005.
 - b. Minimum weight without friction disk: 7.0 lbs.
3. Stock Honda friction disk must be used. No modifications are permitted.
 - a. Honda PN: 22200-RB0-005.
 - b. Weight of new friction disk: 2.1 lbs.

r. Miscellaneous

1. All emission control devices must be removed and blocked off by the blanking plate provided by HPD, except the VTEC activation valve which must be retained and functioning.
2. Air filter is unrestricted.
3. The use of unleaded premium "pump" gas: 91 – 93 RON is recommended.
4. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component.
 - a. Fasteners – nuts, bolts, screws, washers, studs, etc. Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Honda and HPD.
 - b. Gaskets and seals, except those specified in the above rules.
 - c. Spark plugs.
 - d. Mechanical tachometer and analog gauges.
 - e. Oil and lubricants are unrestricted. HPD strongly recommends the use of oil and lubricants as described in the Honda Fit factory service manual.
 - f. The oil filler cap may be removed and plugged.

D.11.12. Weight

Minimum weight as qualified or raced, with driver:

1050 lbs. ~~Original~~ Ford Cortina Engine

1100 lbs. ~~Updated~~ Ford Kent and Honda Fit Engines

American Sedan

Item 1. Effective 1/1/10: Add the following to the end of section 9.1.6.D.5.e:

The original master cylinder may be replaced with any single or dual master cylinder (with balance bar). The pedal assembly, including the clutch pedal, may be modified or replaced. The pedal assembly, and master cylinder, may be relocated, but the original driver's position must not be relocated. The brake booster may be modified, replaced or removed.

Item 2. Effective 1/1/10: Change 9.1.6.D.3.m as follows:

m. Alternate transmission cases may be used. When alternate transmissions or transmission cases are installed, cross members must be modified to insure that engine location is kept in its original location and to facilitate installation of the transmission.

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

1. Revise section 3.1.1.c.2 – 120% qualifying rule (Ingle). The rule is adequate as written.
2. Allow the Chief Steward margin without Executive Steward approval for section 3.4.2.C – cars per track mile (Butler). The rule is adequate as written.

Grand Touring

1. GT – Move the 997 Cup to GT2 (May). The car's performance is outside the GT2 parameters.
2. GT3 – Classify the Ford Ranger body (Quick). We do not race trucks.

Improved Touring

1. IT – Allow remote reservoir shocks (Bell). The rule is adequate as written.
2. IT – Allow a wide band O2 sensor (Bader). A wide band sensor functions differently than a narrow band sensor.
3. IT – Clarify the sensor rule (Boles). The rule is adequate as written.
4. IT – Classify the 98 Supra (Van Cleef). The 98 Supra was only available with automatic transmission, but no VIN is required.

Super Touring

1. STO – Allow aftermarket cylinder heads (Fuehrer). We will consider this on a case-by-case basis only.
2. STU – Alternate turbo input (Jackson). There is no proven need,
3. STU – Allow supercharged ZX-3 (Hardison). There is no proven need.

Touring/Showroom Stock

1. T1 – Allow open tie rod ends (Ingle). This is not within the class philosophy.
2. T1 – Help the CTS-V (Grand). The car is competitively classed.

NO ACTION REQUIRED

GCR

1. Help for the CRB (Zekert). Thank you for your input. We have forwarded this to the BoD.
2. Make post-race weight available to the entrant (Zekert). Thank you for your input. This is a local issue.
3. Objection to removal of sound limits (Jones). Thank you for your input. We have forwarded this to the BoD

Grand Touring

1. GT – Bring back GT4 (Hernandez). Thank you for your input.
2. GT – Data acquisition input (Heintzman). Thank you for your input.
3. GT3 – GT3 changes input (Ward). Thank you for your input. We are still receiving member comments; all comments will be considered.
4. GT3 – Opposition to Corvair changes (Shepard). Thank you for your input. We are still receiving member comments; all comments will be considered.
5. GTL – The CRB has failed the GTL class (Patten). Thank you for your input.

Improved Touring

1. IT – RX-8 comp adjustment input (Robertson). Thank you for your input.
2. IT – SM dyno numbers input (Nordwald). Thank you for your input.

Production

1. P – Support for / Opposition to open connecting rods (multiple). Thank you for your input. We received approximately 14 letters, evenly split for the existing rule to remain the same and for changing the rule. Thus, the rule will remain as written.
2. P – Production cage input (Hughes). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2009

NUMBER: TB 09-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/09 unless otherwise noted.

GCR

1. Clarify GCR section 5.7.3, p. 36, **effective upon publication**, by making the following changes: A sound level instrument (meter) that meets American National Standards Institute (ANSI) ~~S1.40-2006~~ S1.4-1983 Class 2 or better shall be used.
2. Clarify GCR section 8.3.3.A.3, p. 63, by making the following changes: "The bond shall be by cash, check or credit card (Visa or Mastercard only)."

Grand Touring

GT1

1. Clarify section 9.1.2.E.1.b.2, p. 262, by making the following changes: "All cars using a production based transmission *with* syncros and having no more than four (4)..."
2. General Motors Corporation – Chevrolet, p. 264 add the alternate wheel base of 103" to the (01-02) Monte Carlo.
3. General Motors Corporation – Chevrolet, p. 264 add the alternate wheel base of 103" to the (95-00) Monte Carlo.

GT2

1. Cars – Mazda RX-7, p. 287, add to the notes as follows: This "one-off" body allowance is not meant as an open invitation for others to be classified.

GT3

1. Cars – Honda p. 303, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Civic	84-87	3dr	FWD	86.6

Improved Touring

ITR

1. Acura Legend (91-95), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 15, Gear Ratios: 2.937, 1.692, 1.060, 0.769, 0.581 or 2.937, 1.692, 1.151, 0.868, 0.682 or 2.940, 1.690, 1.150, 0.870, 0.680, 0.520, Brakes Std. (mm): (F) 286 Vented Disc (R) 260 Solid Disc.
2. BMW 325i/is (92-95), p. 343, add/correct the spec line as follows: Bore x Stroke(mm)/Displ. (cc): 84.0 x 75.0 2494, Brakes Std. (mm): (F) 286 Vented Disc (R) 280 Solid Disc.
3. BMW 328i/is E36 (96-99), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 16, Wheelbase (inch): 106.3, Brakes Std. (mm): (F) 286 Vented Disc (R) 280 Solid Disc.
4. BMW 328i/ci E46 (99-00), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 17, Brakes Std. (mm): (F) 325 Vented Disc (R) 320 Solid Disc, Gear Ratios: 4.21, 2.45, 1.66, 1.24, 1.00.
5. BMW 325i/ci Coupe E46 (01-02), p. 343, add/correct the spec line as follows: Bore x Stroke(mm)/Displ. (cc): 84.0 x 75.0 2494, Brakes Std. (mm): (F) 300 Vented Disc (R) 294 Vented Disc, Gear Ratios: 4.21, 2.45, 1.66, 1.24, 1.00.
6. BMW 330i/ci (01-02), p. 343, add/correct the spec line as follows: Brakes Std. (mm): (F) 325 Vented Disc (R) 320 Vented Disc.
7. BMW M3 (88-91), p. 343, add/correct the spec line as follows: Valves IN & EX (mm): (I) 37.0 (E) 32.0, Comp. Ratio: 10.5, Wheel Dia. (inch): 15, Gear Ratios: 3.38, 2.20, 1.40, 1.00, 0.81, Brakes Std. (mm): (F) 280 Vented Disc (R) 282 Solid Disc.
8. BMW Z3 2.8L Coupe & Rdstr. (97-00), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 16, Gear Ratios: 4.21, 2.49, 1.66, 1.24, 1.00, Brakes Std. (mm): (F) 286 Vented Disc (R) 272 Solid Disc.
9. BMW Z3 3.0L Coupe & Rdstr. (01-02), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 17, Gear Ratios: 4.21, 2.49, 1.66, 1.24, 1.00, Brakes Std. (mm): (F) 300 Vented Disc (R) 272 Solid Disc.
10. Dodge Stealth R/T (non-turbo FWD) (91-96), p. 344, add/correct the spec line as follows: Valves IN & EX (mm): (I) 34.9 (E) 30.5.
11. Ford Taurus SHO (89-95), p. 344, add/correct the spec line as follows: Wheel Dia. (inch): 15/16, Brakes Std. (mm): (F) 258/276 Vented Disc (R) 256 Vented Disc.
12. Lexus IS300 (0-02), p. 344, add/correct the spec line as follows: Valves IN & EX (mm): (I) 33.6 (E) 29.0.
13. Lexus SC300 (92-00), p. 345, add/correct the spec line as follows: Valves IN & EX (mm): (I) 33.6 (E) 29.0, Gear Ratios: 3.26, 1.89, 1.28, 1.000, 0.78, Brakes Std. (mm): (F) 275 or 296 Vented Disc (R) 307 Vented Disc.
14. Mitsubishi 3000 GT (non-turbo FWD) (91-99), p. 345, add/correct the spec line as follows: Valves IN & EX (mm): (I) 34.9 (E) 30.5.
15. Porsche 911SC (78-83), p. 345, add/correct the spec line as follows: Wheel Dia. (inch): 16, Gear Ratios: 3.18, 1.83, 1.26, 1.00, 0.78, Comp. Ratio: 9.3.
16. Porsche 944S2 (89-91), p. 345, add/correct the spec line as follows: Wheel Dia. (inch): 16, Wheelbase (inch): 94.
17. Toyota Supra (87-92), p. 346, add/correct the spec line as follows: Valves IN & EX (mm): (I) 32.5 (E) 28.5, Wheel Dia. (inch):

- 16, Gear Ratios: 3.28, 1.89, 1.27, 1.00, 0.78, Brakes Std. (mm): (F) 302 Vented Disc (R) 292 Solid Disc.
18. Honda S2000 (00-02), p. 344, add the 2003 model year.

ITB

1. Volvo 142/144 2.0 (69-74), p. 371, delete the notes.

ITC

1. Volkswagen Beetle (98-99), p. 377, correct the spec line as follows: Brakes Std. (mm): (R) 232 Solid ~~Drum~~ Disc.

Showroom Stock

SSB

1. Toyota Celica GTS (00-05), p. 489, change the notes as follows: Ride height specifications as follows: ~~Front 193mm: Measure the distance from the ground to the center of the front side lower suspension arm mounting bolt. Rear 225mm: Measure the distance from the ground to the center of the rear side lower suspension arm suspension member side set bolt. Front spring perch: top most position. Rear spring perch: 1 inch from the bottom most thread on the strut.~~

Touring

T2

1. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p. 573 add to the notes as follows: Brake duct kit part #SBR-Brake kit 02 Evo is allowed.
2. Subaru Impreza WRX STi (03-07), p. 575, add to the notes as follows: Racecomp Brake duct kit part #RCE-CFKBK is allowed.

T3

1. Subaru Impreza WRX (02-04), p. 578, add to the notes as follows: Racecomp Brake duct kit part #RCE-CFKBK is allowed.
2. Subaru WRX TR (06-07), p. 578, add to the notes as follows: Racecomp Brake duct kit part #RCE-CFKBK is allowed.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
R. KENT BAKER vs. SOM, COA 09-12-GL
June 5, 2009

FACTS IN BRIEF

At the National Race held at O'Reilly Raceway Park (ORP), May 2-3, 2009, R. Kent Baker, driver of DSR #97, was the subject of a Request for Action (RFA) asking the Stewards of the Meeting to review his actions in refusing to obey the direction of an official (GCR 2.1.5.) and for interfering with the operating steward's execution of the event. (GCR 5.12.1.1.)

In his appeal, Mr. Baker claimed that he was left in a hazardous position without a yellow flag for the five remaining minutes of his race. In addition, he faulted the tow vehicle drivers, corner workers and stewards for failing to take action he deemed appropriate to return his car to the paddock at the conclusion of his race. He also made many statements about the track's condition, competency of workers, officials and the sanctioning region.

After Mr. Baker's race, efforts were made to remove his vehicle. The ORP tow vehicle personnel provided a time estimate to the operating steward to return the car to the paddock. At that point, the operating steward directed them to place Mr. Baker's car behind a protective barrier at station #3, after which the pace lap was begun. Mr. Baker told the corner workers that there would be no racing until his car was back in the paddock. He stood immediately adjacent to the track surface on the pace lap until the field had passed his location. The operating steward, when informed of this fact by corner personnel and the pace car driver, called for a black flag all and Mr. Baker was brought back to the paddock by ORP personnel.

The Stewards of the Meeting (SOM) Kyle Breedlove, Fred McAninch, John Pfetzing, Cindy Hylton, and Larry Dent, Chairman, held a hearing, upheld the Request for Action and imposed a penalty on Mr. Baker of a three (3) month suspension for his conduct. Mr. Baker is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton and Bob Horansky, Chairman, met on May 14, 21 and 28, 2009, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from R. Kent Baker, driver of DSR #97, received by the COA May, 7, 2009, and additional material received on May 11, 2009.
2. Official Observer's Report and related documents, received May 14, 2009.
3. Additional material from Larry Dent, Chairman, SOM, received May 19, 2009.
4. Copy of letter from John Peterson, Executive Steward, Great Lakes Division, and an official at the event, to Mr. Baker, received by the COA, May 11, 2009.
5. Letter from Hugh Laird and Stephen Harris, Operating Stewards, received May 22, 2009.
6. Email from Simone Smiljanic, communicator Race 5, received June 4, 2009.

FINDINGS

When a driver enters an SCCA sanctioned Club Racing event, the standards of his conduct are outlined in Section 2 of the GCR. Additionally, the Chief Steward and his assistants have the responsibility under GCR 5.12.2. A.1. and B.1., to "execute the program of competitions and other activities by controlling drivers, their cars, the Officials and workers" and to "keep order in conjunction with the authorities who are policing the event." Mr. Baker disobeyed the directions of the corner workers and of the operating steward as communicated through those workers when he chose to stand immediately adjacent to the track during the pace lap. He further endangered himself and others through his disregard for safety and unsportsmanlike conduct. Finally, his actions directly interfered with the conduct of the event, causing the black flag all situation.

Mr. Baker's actions at the scene clearly did not live up to the GCR requirements governing his behavior while competing in an SCCA sanctioned event.

The COA noted from evidence presented that the corner controlling the area of the track where Mr. Baker's car stopped after his car went off track was displaying a yellow flag to drivers.

DECISION

The Court of Appeals reviewed all of the evidence and documents received and upholds the decision of the SOM. The COA, however, does revise the penalty awarded. The COA removes the penalty of a three (3) month suspension and replaces it with a penalty of a

one (1) month suspension plus a six (6) race-weekend Probation penalty to follow the suspension. The suspension begins at the date of the appeal decision. The Court finds that Mr. Baker's appeal is not well-founded and his appeal fee will be retained.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Chris Windsor vs. SOM, COA 09-13-SE

June 11, 2009

FACTS IN BRIEF

At the May 10, 2009 Regional Race at Virginia International Raceway, Chris Windsor, driver of SM #38, protested Russ Snow, driver of SM #2, for allegedly violating GCR 6.8.1. (failure to give racing room, failure to avoid contact, and failure by the overtaking car to safely pass). There was metal-to-metal contact between their two cars on Race Lap 2 between Turn 2 and Turn 3 causing Mr. Windsor's car to leave the racing surface and he was unable to continue.

The Stewards of the Meeting (SOM), Walt Michael, Rocky O'Sheill and John Nesbitt, Chairman, met, viewed a video from Mr. Windsor's car, and interviewed witnesses. They determined that multiple contacts had occurred among Cars #38, #2, and #3 (driven by Alistair Bell), but did not have conclusive evidence and were unable to assign fault. The protest was disallowed, found to be well founded, and the protest fee was returned.

Mr. Windsor appealed that decision based on a newly obtained video taken by Gary Giles, SM #97, who was following the involved cars at the time of the protested incident. Mr. Windsor asserted that the new video showed that the incident was caused not by Mr. Snow, but instead by Mr. Bell, and he had mistakenly named the wrong driver in his protest.

DATES OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton, and Bob Horansky, Chairman, met on June 11, 2009 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Chris Windsor, received May, 18, 2009.
2. Observer's Report and related materials, received June 3, 2009.
3. Email from John Nesbitt, Chairman SOM. dated June 8, 2009.
4. Witness statement and in-car video from Gary Giles, SM # 97, dated May 10, 2009.

FINDINGS

The new video evidence from Mr. Giles indicates that Mr. Bell initiated contact and repeatedly struck Mr. Snow's car which in turn was forced into Mr. Windsor's car. The contact was avoidable. Mr. Snow and Mr. Windsor were the victims and faultless. Mr. Bell, in his witness statement to the SOM, testified that Mr. Snow had repeatedly hit him and even after Mr. Bell provided more racing room by moving to the left, hit him again. The Giles' video evidence does not support this view.

Since Mr. Windsor did not name Mr. Bell in his protest, the COA has no authority to hear the case against him.

The Court of Appeals directs the SOM to rehear Mr. Windsor's protest under the provisions of GCR 8.4.5.A. (rehearing by the original SOM committee) to consider the new evidence provided by the Giles in-car video.

Mr. Windsor's appeal is well-founded, and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Matt Davis vs. SOM, COA 09-18-CN

July 24, 2009

FACTS IN BRIEF

Following Race Group 1 at the June Sprints on June 20, 2009, Matt Davis (SM #45) protested Tim South (SM #72) citing a violation of GCR 6.8.1. (Racing Room). The protest was filed in a timely manner and the Stewards of the Meet (SOM) for the action Larry Dent, Doug Tillman, Joe Willer and Mike Engelke, Chairman, met and disallowed Mr. Davis' protest because Mr. Davis did not appear before them in what they viewed as a timely manner. Several pages by the Tower and physical attempts by the SOM were made to locate him. Mr. Davis was assessed a time penalty, with 3 penalty points, moving him behind car #72 in the final results. Mr. Davis has appealed their decision.

DATES OF THE COURT

The National Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on July 16 and 23, 2009, to hear, review and render a decision on the appeal. COA Alternates JoAnne Jensen and Fred Cummings were officials at the event and therefore recused themselves from the discussions.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and related documents received by the COA June 29, 2009.
2. Official Observer's Report and related documents received July 10, 2009.
3. Emails from Julie Komp (Chairman SOM) dated July 9 and July 14, 2009.
4. Email from Tim South (SM #72) received July 8, 2009.
5. Email from Laurie Sheppard, Operating Steward for Group 1, dated July 9, 2009.

FINDINGS

The COA determined that that Mr. Davis did, indeed, present himself to the SOM, albeit approximately 2 hours after the protest was received by ACS Laurie Sheppard. Mr. Davis stated that he had not heard the 3-5 pages made and was not aware of 4 separate visits attempting to locate him where he was thought to be paddocked. When he did appear, the SOM advised Mr. Davis that the action had been resolved without his input and of the extent of the penalty assessed. Also, Mr. South (SM #72) submitted a video from his car, but, due to technical limitations at the track, the SOM did not view it. The Chairman SOM kept the video and has subsequently made it viewable. Additionally, a video filmed by an unknown party in the spectator area was made and has been posted on the internet.

DECISION

The Court of Appeals determined that Mr. Davis was denied due process and directs that the First Court reopen and hear Mr. Davis' protest. Mr. Davis' appeal fee will be held in abeyance pending the outcome of the hearing.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Chad Gilsinger vs. SOM, COA 09-19-GL

August 5, 2009

FACTS IN BRIEF

Following Group 4 post-race impound at the Fire Cracker Double National on July 5, 2009 at Nelson Ledges, the Chief Steward moved Chad Gilsinger (SSB #07) to last in class for locating ballast in other than the passenger footwell (GCR 9.1.7.F.1.). Mr. Gilsinger protested the Chief Steward's Action stating that only ballast specified on the spec line for the car must be located in the passenger footwell and there is no ballast specified for his Civic Si, thus allowing ballast to be mounted elsewhere.

The Stewards of the Meeting (SOM) Ann Burke, Meridith Croucher, Jerry Shiloff, and John Peterson, Chairman, met, reviewed the reasoning and the appropriate GCR citations, and disallowed the protest. Mr. Gilsinger is appealing that decision.

DATES OF THE COURT

The Court of Appeals Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on July 16, 23, and 30, 2009, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and related documents, received July 15, 2009.
2. Official Observer's Report and related documents, received July 15, 2009.
3. Email from John Peterson (Chairman SOM), received July 15, 2009.
4. Email from Bob Dowie, Chairman of the SCCA Club Racing Board, received July 30, 2009.

FINDINGS

The Court concurs with the Club Racing Board that only ballast specified on the vehicle's spec line as a competition adjustment is required to be located in the passenger footwell. Ballast to compensate for the driver's weight is allowed and may be in any location provided it meets requirements of 9.1.7.F.1 - 4 and 9.3.8. The Court reminds everyone that per GCR 9.1.7.D. "No permitted component/ modification shall additionally perform a prohibited function."

DECISION

The Court of Appeals upholds Mr. Gilsinger's appeal, and his original finishing position is restored. Mr. Gilsinger's appeal is well-founded, and his appeal fee, less the amount retained by SCCA, will be returned.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | July 29, 2009

The Solo Events Board met by conference call July 29th. Attending were SEB members Dave Feigner, Tina Reeves, Donnie Barnes, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; Lisa Noble, Robin Langlotz, and John Sheridan of the BOD; 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 1/1/2010.

Comments regarding items published herein should be directed to seb@scca.com.

RECOMMENDED TO THE BOD

- Per the PAC, remove subsection 17.4.J.2, which currently reads: "Wheels greater than 16" in diameter will receive a 100 lb. penalty." *Comment:* This eliminates wheel diameter weight penalties for FP.

TIRE RACK SOLO NATIONALS

- The SEB has reviewed a variety of suggested Impound inspection items for the Solo Nationals. Competitors should be ready for these inspections. Prepared class entrants are advised to bring engine gasket sets in case an inspection requires partial disassembly.

GENERAL

- The following rule change proposal, effective 1/1/2011, is submitted here for member comment (ref. 09-282):
 - Change the third sentence of 3.3.2 to read as follows: "The intent of this requirement is that all open cars using racing slicks, *and all open cars which have removed any portion of the original windshield or its frame*, must at a minimum have roll bars which meet Appendix C, regardless of Regional variations in category definitions and/or preparation allowances.

STOCK

- The following listing change proposal is published for member comment:
 - Effective 1/1/2011, move the BMW 335i from FS to DS. (ref. 09-416)
- The following correction to the Stock reorganization proposal has been provided by the SAC:
 - In Option 2 as published in the July Fastrack, the line for the Corvette should read "Corvette ('97-'04)" instead of "('99-'04)"

STREET TOURING

- Per the STAC, the following rule change proposals are being published for member comment:
 - Add under "Excluded" in Appendix A for ST, STX, STU, and STS: "All vehicles with pure electric or hybrid electric drive-trains."

Comment: Competitors should note that the Solo rules, as currently written, do not take into account non-traditional powertrains (e.g. hybrids and pure electrics.). At this time it is the SEB's intent to allow for no modifications to such systems until their implications are better understood. Competitors are urged to write to the SEB detailing modifications which they wish to make to vehicles of these types, and providing further explanation of why and how those modifications would best fit into existing (or new, if necessary) class structures.

STREET PREPARED

- Per the SPAC, the following rule change proposals are being published for member comment:
 - Change the first sentence of 15.9 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.9 as specified herein."
 - Change the first sentence of 15.10 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein."

Comment: See applicable item under STREET TOURING.

PREPARED

- The following amended version of a previously-published set of rule change proposal is provided here, in response to member input, for further comment:
 - Change sub-section 17.4.G.2 – to read: "Wheels greater than 16" in diameter will receive a 50 lb. penalty."

- Appendix A – Prepared Class C – (the two paragraphs after the alternate hood item) are to be revised to read as follows:

All vehicles may use *wheels up to 12 inches in width*. Vehicles using greater than 10 inch wheel widths must add 50 lbs. to minimum weight.

Wheels greater than 16 inches in diameter must add 50 lbs to minimum weight.
- Remove sub-section 17.4.J.2, which currently reads: “Wheels greater than 16” in diameter will receive a 100 lb penalty.” *Comment:* This proposed change eliminates wheel diameter weight penalties for FP.
- After reviewing member comment, the PAC has recommended an amended version of the previously-published proposal to permit some kit cars in XP, as follows:
 - The following cars to be classed in XP with allowances restricting the minimum engine size (and therefore minimum weight):

Factory Five

Mk3 Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

 - All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Superformance

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

 - All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Noble

M12

M12GTO

M400

 - All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Rossion

Q1

 - With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Mosler

MT900S

MT900R XP

 - All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.
- The PAC is reviewing the possibility of recommending the addition of some limited-availability, non-domestic-market cars into class X Prepared on a case-by-case basis, and is requesting member opinion on this potential change, and on possible types and makes/models which should be considered.

STREET MODIFIED

- The following rule change proposal has been recommended by the SMAC and is being published for member comment:
 - Effective 1/1/2011, add to Appendix A, Street Modified Category, Engine Classifications:

“4. Electric Motors: Cars with electric motors, in whole or part of the drivetrain, will run at class maximum weight of 2900 lbs. for SSM and 3100 lbs for SM. Category weight adjustments (e.g. for tire size) are allowed.”

NOT RECOMMENDED

- Stock, exclusion of AWD cars (ref. 09-410, 09-413). *Comment:* Drivetrain configuration is considered along with a host of other vehicle attributes when classing cars in Stock.
- Stock, move of MINI Cooper S Works (ref. 09-412). *Comment:* The SAC does not believe that the performance potential of the Cooper S John Cooper Works Edition has changed relative to the MINI Cooper S since its initial classing.”
- Prepared, AWD vs. 2WD cars (ref. 09-413). *Comment:* The PAC believes that Prepared classes have accounted for AWD versus 2WD differences by properly classing cars and adding appropriate weights and/or other restrictions. Currently there are no issues which would suggest a change.

TECH BULLETINS

1. Stock: Per the SAC, the current HS listing of the Scion tC applies to all factory-installed option packages, including the Release Series 5.0. (ref. 09-367)
2. Stock: The previously-published initial classification of the Audi R8 has been rescinded due to member feedback, and the car is placed on the Stock exclusion list effective immediately. *Comment:* The SAC will be monitoring this car's performance. At this point the SEB and SAC still do not consider the car to be an overdog in its US configuration, and the intention is to classify it in SS as of 1/1/2010. (ref. 09-382, 09-398, 09-420)
3. Prepared: Per the PAC, replace "(17.2.L, 17.2.M)" with "(17.2)" in Appendix A, Prepared Class X, 1.b, BODYWORK AND STRUCTURE
4. Prepared: Per the PAC, the following correction is made to the previously-published new FP RX8 listing (effective immediately upon publication):
RX8 (bridge or peripheral porting allowed). Alternate engines 12A or 13B. Original equipment intake manifold may be used.

ROADRALLY BOARD MINUTES

RRB MINUTES | Aug. 3, 2009

The RoadRally Board (RRB) met via conference call on Monday, August 3, 2009.

Attending were: Rick Beattie, Chairman; Members: Kevin Poirier, Jeanne English, Jim Wakemen, Sasha Lanz and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison. Pego Mack, National Office was not in attendance.

Chairman Beattie called the meeting to order at 7:38 pm CST.

The Final July 6, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. RRB December Vacancy

Discussion: Pego will post the vacancy on the website. The board has received a few interested parties.

2. Divisional Stewards Duties / NORPAC Steward

Discussion: The board voted and approved Stu Helfer as NORPAC Steward. (Poirier/English)

3. Liaisons/Sanctions for Upcoming National Rallies

Discussion: Van Vleet reported on the Michigan Rally in September. English reported on Steele Haul Rally and it appears to be coming along fine. Beattie prechecked the two regional events after the Steel Haul Rally. Van Vleet reported having 3 entries so far for the USRRRC. St. Louis events have been checked also.

4. Communication

Discussion: The board discussed using eBlast for announcements of upcoming rallies. Details need to be worked out as to format etc. needed. Rick Myers, National Office, will produce the first issue. After that, English will attempt to take it over.

5. Convention RoadRally?

Discussion: Beattie to work on maybe doing a RoadRally at the 2010 Convention in Las Vegas. Getting cars from a local car dealer for the contestants to drive... or test vehicles from a manufacturer were suggested.

6. Publishing to and Monitoring Yahoo

Discussion: Postings and links to the Yahoo Rally Group was discussed in length. All board members verified they are members of the Yahoo Rally Group and do read the wide variety of comments/complaints etc. Wakemen is attempting to set up the Forum to notify the Yahoo Group when something is posted on the Forum so that if the Yahoo folks who are interested, then can go to the Forum and read the post.

7. Regional Events

Discussion: Armchair Rallies in the National Championship was discussed... like The Massacre and Around the World. According to the RRR's the word "driving" in Article 4A1 would eliminate the Armchair Rallies.

8. CDC Timing Systems

Discussion: The board received an email on a CDC Timing System made in Belgium to review. Basically each car has a transmitter and each checkpoint and the finish have rally timer clocks. It was suggested for SCCA and/or each Region to buy the system and rent it out to Rally Committees. After a lengthy discussion, the board considered the cost for this system and agreed it would cost too much, along with the hassle of moving it from region to region

9. Safety Steward Rules

Discussion: Beattie and English are still working on the Safety Steward Manual – GTA Revisions.

10. 2010 Rule Changes – Schedule, Rules Committee, Meeting, Final Vote

Discussion: Deadline for 2010 Rules is coming up.

11. Divisional Safety Stewards Meeting Report

Discussion: A motion was made last June to run past the Rules Committee for comment/clarification on limiting the number of entries in a National GTA event and the number of contestants in a car for a National GTA event. (Van Vleet/Lanz) This currently still needs to go to the Rules committee via Wakemen.

12. Championship Trophy Cost – table it for next meeting.

Discussion: From last month: Costs to award the top 10% competitors. National Office ran out of money for the 2008 Trophies. RoadRally is the only SCCA program that gives out Year End Awards that comes out of the budget. Table this until next months meeting when Pego can attend. People listed as having only worker points (10 for the year) should not be counted and is stated so in the RRR's, with the word 'competing', would eliminate them. This was tabled until next month.

Other Old Business

Discussion: None

New Business

Discussion: None

Action items - None

Next meeting

Monday, September 7(Labor Day) ??, 2009 at 7:30 pm CST via conference call.
Or Monday, August 31 and will need to confirm this with Pego.

The meeting was adjourned at 9:56 pm CST (English/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | July 20, 2009

Date: 7/20/2009, Conference call

Attending: Bob Ricker, Chairman; Tom Nelson; Karl Sealander; Mark Utecht; Mark Walker; Howard Allen, BOD Liaison; Pego Mack, SCCA Rally Department

1. Call to order 8:17 pm CDT

2. Additions/corrections to agenda

None.

3. Minutes from June Meeting

There was no formal vote to accept the minutes, however no one objected to the minutes as submitted.

4. Committee Reports

a. RallyCross Safety Committee (Tom Nelson)

The board discussed two incidents that occurred in the last month. Tom Nelson and the Safety Committee will review the reports in the next couple of weeks when the reports are available. Additionally, the question came up from the discussion about using a public road as staging area when some vehicles may not be street legal. This is perhaps a topic to be addressed in a future meeting.

b. RallyCross Rules Committee (Mark Utecht)

Mark Utecht said that the Rules Committee is following the timeline. The rules changes have been out for member comment, but that period has expired. The Rules Committee is now reviewing the member comments before submitting a final draft to the BOD.

5. Old Business

Photo Contest: Bob Ricker has three judges lined up—Jerry Doctor, Susan Young from SportsCar magazine, and Rennie Bryant from Grassroots Motorsports magazine. Mark Utecht inquired if prizes need to be approved by BOD, and Pego Mack responded that no approval is required.

6. New Business

a. Class changes for 2010: Has been out for member comment and is back to the Rules Committee. (See 4.b. above.)

b. Points Proposal for 2010: Has been out for member comment and is back to the Rules Committee. (See 4.b. above.)

c. Resignation of Mark Walker: Tom Nelson motioned to accept Mark Walker's resignation officially effective August 1, 2009. Mark Utecht seconded. Voting to accept motion was unanimous.

d. Brent Blakley: Mark Walker received a call from Brent Blakley in which he offered to come back to serve on the RXB. Since Brent Blakely formally resigned, he will need to be reapproved by the BOD. Mark Utecht motioned to accept Brent Blakely as a member of the BXB. Mark Walker seconded the motion. Voting to accept motion was unanimous.

Motion to adjourn made by Mark Utecht and seconded by Mark Walker. Motion carried and the meeting was adjourned at 8:41 pm CDT

Minutes prepared by: Karl Sealander 8/4/2009

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

2009 SCCA National Championship Runoffs Home Page: <http://www.scca.com/event.aspx?hub=1&event=13506>

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>

SOLO

2009 Tire Rack Solo National Championships: <http://scca.com/event.aspx?hub=3&event=13555>

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Sept. 1, 2009

The Club Racing Board met by teleconference on September 1, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Russ McHugh, and Peter Keane. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-10, 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 to crb@scca.com.

GCR

Item 1. Effective 1/1/10: In response to member comment on the CRB's proposed rule on vintage roll cages in the August 2009 *FasTrack*, the following is substituted:

Add the following paragraph to the end of section 3.1.8.D:

All Vintage cars must conform to Appendix Z of the current Vintage Competition Rulebook. Roll cages are required in all cars registered with the SCCA after Jan. 1, 1979. There is no requirement for cars registered before 1979 to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for cars registered prior to Jan. 1, 1979. Where allowed, roll bars must conform to Appendix Z of the current Vintage Competition Rulebook.

Improved Touring

Item 1. Effective 1/1/10: Change section 9.1.3.D.1.a.6 as follows:

The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

Item 2. Effective 1/1/10: Change section 9.3.5 as follows:

Four wheel (All-Wheel) drive is prohibited except in Showroom Stock, Touring, *Improved Touring*, and Super Touring.

American Sedan

Item 1. Effective 1/1/10: Change section 9.1.6.D.5.e as follows:

Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be revised. The original master cylinder may be replaced ~~by an OEM or equivalent master cylinder of the same specifications. No modification of its location or mounting is permitted.~~ with any single or dual master cylinder (with balance bar). The pedal assembly, including the clutch pedal and clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be modified or replaced. The pedal assembly, and master cylinders, may be relocated. The throttle pedal may NOT be relocated. The brake booster may be modified, replaced or removed. A brake bias adjustment cable is permitted.

Spec Miata

Item 1. Effective 1/1/10: Add the following to section 9.1.8.C.1.b:

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MazdaSpeed competition motor mounts, Part No. NAY1-39-040, are allowed.

CAR RECLASSIFICATIONS

ITB – 92-95 Honda Civic DX 1500 4-valve

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

Formula/Sports Racing

F1000 – ECU (Lavery). The rule is adequate as written. It may be revisited if future engines cannot be used with a stock ECU.

Grand Touring

1. GT – Panoz brakes (Mills). We will continue to monitor the car's performance.
2. GT – Help the Panoz (Crandall). Such major changes would require the manufacturer to request an update to the Vehicle Technical Sheet (VTS).

Improved Touring

1. IT – VW Beetle wheel size (Conger). The ITC wheel size is appropriate.
2. IT – MAF sensor clarification (Makishima). The use of the word *operational* is appropriate.
3. IT – Civic quarter panels (Owen). Fiberglass is not stock.
4. IT – Datsun rear brakes (Ira). Datsuns only came with drums and are readily available.
5. IT – Classify the 68 Alfa GTV (Bourdet). Inappropriate for IT as the 1956 cc engine was not available in the 68 body.

Touring/Showroom Stock

1. T3 – HHR SS springs (Myers). We will continue to monitor the car's performance.
2. T/SS – Move the Mini to SSC (Frye). We will continue to monitor the car's performance.

NO ACTION REQUIRED

GCR

1. Request to use pump gas (Edwards). The new fuel rules allow pump gas effective 1/1/2010.
2. Question regarding tire warmers (Nogueira). Section 6.1.4 forbids tire warmers on the grid. They are allowed in the paddock.

Formula/Sports Racing

1. FA – 016 input (Zuccarelli). Thank you for your input.
2. FF – Support for the Honda Fit proposal (multiple letters). Thank you for your input.
3. FF – Opposition to the Honda Fit proposal (multiple letters). Thank you for your input.
4. S2 – Brake input (multiple letters). Thank you for your input.

Grand Touring

GTL – Classify the convertible Mini (Linn). Thank you for your input. Convertibles are allowed as they are not disallowed by the GCR.

Improved Touring

IT – Miata dyno data (Landers). Thank you for your input.

Touring/Showroom Stock

1. T1 – Corvette brakes (multiple letters). Thank you for your input.
2. T2 – Subaru STi tires (Lendrum). Thank you for your input.
3. T/SS – Eligibility (DuLude). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2009

NUMBER: TB 09-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/09 unless otherwise noted.

Grand Touring

1. Replace all instances of "Ford SV0" with "Ford Motorsport" in the Grand Touring section.
2. Clarify the second paragraph of 9.1.2.F.4.a.4 as follows: "Vents may be added to the roof panel or rear window for the express purpose of venting the driver's compartment. ~~A maximum of 24 square inches of open area and a maximum number of twelve openings are allowed. There may be no more than 12 openings with a total area of not more than 24 square inches. Each opening shall be no larger than 4" x 1/2".~~

GT1

1. Correct 9.1.2.E.1.a.1 by making the following changes: "Any modular 4bl carburetor may be used with a maximum of a one and eleven-sixteenths (1-11/16) inch throttle bore ~~and 1 1/2" SAE bolt pattern~~, unless alternate carburetion and/or dimensions are specified in the GTCS."

GT2

1. Cars – Panoz Esperante GTS, p. 290, add to the notes as follows: "Internal modification to stock Penske 7500 shocks is permitted. Shock seals are not required."

GT3

1. Engines – Volkswagen, 1715cc, p. 312, add to the notes as follows: "Alternate cylinder head #037 103 351 allowed.
2. Engines – Volkswagen, 1780cc, p. 312, add to the notes as follows: "Alternate cylinder head #037 103 351 allowed.
3. Engines – Volkswagen, 1984cc, p. 312, add to the notes as follows: "Alternate cylinder head #037 103 351 allowed.
4. Engines – Toyota, 2438cc, p. 311, add to the notes as follows: "Alternate cylinder head #11101-75015 allowed.
5. Cars – Chrysler/Dodge/Plymouth, p. 301, Split the Omni 024/Shelby Charger into two spec lines as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Shelby Charger	83-87	2dr	FWD	96.6
Model	Years	Body Style	Driveline	Wheelbase (in)
Omni 024	79-82	2dr	FWD	96.6

GTL

1. Cars – Honda, p. 320, add to the 84-87 CRX spec line notes as follows: "May mount wing per hatchback-station wagon specs."
2. Cars – Honda, p. 320, add to the 88-91 CRX spec line notes as follows: "May mount wing per hatchback-station wagon specs."
3. Cars – BLMI, p. 316, change the 02-05 BMW Mini eligible model years as follows: ~~02-05~~ 2002-
4. Engines – Mazda, p. 322, change the 12A notes as follows: ~~Engine setback from the front spindle centerline to the front spark plug is 4.5".~~
5. Cars – Mazda, p. 322, Add the following to all note sections except the RX-3 and RX-7: Engine setback from the front spindle centerline to the front spark plug is 4.5".

Improved Touring

ITR

1. Honda S2000 (00-02), p. 344, Add the 2003 model year.
2. Classify the Honda S2000 (04-05), **effective 1/1/10**, in ITR as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Honda S2000 (04-05)	4 Cyl DOHC	87.0 x 90.7 2157	(IN) 36.1 (EX) 31.1	11.1	94.5	17	3.13, 2.05, 1.48, 1.16, 0.94, 0.76	(F) 300 Disc (R) 282 Solid	3005	

ITS

1. Honda Prelude SH (97-00), p. 348, Add the 2001 model year.
2. Honda Prelude non-SH (97-00), p. 348, Add the 2001 model year.

ITB

1. Classify the 92-95 Honda Civic DX (2,3 & 4 door) in ITB as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Honda Civic DX (2,3 & 4 door) (92-95)	4 Cyl SOHC	75.0 x 84.5 1493	(IN) 29.0 (EX) 25.0	9.2	2 & 3 door: 101.3 4 door: 103.2	13	3.25, 1.76, 1.17, 0.91, 0.70	(F) 240 x 21 Vented Disc (R) 180 Drum	2345	

Showroom Stock

SSB

1. Nissan Sentra Spec-V (07-09) p.488, add to the notes as follows: OEM optional limited slip differential permitted.

SSC

2. The 2010 Mazda3 was mistakenly classified in SSB in the April Fastrack. Effective upon publication, move the classification from the SSB class to SSC.

COURT OF APPEALS

Revision

JUDGMENT OF THE COURT OF APPEALS

Jonathan L. Corsico vs. SOM, COA Ref. No. 09-20-NE

August 20, 2009

FACTS IN BRIEF

On July 13, 2009 at the Finger Lakes Region/ National at Watkins Glen International Raceway, Jonathan L. Corsico, driver of FE # 41, protested the event officials and stewards claiming they violated GCR Section 5.5.3 (Flagging and Communications, General Organization) Mr. Corsico stated that his disabled vehicle was allowed to remain stuck in the gravel trap at Turn 4 where the car was subsequently struck and damaged by another car. The Stewards of the Meeting (SOM) Earl Hurlbut, Gene Kern, Susan Robishaw, George Morris, Bill Bradshaw, Whitey Bennett, and Tom Hoffman, Chairman, interviewed Mr. Corsico, reviewed the corner report and steward actions, and disallowed the protest. Mr. Corsico is appealing the SOM decision, as well as asking SCCA to reimburse him for the repair of his car.

DATES OF THE COURT

The Court of Appeals (COA), Dave Nokes, Dick Templeton, and Bob Horansky, Chairman, met on July 23 and 30, 2009, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Jonathan L. Corsico, received July 21, 2009.
2. Official Observer's Report and related documents, received July 21, 2009.
3. Statement from Tom Hoffman, Chairman SOM, received July 21, 2009.
4. Copy of the race communications log, received July 22, 2009.

FINDINGS

The COA determined that early in the race, Mr. Corsico, through his own driving error, spun off track and was unable to continue because his car was stuck in the gravel trap at Turn 4. The corner displayed a local yellow as his vehicle was off the driving surface. After Mr. Corsico exited his car and went to the corner station, the local yellow was withdrawn. The officials reported that the car could be left in that location for the balance of the race. That judgment was not changed during the late full course yellow. On lap 13 of the 14 lap race, DSR # 49 also spun off course at Turn 4, struck Mr. Corsico's disabled vehicle, and rolled over. The race was red flagged one lap early.

In his appeal, Mr. Corsico detailed Sections D and E of GCR 5.5.3. (corner worker responsibilities to take emergency actions to protect lives and property, and maintain a clear course). The COA finds that Mr. Corsico's car was parked off the racing surface in a restricted area but was not blocking the course. The incident was adequately covered with yellow flags until the driver and corner personnel were behind the barriers.

DECISION

The Court of Appeals upholds the decision of the SOM. Further, because the GCR contains no provisions for consideration of property damage expense, the COA will not address that aspect of Mr. Corsico's appeal. Mr. Corsico's appeal is considered well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Jeremy Treadway vs. SOM, COA Ref. No. 09-21-CN

August 25, 2009

FACTS IN BRIEF

At the July 26, 2009 CAT National, Restricted Regional and Formula Ford 40th Anniversary Vintage Race, the driver of FF#112, Jeremy Treadway, was found to be 8 pounds underweight at post-race impound. After he was released from impound, he went to his paddock, returned to impound, filled his coolant system with coolant and reweighed his car. This new weight exceeded the required minimum.

Because he did not meet the weight requirement at post-race impound, Mr. Treadway was moved from first position to last in class by Assistant Chief Steward, Tech (ACST) Paula Spencer via a CSA per GCR 5.9.3.C. (minimum impound inspection) and GCR 9.3.48. (weight). Mr. Treadway protested that decision. The Stewards of the Meeting (SOM), Kevin Coulter and JoAnne Jensen, Chairman, met and reviewed the post-race impound weighing process and equipment certification. They determined that the scales were properly certified and that the car was properly and repeatably weighed at 1092 pounds, eight pounds under the required weight. The protest was disallowed, found to be well founded, and the protest fee was returned.

DATES OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton, and Bob Horansky, Chairman, met on August 20, 2009 to hear, review, and

render a decision on the appeal. Alternate members JoAnne Jensen and Fred Cummings were participants in the CAT event and therefore recused themselves from this case.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Jeremy Treadway, received July 29, 2009.
2. Observers' Report and related materials, received August 12, 2009.
3. Email from Chairman SOM Mike Smith, dated August 14, 2009.

FINDINGS

In his appeal, Mr. Treadway stated that he was underweight at post-race impound inspection because he had boiled away his cooling fluid during the checkered flag lap. The approximately two gallons of lost coolant weighed 14 pounds, enough to have made his car compliant. He cites the part of GCR 9.3.48. that cars shall meet minimum weight at the conclusion of race or qualifying sessions and asserts that he was compliant post race, but his additional victory lap caused him to lose coolant and thus present to impound light.

The fact that Mr. Treadway's car was light at post-race impound is not in dispute. Actions after he left impound are not relevant as the evidential post-race chain of custody was broken.

GCR 9.3.48. reads in its entirety: "All cars shall meet or exceed the minimum weight specified with driver exactly as they come off the race circuit, at the conclusion of a race or qualifying session." If, as Mr. Treadway asserts, he lost the bulk of his coolant on his victory lap causing him to become noncompliant, this fact does not alter his requirement to meet the required weight as he came off the track. The COA has no opinion as to when Mr. Treadway became noncompliant as it is not relevant to the situation.

DECISION

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

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

CAESAR VIELMAS vs. SOM COA 09-22-SW

September 1, 2009

FACTS IN BRIEF

At the National Race at MSR Houston, August 8-9, 2009, James York, driver of SM #15, protested Caesar Vielmas, driver of SM #49, for an alleged violation of GCR 6.8.1. A., B., C., and D. (On Course Driver Conduct, Failure to Allow Racing Room,) for contact between the two cars on the first lap of the race at Turn 1.

The Stewards of the Meeting (SOM) Larry Svaton, James Rogerson, Dr. James Smith, John Stautberg and Dick Kantrud, Chairman, held a hearing, interviewed both drivers, reviewed videos, and upheld the protest. The penalty assessed was two positions in class. Mr. Vielmas is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton and Bob Horansky, Chairman, met on August 20 and 27, 2009, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Caesar Vielmas, dated August 9, 2009, and received by the COA on August 14, 2009.
2. Official Observer's Report and related documents, received August 19, 2009.
3. E-mail from Caesar Vielmas, dated August 19, 2009, received by the COA August 21, 2009.
4. E-mails from Dick Kantrud, received August 21 and 24, 2009.
5. Videos from Mr. York and Mr. Vielmas, received August 21, 2009.

FINDINGS

Mr. Vielmas' video shows his car moving to the right approaching Turn 1 on the first lap, then again upon reaching Turn 1. There was a noticeable jerk of the car due to contact with Mr. York's car at the second right movement of Mr. Vielmas' car. Mr. York's video shows Mr. Vielmas' car moving toward his car as they approach Turn 1, and Mr. York moves to the right. There was no apparent contact at this point. Mr. Vielmas suddenly moves further right when contact occurs between the passenger door on Mr. Vielmas' car and the left front corner of Mr. York's car. Mr. Vielmas claims that another car, #74, moved over towards him and he was sandwiched between the two cars. However, there was no witness statement from the driver of car #74 provided to the SOM to support that view and Mr. Vielmas' video does not affirm that contention.

DECISION

The Court of Appeals reviewed all of the evidence and documents received and upholds the decision of the SOM. Mr. Vielmas' appeal is deemed well-founded and his appeal fee, less the amount to be retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Charlie Schlismann vs. CS, COA 09-23-MW
September 7, 2009

FACTS IN BRIEF

Following National Group 2 post-race impound at the Fun in the Sun Regional/National on August 16, 2009 at Mid-America Motorplex, Chief Steward Bob Eddy moved Charlie Schlismann (F5 #71) to last place finisher for non-compliant distance between the wheels at full lock and the bodywork (GCR 9.1.1.E.9.). After a conversation with the Chief Steward, Mr. Schlismann decided not to protest the Chief Steward's Action (CSA) to the Stewards of the Meeting (SOM). However, following the event, he submitted an appeal asking the Court to review the decision and the licenses of other competitors.

DATES OF THE COURT

The Court of Appeals Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on August 27 and September 3, 2009 to review the matters.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and related documents, received 8/25/09.
2. Official Observer's Report and related documents, received 8/25/09.
3. Email from Bill Johnson (Chairman SOM), received 8/26/09.
4. Emails from Bob Eddy (Chief Steward), received 8/27/09 and 9/2/09.
5. Email from Bob Dowie (Chairman of the Club Racing Board), received 8/28/09.
6. Email from Charlie Schlismann, received 8/28/09.
7. Conversations with Bill Johnson (Chairman SOM), 8/22/09, 8/26/09, and 8/31/09.
8. Oral testimony from Bob Eddy (Chief Steward), 9/3/09.

FINDINGS

The Court identified a discrepancy in 9.1.1.E.9. between the text on page 217 and the drawing on page 218 and submitted it to the Club Racing Board. The CRB issued RM09-04, F500 Side Pod Specifications, correcting the error and omission. The Chief Steward agreed to withdraw the CSA, and to request that the SOM modify the final results to return Mr. Schlismann to his original finishing position.

The matter of competitors' licensing has been referred to the Chairman of the Stewards' Program and the National Administrator of Licensing for resolution.

DECISION

As the Court of Appeals did not hear the appeal, Mr. Schlismann's entire fee will be returned.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Aug. 26, 2009

SOLO EVENTS BOARD

The Solo Events Board met by conference call August 26th. Attending were SEB members Dave Feighner, Tina Reeves, Donnie Barnes, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Lisa Noble and Robin Langlotz of the BOD; Doug Gill, Nancy Downing, 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 to seb@scca.com.

GENERAL

- An opening is anticipated on the SEB for 2010. Interested members should submit their qualifications in writing to the SEB and BOD via the National Office.

SAFETY

- The Solo Safety Committee meeting minutes appear elsewhere in this issue of Fastrack.
- Safety Stewards are reminded that incident reports should include photos of the applicable course section(s), vehicles, damage, impacted obstacles, and any other relevant items.

STOCK

- The SAC continues to review feedback on the pending class reorganization proposals (ref. 09-381, 09-390, 09-418, 09-458)
- The SAC is also monitoring feedback regarding the proposal to move the Boxster to BS (ref. 09-163, 09-164, 09-197, 09-198, 09-201, 09-337, 09-474)

STREET TOURING

- Based on positive member feedback, the updated STR rules published in the August Fastrack are considered final, and are effective 1/1/2010.
- The STAC would like feedback on opening up 14.10.F to allow ECU "piggybacks" that directly control or modify engine functions such as fuel injectors and ignition timing (ignitor, coil, etc). Current allowances restrict piggybacks to acting only as "signal modifiers" on the ECU inputs. Direct control would be restricted to fuel, ignition, and VTEC switchover points. Sensors must be OE. Emissions legality as defined in Appendix F and 14.10 would still need to be maintained, which means that OBDII systems must be intact and operating as the manufacturer intended. NOTE: The goal with this proposal is to allow an alternative, cost-effective method of performing the same functions allowed by current rules. This is not final rules language. This proposal would be effective 1/2011.
- The STAC believes that the Street Touring classes have accounted for AWD versus 2WD differences by properly classing cars and using restrictions such as tire sizes. Currently there are no issues which would suggest a change. (ref. 09-413)
- The following rule change proposal, effective 1/1/2010, is published here for member comment: Change the first sentence of 14.2.G to read: "Strut bars may be added, removed, modified, or substituted with all types of suspension."

STREET PREPARED

- The following previously-published (October '08) class change proposal has been recommended by the SPAC and is published here for further comment: Move from DSP to FSP, Saturn 16V models as follows (ref. 09-532):
Saturn
S-series('91-'95)
S-series ('96-'02)
- The following rule change proposal, effective 1/1/2010, is published here for member comment: Change the first sentence of 15.2.C to read: "Strut bars may be added, removed, modified, or substituted with all types of suspension."
- The following rule change proposal, effective 1/1/2011, is published here for member comment: Add new subsection 15.2.P as follows: "Fog lights may be removed as long as the resulting holes are not used for any other purpose, and are completely covered."
- The following rule change proposal, effective 1/1/2011, is published here for member comment: Change the second sentence of 15.1.C to read as follows: "The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined, welded, or otherwise changed to facilitate the UD/BD allowance."

NOT RECOMMENDED

- Stock stainless brake line allowances (ref. 09-444).
- Stock roll bar installation (ref. 09-471)

- Driveline configurations (ref. 09-468) *Comment:* The SEB and its advisory committees consider all applicable factors, including drivetrain type and layout, when classing cars.
- Nissan GTR OE tire (ref. 09-430) *Comment:* the STAC sees no demonstrable evidence at this time to support excluding this tire, but will remain vigilant.

TECH BULLETINS

1. Stock: Per the SAC, add to 13.2 as follows: "The allowance to install a roll bar does not permit the removal of factory roll hoops."
2. *Street Touring: Per the STAC, OE bumper covers may be modified as part of the "Body Kit" allowance (14.2.F), including cutting holes for the passage of air. NOTE: The STAC is looking to rework or remove 14.2.F for 2011, since its original "Sport Compact" cosmetic intent is no longer relevant and it is being primarily used instead for performance benefit.*
3. *Street Touring: Per the STAC, only the inner lip of a fender may be rolled, per 14.2.E. The outer fender contour may not be changed to provide additional tire clearance.*
4. *Street Touring: The 2006-2010 BMW 3-series (E90) is added to the STX exclusion list in Appendix A, but is eligible for STU.*
5. *Street Prepared: Per the SPAC, the Toyota Celica listings in FSP are corrected to read as follows:*
 Toyota
 Celica ('71-'77)
 Celica ('78-'81)
 Celica ('82-'85)
 Celica ('86-'89)
 Celica ('90-'93) (NOC)
 Celica ('94-'99)
6. *Street Prepared: Per the SPAC, the Toyota Celica '00+ listing in DSP is corrected to read as follows:*
 Toyota
 Celica ('00-'05)
7. *Street Prepared: The Saturn Ion listing in DSP is clarified to read "Ion (all) & NOC." (ref. 09-532)*
8. *Street Prepared: Under the allowances of 15.8.H.1, if one A-arm is changed to a non-OE length and is non-adjustable, it is legal so long as no adjustment or change is made to the other A-arm on the same corner. (ref. 09-368)*

ROADRALLY BOARD MINUTES

RRB MINUTES | Aug. 31, 2009

Sports Car Club of America
RoadRally Board Minutes - Final
Via Conference Call
August 31, 2009

The RoadRally Board (RRB) met via conference call on Monday, August 31, 2009.

Attending were: Rick Beattie, Chairman; Members: Kevin Poirier, Jeanne English, Jim Wakemen, Sasha Lanz and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison and Pego Mack, National Office was in attendance.

Chairman Beattie called the meeting to order at 7:33 pm CST.

The Final August 3, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. RRB December Vacancy

Discussion: The board has reviewed a few more interested parties.

2. Championship Points to SCCA Website

Discussion: Beattie is working with Pego to get the Championship Standings on the Website. The spreadsheet is too large and will not upload to SCCA's website. Wakemen will try converting the file to a different type of file (pdf?) to upload.

3. Liaisons/Sanctions for Upcoming National Rallies

Discussion: Van Vleet reported on the Michigan Rally in September and an update on the USRRC. English reported on the USRRC General Instructions. Beattie reported on the St. Louis Rallies.

4. Championship Points Issues

Discussion: Merging car classes and reporting for championship points. Not all the regions run the same type of class and classes that are not easy to merge. A one car rally... cannot merge into a class. A motion was made not to merge one car classes (English/Poirier).

Discussion

Do we require regions to turn in results? No results, no Sanction? RRB needs to find out what RallyCross does to get regions to turn in results. This was tabled until next meeting.

5. 2010 Rule Change Items

Discussion: Merge Course/Tour and GTA rallies into one series. The board agreed to add it as another item for discussion at for the Town Hall Meeting at the USRRC in La Crosse in October.

Discussion: Averaging Non-Max leg scores. As reported in the April RRB Minutes; Averaging non-max scores on events? In the RFO's (Chapter 24, Section C6), under the Claims Committee, it currently states: "When the claiming contestant's correct score cannot be accurately determined, the proper scoring adjustment, under provable circumstances such as those identified above, is to give the contestant a score at the control in question equal to the average or median of his scores, excluding maximum penalties, at all other scored controls during the day's run." Proposed change: "When the claiming contestant's correct score cannot be accurately determined, the proper scoring adjustment, under provable circumstances such as those identified above, is to give the contestant a score at the control in question equal to the average or median of the scores, excluding maximum scores, of the other contestants in his class." This has to go to the Rules Committee and it needs to be posted to the SCCA Forum for member comment.

6. Worker Points for Championship Year End Awards

Discussion: Worker Points to be counted for year end Championship Points was brought to the RRB's attention again. From RRB August minutes: Costs to award the top 10% competitors. National Office ran out of money for the 2008 Trophies. RoadRally is the only SCCA program that gives out Year End Awards that comes out of the budget. Table this until next months meeting when Pego can attend. People listed as having only worker points (10 for the year) should not be counted and is stated so in the RRR's, with the word 'competing', would eliminate them.

After discussing it again, the board still agrees with last month's decision that one has to 'compete' as a rally contestant to be considered for the Championship year end awards.

7. Communication

Discussion: The board discussed using eBlast for announcements of upcoming rallies. Details need to be worked out as to format etc. needed. Rick Myers, National Office, will produce the first issue. After that, English will attempt to take it over. We can only

8. Convention RoadRally?

Discussion: Beattie is still working on maybe doing a *RoadRally* at the 2010 Convention in Las Vegas. Getting cars from a local car dealer for the contestants to drive... or test vehicles from a manufacturer were suggested.

9. Safety Steward Rules

Discussion: English is still working on the Safety Steward Manual revisions, including items applicable to GTA events.

10. Divisional Safety Stewards Meeting Report

Discussion: A motion was made last June to run past the Rules Committee for comment/clarification on limiting the number of entries in a National GTA event and the number of contestants in a car for a National GTA event. (Van Vleet/Lanz) This still needs to go the Rules committee via Wakemen.

Other Old Business

Discussion: Pego will need Rules Changes for 2010 by mid-September.

New Business

Discussion: Lanz will write a proposal for the RRB to review on a major 2011 event with big sponsors. The proposal will be sent to the RRB first before going to SCCA 's Marketing Department for review

Action items

Wakemen: above items for the next Rules Committee meeting.

Lanz: to write letter re: *RoadRally* Safety Steward instructor appointment.

Next meeting

Monday, October 5, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 9:30 pm CST (English,Wakemen,Lanz/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | Aug. 10, 2009

RallyCross Board Meeting Minutes

Date: 8/10/2009

Conference call

Attending:

Bob Ricker, Chairman

Brent Blakley

Tom Nelson

Karl Sealander

Mark Utecht

Also attending: Pego Mack, SCCA Rally Department

1. Call to order 8:10 pm CDT

2. Additions/corrections to agenda

Mark Utecht requested that the RallyCross Board (RXB) discuss the Subaru Contingency.

3. Minutes from July Meeting

The minutes from the July meeting were presented prior to the meeting. Karl Sealander motioned to accept those minutes as presented, Mark Utecht seconded the motion, and the motion carried.

4. Committee Reports

a. RallyCross Safety Committee (Tom Nelson)

Tom Nelson reported that the incident reports from last month have been distributed to the Safety Committee, which will meet next week for discussion.

b. RallyCross Rules Committee (Mark Utecht)

RallyCross Rules Changes for 2010: Mark Utecht reported that the RallyCross Rules (RXR) changes are back to the Rules Committee from member comment period. He reported that there were no discernable trends in the member comments. There were comments in disagreement with the proposed changes, but a balanced number of comments in agreement were also made. Mark Utecht proposed that the RXB split the vote to accept the RXR changes between Protest and Appeals changes and the Class changes:

- Protest and Appeals: Tom Nelson requested some wording changes to the final version. Section 5.4.G.2.a should have "or will" removed. Section 7.4.9, second paragraph, fourth sentence, should read, "All appeals should be addressed to..." Section 7.4.9, the paragraph beginning with "Fifth," second sentence, should read, "The confidential information will not be distributed..." Mark Utecht motioned to accept the Protest and Appeals rule changes as amended, Brent Blakley seconded the motion, and the motion carried.
- Class changes: Mark Utecht motioned to table a vote on the class changes until next month's meeting. He recommended further discussion on the SCCA Private Forums in order to be prepared to vote on the changes at next month's meeting. Tom Nelson seconded the motion and the motion carried. There was further discussion on the desire of some members to see added front- and rear-drive classes added to the Modified Classes. Mark Utecht also expressed a desire for a class structure that would include the street-tuner crowd. It was suggested to evaluate regional classes used in California and Utah that may accomplish this, Street Modified 4 (SM4) and Street Modified 2 (SM2), opening now for implementation regionally on an experimental basis. A proposal to implement these classes at Eastern and Western States Challenges was declined due to the imminence of the events, which would be unfair to other competitors.

Points Proposal for 2010: Mark Utecht said no remarkable trends were noticed from the member comments. He does feel that it will diminish the importance to the year-end National event. Brent Blakley agreed that the RallyCross program is not ready for a points program. Tom Nelson feels we should spend our time getting the RallyCross program ready for a points program. Bob Ricker asked if we need a points program for 2010. Although no formal vote was taken, it was the general consensus of the RXB that no points program would be implemented for 2010.

5. Old Business

Photo Contest: Mark Utecht motioned to accept the flyer as presented by Mark Walker, Brent Blakley seconded, and the motion

carried by the Board. Tom Nelson volunteered to put together the final contest.

6. New Business

Subaru Contingency: Subaru has agreed to provide a contingency for the National event in October. Mark Utecht expressed disappointment that it was announced so late. Pego Mack said that it could not be helped because Subaru made the decision as they could. The RXB agreed to welcome Subaru's contingency.

Motion to adjourn made by Mark Utecht and seconded by Tom Nelson. Motion carried and the meeting was adjourned at 9:24 pm CDT

Minutes prepared by: Karl Sealander 8/20/2009

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>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Oct. 6, 2009

The Club Racing Board met by teleconference on October 6, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Russ McHugh, and Peter Keane. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Jim Christian, guest BoD; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-11, 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 to crb@scca.com.

Showroom Stock

Item 1. Effective 1/1/10: Add the following sentence to the end of section 9.1.7.E.8:

Cars equipped with lug bolts may convert to wheel studs and lug nuts.

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

Grand Touring

1. GT – Porsche fuel induction (Jones). Restricted engine rules are not used in GT. SIRs must be used to control potential on large engines. Unrestricted options are available in GT2.
2. GT – Reconsider the S54/S50B32 weight (Mills). The weight is appropriate as specified
3. GT – Reduce the weight of the AMC/Renault 1989 (Schick). The weight is appropriate as specified.
4. GTL – Eliminate roadsters from GTL (Fouse). Roadsters are welcome in GT. We will continue to monitor performance of the roadsters.

Showroom Stock

Allow stainless steel brake lines (multiple). Replacement of brake lines is not allowed in Showroom Stock.

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NO ACTION REQUIRED

Grand Touring

1. GT – Proposed GT rules (multiple). Thank you for your input.
2. GT – Clarify the mid-engine rule (Schick). Electric water pumps are currently allowed in GT.
3. GT – Clarify Porsche 914/914-6 eligibility (Whitcomb). No VIN rule in GT.
4. GTL – GTL class rules input (Kopley). Thank you for your input.
5. GTL – Allow electric water pumps (Schick). Electric water pumps are currently allowed in GTL. (Refer to the July *FasTrack*.)

CLUB RACING TECHNICAL BULLETIN

DATE: October 20, 2009

NUMBER: TB 09-11

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 11/1/09 unless otherwise noted.

Grand Touring

GT3

- Engines – Ford, 2301cc, p. 302, correct the notes as follows: “Alt. head: ~~#M-6049-A320~~ #M-6049-E23A.

GTL

- Engines – AMC, 1296cc, p. 315, correct the spec line as follows: ~~1296~~ 1289.
- Cars – Nissan, SRL 311U, p. 323, make the following changes: ~~SRL 311U~~ SPL 311/311U. Add 95.7” to the existing wheel base.
- Engines – Honda , p. 320, add to the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
Fit	DOHC	73.0 x 89.4	1497	Alum Crossflow	4	24mm SIR	2000	

- Cars – Renault, LeCar, p. 326, add the following to the notes: Removal only of rain rail permitted, no modification.

Sports Racing

CSR

- Effective 1/1/10**, correct 9.1.9.A.2.a.13 as follows: Subject to the restrictions in line ~~Y~~K and L below ~~and the single inlet restrictor (SIR) table below~~, 4-cylinder, 4-cycle, production based automotive engines are allowed. No additional individual engine homologations of 4-cylinder, 4-cycle engines over 1600cc will be made.
- Effective 1/1/10**, correct table following 9.1.9.A.2.a.13, Line K Req'd Restrictor, and table in 9.1.1.A.2.a, Line D Notes as follows: ~~31mm SIR, except under 2000cc, less than 10:1 CR, unrestricted; under 2500cc, 33mm SIR required, except less than 9:1 CR, unrestricted.~~
- Effective 1/1/10**, correct table following 9.1.9.A.2.a.13, Line L Req'd Restrictor, and table in 9.1.1.A.2.a, Line E Notes as follows: ~~31 mm SIR required, except under 2000cc, under 10:1 CR, unrestricted; under 2500cc, under 9:1 CR, unrestricted. Under 2000cc, 33 mm SIR required except under 10:1 CR, unrestricted; under 2500cc, 31mm SIR required except under 9:1 CR, unrestricted.~~

Touring

T2

- Pontiac Solstice GXP (07-09), p. 574, Add the following to the notes: Quantum Motorsports brake duct kit #09820 is allowed.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Peter Lehr vs. SOM, COA Ref. No. 09-24-MW

September 11, 2009

FACTS IN BRIEF

Following Race Group 4 at the Fun In The Sun National races at Mid-America Raceway on August 16, 2009, Chief Steward Bob Eddy filed a RFA asking for an investigation of a body contact involving SM cars #12 (Peter Lehr) and #59 (Jarred Igon) at Turn 1. The SOM, Keith Bowman, Scott Bowman, Kenneth Kirkland and Bill Johnson (Chairman) conducted a hearing, interviewed witnesses, examined cars, and reviewed a video. They determined that Mr. Lehr was at fault and placed him on a 3 - race weekend probation. Mr. Lehr is appealing that ruling.

DATES OF THE COURT

The Court of Appeals (COA), Dick Templeton, Dave Nokes and Bob Horansky, Chairman, met on August 27, September 3 and September 10, 2009, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal and related documents, received by the COA on August 26, 2009.
2. Official Observer's Report and related documents received by the COA on August 28, 2009.
3. Emails from Bob Eddy received August 28 and September 2, 2009.
4. Conversations with Bill Johnson (Chairman SOM) August 21, 26 and 31, 2009.
5. Videos from Mr. Lehr's and Mr. Igon's cars received September 4, 2009.

FINDINGS

In the COA review of Mr. Lehr's video, which was not made available to the First Court, it was apparent that car 12 (Mr. Lehr) attempted to resume the racing line after passing car 59 (Mr. Igon) without clearing car 59. Car 12 impacted car 59 causing both to spin and continue.

Additionally, in Mr. Lehr's appeal he stated that he had not been allowed sufficient time to call witnesses. This was refuted by the Chairman SOM. He stated that Mr. Lehr was advised at post race impound of a pending action and that he should begin looking for witnesses. Mr. Lehr introduced two witnesses, Stuart and Kent Lehr.

DECISION

The majority of the witness statements as well as Mr. Lehr's own video support the decision of the First Court which is upheld by the COA. The COA felt that the images on Mr. Lehr's video show a disregard for his fellow competitors and adds the penalty of disqualification from the event to the probation penalty. The added penalty changes the penalty points assessed from 3 to 4. Mr. Lehr's appeal was deemed not well founded and his appeal fee shall be retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Doug Makishima vs. SOM COA 09-25-NP

September 23, 2009

FACTS IN BRIEF

At the San Francisco Region Double Regional held at Infineon Raceway on September 4-6, 2009, Doug Makishima, ITS #10, was protested by Tom Mannell, driver of ITS #40, contending noncompliance. The protest was filed following the first sanction's ITS race and prior to the second sanction's ITS qualifying and race sessions. When the Stewards of the Meeting (SOM), Morris Hamm, Richard Raymond, and Mary Lou Robson, Chairman, attempted to contact Mr. Makishima, it was discovered that he had left the track for the day. On Sunday morning, the SOM informed Mr. Makishima of the protest. Mr. Makishima indicated that he would withdraw and not allow his car to be inspected. The SOM issued Mr. Makishima the GCR mandated penalty of disqualification, 6 month suspension, fine and the associated penalty points. Mr. Makishima is appealing that ruling.

DATES OF THE COURT

The Court of Appeals (COA) JoAnne Jensen and Fred Cummings, COA Alternates, and Bob Horansky, Chairman, met at the SCCA Runoffs on September 23, 2009, to review the decision of the SOM. Regular Court member Dick Templeton recused himself as he was a steward at the event. Court member Dave Nokes was unavailable for the discussions.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and associated attachments from Doug Makishima, received September 23, 2009.
2. Observers Report and related documents received September 23, 2009.
3. Race schedule and Supplementary Regulations received September 23, 2009.
4. Verbal testimony from Mary Lou Robson, Chairman SOM.

FINDINGS

The COA finds that Mr. Makishima entered both races, participated in the single dual race practice session, and when notified of the protest, chose to withdraw from the second race. He was free to withdraw, however, that does not relieve him of the responsibility to submit his car for inspection.

DECISION

The Court of Appeals upholds the SOM in its entirety. Mr. Makishima did not provide any new evidence. His appeal was properly presented and his appeal fee, less the amount retained by SCCA, will be refunded.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Jaime Slone vs. SOM COA Ref. No. 09-01-RO

September 21, 2009

FACTS IN BRIEF

On September 9, 2009, Jaime Slone (FM) received notification that his entry to the 2009 SCCA National Championship Runoffs had been refused as he had not met the requirements of GCR 3.9.2.A. Mr. Slone protested the matter to the event Chief Steward who appointed a First Court (SOM) of Tom Hoffman, John Peterson and Gary Meeker, Chairman. After reviewing documentation, the First Court upheld the entry refusal. Mr. Slone appealed this action.

DATE OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met at the SCCA Runoffs on September 21, 2009 to hear the appeal and review the decision of the SOM.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and related documents received September 21, 2009.
2. First Court report and related documents received September 21, 2009.
3. Runoffs Supplementary Regulations.
4. January 2009 FasTrack.
5. Verbal testimony from Mr. Slone.
6. Witness statement and verbal testimony from Charles Knox, Chief Scrutineer, Cal Club.
7. Witness statement and verbal testimony from Sean Mellick, Mr. Slone's Crew Chief.

FINDINGS

Mr. Slone competed in four National events in 2009, finishing three of them. Mr. Slone stated that he had read the 2009 GCR Section 3.9.2. but not the January 2009 FasTrack or the event Supplementary Regulations, both of which called for a minimum of four finishes, echoing the Board of Directors decision of May 8, 2008.

Mr. Slone's allegations that he had been advised incorrectly by Divisional and National staff could not be verified.

DECISION

The Court of Appeals upholds the decision of the First Court and denies the appeal. Mr. Slone's appeal was properly presented and his appeal fee will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Chief Steward vs. SOM, COA Ref. No. 09-02-RO

September 26, 2009

FACTS IN BRIEF

At post-race impound following the American Sedan race, Assistant Chief Steward of Tech Skip Yocum issued a Chief Stewards Action (CSA) disqualifying Philip Smith (AS #54) for violation of GCR 9.1.6.D.1.a.1. (approved carburetor and manifold). The CSA cited observed violation of the "design and configuration" of the intake manifold. Mr. Smith's Edlebrock RPM 7101 manifold had the cross passage heat riser welded shut. Mr. Smith protested the disqualification based on the contention that the passage has no function when the manifold is bolted to the optional Edlebrock head.

The First Court (SOM) John Peterson, R. David Jones, and Tom Brown, Chairman, heard the protest, interviewed Mr. Smith, reviewed the inspection, and upheld the disqualification. Mr. Smith appealed that decision.

DATE OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on September 26, 2009 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. First Court decision and related documents received September 26, 2009.
2. Appeal from Philip Smith, received September 26, 2009.

FINDINGS

The COA interviewed Tom Brown, Philip Smith, and inspected the subject manifold. Mr. Smith clearly admits that the manifold heat passages are welded shut. It is true that when bolted to the compliant optional Edlebrock head, these passages do not align with any ports, and are in fact blocked. The GCR allows blocking of this passage only at the head (GCR 9.1.6.F). The COA recognizes that the manifold welds accomplish the same effect, but the welds are non-compliant as they alter the manifold design and configuration.

DECISION

The Court of Appeals upholds the First Court but modifies the penalty by moving Mr. Smith to the last place finisher, which carries an automatic penalty of 3 points. The appeal was properly presented and Mr. Smith's appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Chief Steward vs. SOM, COA Ref. No. 09-03-RO
September 26, 2009

FACTS IN BRIEF

Brian Wallace, driver of AS #8, protested the Chief Steward's Action (CSA) to disqualify his car per GCR 9.1.6.D.1.1., for non-compliance of the cylinder head due to an unauthorized modification of the valve seat. The First Court (SOM), Bill Medcalf, Julie Komp and Steve Harris, Chairman, conducted an investigation, interviewing Mr. Wallace, several members of the AS Advisory Committee, the Chairman of the Club Racing Board, and several scrutineers. The First Court upheld the protest, returning Mr. Wallace to his original finishing position. The Chief Steward appealed the decision of the First Court.

DATE OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on September 26, 2009, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and related documents received September 26, 2009.
2. First Court report and related documents received September 26, 2009.
3. Verbal testimony from Paul Diringier, Scrutineer.
4. Verbal testimony from Jim Averett, Chief Steward.
5. Verbal testimony from Brian Wallace, driver AS #8.
6. Verbal testimony from Bob Dowie, Chairman, Club Racing Board.

FINDINGS

The COA found that the First Court had conducted a detailed and comprehensive review of the CSA and protest. The COA also learned that the diagram showing the specifications for machining the valve seat on page 475 of the GCR applies to the cast iron head, rather than the aluminum Edelbrock #608879 cylinder head that is authorized for use. There are no specifications in the GCR for the head geometry of the valve seat area for the optional Edelbrock cylinder head. As a result, the printed specifications shown in the GCR cannot be used to determine compliance of this cylinder head.

DECISION

The Court of Appeals disallows the appeal, upholding the original decision of the First Court. The appeal was properly presented and the appeal fee will be returned.

The Court requests that the Club Racing Board prepare and publish the correct specifications for the head geometry of the valve seat area for the Edelbrock head.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

FACTS IN BRIEF

Chief Steward Jim Averett filed a Request for Action (RFA) with a First Court (SOM) to investigate metal-to-metals between Mike Miserendino, SRF #11, and Brian Schofield, SRF #61, at Corners 5 and 14 on the last lap of the SFR National Championship race.

The First Court, Rick Mitchell, Mike Engelke and Mary Lou Robson, Chairman, heard the protest, interviewed Mr. Miserendino and Mr. Schofield, heard corner worker witnesses, and viewed a video provided by SpeedCastTV. They First Court determined that Mr. Miserendino was at fault and penalized him one position, moving him from first to second. Mr. Miserendino appealed their decision.

DATE OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on September 26, 2009 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. First Court decision, the video they viewed and related documents received September 26, 2009.
2. Appeal from Mr. Miserendino, received September 26, 2009.
3. In-car video provided by Mr. Miserendino.
4. Testimony from the third place SRF, Richard Spicer, SRF #65.
5. Testimony from spectator and Divisional Steward John Mikkelsen.

FINDINGS

The COA reviewed the testimony considered by the First Court and their decision. It also viewed the SpeedCastTV video and interviewed Mr. Miserendino and Mr. Schofield. Additionally, new evidence was gathered by viewing Mr. Miserendino's in-car video, interviewing Mr. Spicer, and reading Mr. Mikkelsen's witness statement.

There was body-to-body contact on the last lap between SRF #11 and SRF #61 prior to the braking zone of Turn 5 and before and in Turn 14.

After reviewing all of the evidence, the COA determined the contact before Turn 5 and the subsequent pass by SRF#11 of SRF #61 exiting Turn 5 to be unrelated as both cars were fully under control before the Turn 5 braking zone. Both drivers shared responsibility for the contact which was caused by SRF #61 maneuvering to prevent SRF #11 from having racing room to pass and SRF #11 attempting to pass when there was insufficient pavement to properly complete one.

The contact in Turn 14 occurred as SRF #61 attempted to regain the lead. There was side-to-side contact and SRF#61 nose to SRF #11 tail contact. Neither contact caused loss of control or significant damage. SRF #61 initiated both the side-to-side and nose-to-tail contact in Turn 14.

Both contact incidents were the result of two competitors racing aggressively and with considerable skill. There was a shared responsibility for the contacts and neither one directly affected the on-track results. The COA determined they were incidental and did not rise to the level of a penalty for either driver.

DECISION

The Court of Appeals upholds the Appeal of Mr. Miserendino and restores his first place finishing position. The appeal was properly presented and Mr. Miserendino's appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

Judgment of the Court Of Appeals
Tom Sloe vs. SOM, COA Re. No. 09-05-RO
September 27, 2009

FACTS IN BRIEF

Following post-race impound at the 2009 Runoffs at Road America, Chief Steward Jim Averett filed a Chief Steward's Action disqualifying Tom Sloe (AS #74) for non-compliance (GCR 9.1.6.F., valve lift). Mr. Sloe protested that action. The First Court (SOM), Anne Christian, Barbara Knox, and Gary Meeker, Chairman, met, reviewed evidence, observed the measurement process, and disallowed Mr. Sloe's protest. Mr. Sloe appealed that decision.

DATE OF THE COURT

The Court of Appeals (COA), David Nokes, Dick Templeton and Bob Horansky, Chair, met on September 27, 2009 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. First Court findings and related documents received September 27, 2009.
2. Mr. Sloe's appeal and related documents received September 27, 2009.

3. Verbal testimony from American Sedan Scrutineering Line Chief Rick Henschel.
4. Verbal testimony from Technical Inspector Frank Sefranek.
5. Verbal testimony from Technical Chief of Compliance Inspector Frank Dirringer.
6. Verbal testimony from SCCA Club Racing Board Chairman Bob Dowie.
7. Verbal testimony from Club Racing Technical Manager John Bauer.
8. Verbal testimony from AS #74 driver Tom Sloe.
9. Verbal testimony from Chief Steward Jim Averett.

FINDINGS

When asked by the COA to use the SCCA-provided dial indicator and associated equipment to measure the valve lift on his car, Mr. Sloe was unable to properly affix the mechanism onto the block using the magnetic base. The Technical Inspector also had difficulty with this as well as with adjusting the indicator to the proper axis (parallel with the valve stem), given the four adjustable extension arms needed to position it over the valve properly. In this case, the valve rocker arm hinders free access to the valve spring retainer. The magnetic base was not in good repair as it had inadequate holding power to properly secure the measurement apparatus. Multiple post-race measurements varied significantly.

The Court observed the following:

1. The greater the length of the extension arms, the greater the spring and unsteadiness of the plunger tip against the valve.
2. It is nearly impossible to visually determine whether the indicator is on the correct axis parallel to the valve, and there is no mechanical means available to make that determination. The complex geometry of the top of valve spring retainer adds difficulty to the measurement and can cause results that are either longer or shorter than the actual valve lift.
3. There is a nearly infinite combination of adjustments to the extension arms, precluding repeatable measurements by the plunger at the same point on the valve.
4. The multiple slopes on the surface of the valve spring retainer where the measurement probe rested, combined with the other three factors, led to the plunger's sliding on the valve spring retainer surface as the valve is opened making duplicate accurate readings unlikely.
5. Repeated measurements made on an improper axis would be repeatedly in error.

As a result, the COA finds that the equipment is inadequate for obtaining accurate repeatable measurements and that the process is biased toward a non-compliant result. The Court appreciates the difficulties in attempting to use general purpose equipment in the field to determine compliance, even by the Runoffs Technical Inspectors, who had considerable experience and skill.

DECISION

The COA upholds Mr. Sloe's appeal. The appeal was properly presented and the appeal fee, less the amount retained by SCCA will be returned.

COURT OF APPEALS

Judgment of the Court Of Appeals
Jim Averett vs. SOM, Ref. No. COA 09-06-RO
September 27, 2009

FACTS IN BRIEF

Following impound for American Sedan at the 2009 SCCA Runoffs, Chief Steward. Jim Averett disqualified car 74, Tom Sloe, for non-compliant carburetor Modifications — GCR 9.1.6.D.1.a.3. Mr. Sloe protested the action.

The First Court (SOM) Bill Medcalf, Julie Komp and Steve Harris, Chairman, met, reviewed evidence and disallowed Mr. Sloe's protest. Mr. Averett appealed that decision.

DATE OF THE COURT

The Court of Appeals (COA), Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on September 27, 2009 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. First Court findings and related documents.
2. Mr. Averett's appeal and related documents.
3. Verbal Testimony from American Sedan Scrutineering Line Chief Rick Henschel.
4. Verbal Testimony from SCCA Club Racing Board Chairman Bob Dowie.
5. Physical inspection of Mr. Sloe's carburetor.
6. Verbal Testimony from Scrutineer Frank Dirringer.
7. Verbal Testimony from Chief Steward Jim Averett.
8. Verbal Testimony from Mr. Sloe.

FINDINGS

The COA inspected and compared the carburetor butterfly screws in both a stock carburetor and Mr. Sloe's carburetor and noted that Mr. Sloe's had been replaced.

Routine servicing requires cutting or grinding the threaded end of the factory attachment screws in order to remove the butterflies. GCR 9.1.6.D.1.a.3. also allows specific modifications of the butterflies.

The COA finds that GCR 9.1.6.D.1.o. allows the replacement of similar hardware items that perform the same fastening function.

DECISION

The COA upholds Mr. Averett's appeal. The appeal was properly presented and the appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Jim Averett vs. SOM COA Ref. No. 09-07-RO

September 27, 2009

FACTS IN BRIEF

Following impound for American Sedan at the 2009 SCCA Runoffs, Chief Steward Jim Averett disqualified car 13, Kenneth Lubash, for non-compliant carburetor modifications – GCR 9.1.6.D.1.a.3. Mr. Lubash protested that action.

The First Court (SOM), Bill Medcalf, Julie Komp and Steve Harris, Chairman, met, reviewed evidence and disallowed Mr. Lubash's protest. Mr. Averett appealed that decision.

DATE OF THE COURT

The Court of Appeals (COA), Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on September 27, 2009 to hear review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. First Court findings and related documents.
2. Mr. Averett's appeal.
3. Verbal Testimony from American Sedan Scrutineering Line Chief Rick Henschel.
4. Verbal Testimony from SCCA Club Racing Board Chairman Bob Dowie.
5. Verbal Testimony from Scrutineer Frank Dirringer.
6. Verbal Testimony from Chief Steward Jim Averett.
7. Verbal Testimony from American Sedan competitor Tom Sloe.
8. Physical inspection of carburetor ruled non-compliant.

FINDINGS OF THE COURT

The COA inspected and compared the carburetor butterfly screws in both a stock carburetor and a carburetor deemed non-compliant and noted that the non-compliant carburetor's butterfly screws had been replaced.

Routine servicing requires cutting or grinding the threaded end of the factory attachment screws in order to remove the butterflies. GCR 9.1.6.D.1.a. also allows specific modification to the butterflies.

The COA finds that GCR 9.1.6.D.1.o. allows the replacement of similar hardware items that perform the same fastening function.

DECISION

The COA upholds Mr. Averett's appeal. The appeal was properly presented and the appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Jim Averett vs. SOM COA Ref. No. 09-08-RO

September 27, 2009

FACTS IN BRIEF

Following impound for American Sedan at the 2009 SCCA Runoffs, Chief Steward Jim Averett disqualified car 24, Andrew McDermid, for non-compliant carburetor modifications – GCR 9.1.6.D.1.a.3. Mr. McDermid protested that action.

The First Court (SOM), Bill Medcalf, Julie Komp and Steve Harris, Chairman, met, reviewed evidence and disallowed Mr. McDermid's

protest. Mr. Averett appealed that decision.

DATE OF THE COURT

The Court of Appeals (COA), Dave Nokes, Dick Templeton, and Bob Horansky, Chairman, met on September 27, 2009 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. First Court findings and related documents.
2. Mr. Averett's appeal and related documents.
3. Verbal testimony from American Sedan Scrutineering Line Chief Rick Henschel.
4. Verbal testimony from SCCA Club Racing Board Chairman Bob Dowie.
5. Verbal testimony from Scrutineer Tom Dirringer.
6. Verbal testimony from Chief Steward Jim Averett.
7. Verbal testimony from American Sedan competitor Tom Sloe.
8. Physical inspection of carburetor ruled non-compliant.

FINDINGS OF THE COURT

Mr. McDermid's car had several mechanical issues during the course of the impound procedures which were not brought to the attention of the COA. The COA was limited to a review of GCR 9.1.6.1.D.a.3. as no other GCR Section was appealed.

The COA inspected the butterfly screws in a stock carburetor and compared them with those in carburetor deemed non-compliant and noted that the butterfly screws had been replaced on the alleged non-compliant carburetor.

Routine servicing requires cutting or grinding the thread end of the factory attachment screws in order to remove the butterflies. GCR 9.1.6.D.1.a.3. also allows specific modifications of the butterflies.

The COA finds that GCR 9.1.6.D.1.o. allows the replacement of similar hardware items that perform the same fastening function.

DECISION

The COA upholds Mr. Averett's appeal. The appeal was properly presented and the appeal fee, less the amount retained by SCCA, will be returned.

TIME TRIALS ADMINISTRATIVE COUNCIL MINUTES

TTAC MINUTES | July 21, 2009

The Time Trials Administrative Council met via conference call on 7/21/2009 at 7:30 PM CST. The following members participated: Matt Rowe (Chairman), Dan Coughnour, Ed Settle, Dave Deborde, Josh Hadler, Janet Farwell (staff) and Marcus Meredith (BoD).

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) Status reports were discussed for GLDIV, MWDIV, NORPAC and NEDIV.
- b) The following items remain with the TTSC for discussion
 - TTSC to review the level 1 & 2 roll bar rules to clarify interpretations and coordinate with Solo to ensure consistency between the rule sets.
 - TTSC to review FIA appendix J procedures on alternate designs for position on adoption into the TTR.
 - Arm Restraint Rules – Conflict between 12 and 3.1.3.4. TTSC to review if the rule should be changed.
- c) TT Official License form reviewed. TTR changes will be needed to accommodate streamlined approval/renewal process. Proposed changes are included below.
- d) Timeline for 2010 TTR – The updates and process for preparing the 2010 TTR was reviewed.

New Business

- a) SCCA Website “File Cabinet” to be used for storage or training and guide materials. A Time Trials are will be created and TT Instructor Program and TT Safety Seminar materials will be placed there for members to access.

Proposed Changes for 2010 TTR – Submitted for Member Comment

Item 1. Effective 1/1/10: Change the second sentence of section (L1 & L2 - 7.3, L3 & L4 7.6) as follows:

The following competition licenses are accepted for Time Trials events, SCCA Professional, National, Regional, Vintage and Novice. Also accepted are ~~Canadian ASN and Canada FIA Canadian ASN FIA license. Other types of competition licenses may be accepted per Supplemental Regulations. Any of the accepted competition licenses must meet the eligibility requirements in 7.3.1.~~

Item 2. Effective 1/1/10: Change the first sentence of section (L1 & L2 7.3.1, L3 & L4 7.6.1) as follows:

Entrants with other types of accepted competition licenses must be current SCCA Regular, Spouse ~~or~~, First Gear, *or Family* members in good standing and shall have completed the minimum number of events required for the applicable competition license during the license year.

Item 3. Effective 1/1/10: Change the first paragraph of section (L1 & L2 7.6, L3 & L4 7.11) as follows:

1. TT Volunteer
2. TT Driving Instructor
3. TT Chief Steward
4. TT Safety Steward
5. TT Tech Inspector
6. TT Course Inspector

~~The apprentice grade of any of the above licenses may be issued by any current Regional Executive or anyone holding a Specialist grade license in the category to be issued.~~

Item 4. Effective 1/1/10: Change the paragraph of section (L1 & L2 7.6.1, L3 & L4 7.11.1) as follows:

- A. Apprentice
- B. Official
- C. Specialist

~~Please note that in Time Trials, these designations are awarded upon demonstration of ability and experience first, with amount of participation as a lesser consideration. The Apprentice grade shall be used for those in training and unless expressly stated within the TTR shall have an Official license holder of the same speciality onsite. Official licensees are those who demonstrate competent service and have completed an acceptable Apprentice period. The Specialist grade will designate those who are capable of taking on leadership positions. Specialists will be responsible for training new Apprentices, and will be those who are eligible for Divisional leadership positions.~~

In the Time Trial program, these designations are awarded upon demonstration of ability and experience first, with amount of participation as a secondary consideration.

- a. Apprentice - This grade shall be used for those in training and unless expressly stated within the TTR shall have an Official license holder of the same specialty onsite. Obtaining this level of license requires no approval and can be issued by contacting SCCA National office.
- b. Official - For those who demonstrate competent service and have completed an acceptable Apprentice period. This requires an upgrade request.
- c. Specialist - This grade designates those who are capable of taking on leadership positions. They will be responsible for training new Apprentices, and will be those who are eligible for Divisional leadership positions. This requires an upgrade request.

Item 5. Effective 1/1/10: Change the first paragraph of section 7.6.2 as follows:

~~The following participation guidelines are recommended for license upgrades.~~

- ~~1. License upgrades (except TT Safety Steward or TT Course Inspector) from Apprentice to Official may be obtained upon successful completion of 3 Time Trials events (in any combination) at the Apprentice grade. It is highly recommended that if possible, 2 of the 3 events should be Club Trials (Level 2) or higher.~~
- ~~2. TT Safety Steward or TT Course Inspector licenses may only be upgraded to Official licenses after completing an SCCA approved safety seminar and successful completion of 4 Time Trials events (in any combination) at the apprentice grade. It is highly recommended that if possible, 3 of the 4 events should be Track Trials (Level 3) or higher.~~
- ~~3. Successful completion of Apprentice grade event participation shall be documented and submitted with the license upgrade application. Documentation shall include the date, location, sanction number, specialty worked and signature of the specialty Official.~~
- ~~4. All license upgrades from Apprentice to Official shall be submitted to the TT Divisional Program Manager for approval.~~
- ~~5. The TT Divisional Program Manager shall endorse all approved licenses for upgrade to the Official grade of license being applied for.~~
- ~~6. All license upgrades to Official approved by the TT Divisional Program Manager, must be submitted to the Club Racing Manager for final review and approval prior to license issue.~~
- ~~7. License upgrades from Official to Specialist may be obtained upon completion of 7 Time Trials events (in any combination) at the Official grade. It is highly recommended that if possible, 2 of the events should be Club Trials (Level 2) and 4 of the events should be Track Trials (Level 3) or higher.~~
- ~~8. License upgrades from Official to Specialist grade of any TT license must be submitted to and approved by the Time Trials Administrative Council after being approved by the TT Divisional Program Manager and before being submitted to the Club Racing Manager for final review and approval prior to issue.~~

The following participation guidelines are recommended for license upgrades. Submit all upgrades on a Time Trial Official application. Information shall include the date, location/event, sanction number, specialty worked and signature, membership number of the specialty Official.

1. Apprentice to Official level upgrade requirements (except TT Safety Steward or TT Course Inspector)
 - a. Successful completion of 3 Time Trial events in any combination
 - b. Highly recommended 2 of the 3 events be Club Trials (Level 2) or higher
2. Apprentice to Official level upgrade for TT Safety Steward or TT Course Inspector
 - a. Completing an SCCA approved safety seminar
 - b. Successful completion of 4 Time Trial events in any combination
 - c. Highly recommended 3 of 4 events be Track Trials Level 3 or higher
3. Approval for Apprentice to Official upgrades will be submitted to and approved by the TT Divisional Program Manager. The application will be forward to Member Services for processing.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Sept. 23, 2009

The Solo Events Board met by conference call September 23. Attending were SEB members Dave Feighner, Tina Reeves, Donnie Barnes, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Robin Langlotz of the BOD; 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 to seb@scca.com.

GENERAL

- An opening is anticipated on the SEB for 2010. Interested members should submit their qualifications in writing to the SEB and BOD via the National Office.

RECOMMENDED TO THE BOD

- The following General items effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 1)** Change the second paragraph of 3.1 to read as follows: "Models and option packages designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed model or option package is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication."
 - **ITEM 2)** Change the second sentence of 3.3.2 to read as follows: "A roll bar meeting the requirements of Appendix C, or a roll cage meeting the requirements of Section 9.4 of the GCR, is required in all non-production vehicles in A, B, C, and F Modified, and in all open cars using non-DOT tires in the Prepared Category and in D and E Modified."
 - **ITEM 3)** Change the last sentence of the first paragraph of 3.3.2 to read as follows: "For open cars using DOT tires, the roll bar height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top."
 - **ITEM 4)** Remove the last two sentences of 12.9 (Wing Area Computation).
 - **ITEM 5)** Add new subsection 12.10 as follows and renumber subsequent sections accordingly:

"12.10 Canard

A three-dimensional attachment to the front fascia with air passing over the top and bottom surfaces, which is intended to provide aerodynamic downforce to the front of the vehicle. Unlike a wing, one edge must be flush to the attachment surface. No portion of a canard may extend vertically above the front fascia/bodywork."
 - **ITEM 6)** Change the last sentence of Appendix C, subsection A.2, to read as follows: "In a closed car, or an open car with a removable OE hardtop, which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."
 - The following previously-published Safety items, effective 1/1/2010, are being recommended to the BOD:
 - **ITEM 7)** In 2.2.M, change the third sentence to read: "...such minimum viewing distances may not be less than 100 feet from the course edge in unprotected areas..."
 - **ITEM 8)** Change the first sentence of 4.3.1 to read: "Helmets meeting one of the following standards must be worn while on course: Snell 2010, 2005, or 2000 (SA, K, or M); SFI standards 31.1, 31.1A, 31.2A, 41.1, 41.1A, or 41.2A; British spec BS6658-85 Type A/FR."
 - The following previously-published items pertaining to the Stock category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 9)** Add to section 13.0, at the end of the first paragraph: "A Canadian-market vehicle is legal for Stock competition if it is identical to the US counterpart except for comfort and convenience modifications allowed in 13.2.A."
 - **ITEM 10)** Add new second paragraph to 13.0: "A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the Stock classes."
- Also add in Appendix A, to the abbreviations: "R – Regional Competition Only"
- **ITEM 11)** Revise 13.2.I to read: "Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two attachment points and is bolted at those locations. A "C" type harness bar may also be used. It may have four bolted attachment points (two primary, and two supporting connections to resist rotation.) Truss type harness bars are not allowed."

- **ITEM 12)** Change 13.2.J to read: "Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-down and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration."
- **ITEM 13)** Move models currently in BS into CS, merging the two classes. Move models currently in AS into BS. Move various models into AS. The results of this group of changes will be as follows:

Move from SS to AS:

BMW
 M3 ('08-'10)
 Z4 M Coupe/Roadster ('06-'08)
 Chevrolet
 Corvette ('97-'04, C5 chassis, non-Z06)
 Lexus
 IS-F ('08-'10)
 Lotus
 Esprit Turbo ('96-'04)
 Mazda
 RX-7 ('93-'95)
 Mercedes
 C63 AMG
 Porsche
 911 ('98-'04, 996 chassis)
 Boxster S ('05-'08)
 Cayman S ('05-'08)

Move from AS to BS:

Acura
 NSX
 Audi
 RS4
 RS6
 S5 ('08-'10)
 BMW
 M Coupe/Roadster ('01-'05)
 M3 (E46 chassis)
 M5 ('04-'10)
 Z4 Coupe/Roadster ('06-'09, non-M)
 Chevrolet
 Corvette (C4 chassis, all)
 Chrysler
 Crossfire SRT-6
 DeTomaso
 Pantera
 Mangusta
 Ford
 Mustang Shelby GT500
 Mustang GT500 ('10)
 Honda
 S2000 (all)
 Jaguar
 XKR Coupe
 Maserati
 Gran Sport, Spyder, Coupe ('02-'10)
 Mercedes
 C32 AMG
 SLK32 AMG
 SLK350
 SLK55, CLK55
 Mitsubishi
 Lancer Evolution (all)
 Pontiac
 Solstice GXP
 Porsche
 911 ('95-'98, 993 chassis, non-turbo)
 Boxster ('05-'08, non-S)
 Cayman ('05-'08, non-S)

Saleen
 Mustang (normally aspirated)
 Saturn
 Sky Redline
 Shelby
 Cobra
 Subaru
 Impreza WRX STI
 Toyota
 Supra Turbo ('93½ -'98)

Move from AS to CS:

Porsche
 Boxster ('97-'04, 986 chassis)
 Boxster S ('00-'04, 986 chassis)

Move from BS to CS:

BMW
 M Coupe/Roadster ('96-'00)
 M3 (E30 chassis, E36 chassis)
 Z3 (6-cyl) NOC
 Chrysler
 Prowler
 Ferrari
 308, 328
 Jaguar
 XKE
 Lotus
 Elan (RWD)
 Esprit (non-turbo)
 Europa
 Maserati
 BiTurbo
 Mazda
 RX-7 Turbo ('87-'91)
 RX-8
 Mercedes
 SLK
 Morgan
 Plus 8
 MINI
 Cooper S JCW ('06-'10)
 Clubman S JCW ('09-'10)
 Nissan
 300ZX Turbo ('90-'96)
 350Z (all)
 Plymouth
 Prowler
 Pontiac
 Solstice (non-GXP)
 Porsche
 911 (non-turbo) NOC
 911 Club Sport
 914-6
 928
 Carrera 2, Carrera 4 (964 chassis)
 356 Carrera (4-cam)
 Toyota
 MR2 Turbo

- **ITEM 14)** Move from FS to DS: BMW 335i
- **ITEM 15)** Move from GS to DS: Mini Cooper S
- **ITEM 16)** Move from GS to HS: Acura Integra ('90-'01) NOC
- **ITEM 17)** Move from GS to HS: Ford Focus SVT
- **ITEM 18)** Change the GS listing "Acura Integra" to: "Integra GS-R ('92-'01)

- The following previously-published items pertaining to the Street Touring category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 19)** Add a new subsection 14.2.H as follows (ref. 08-535):

“H. Longitudinal (fore-aft) subframe connectors (“SFCs”) are permitted with the following restrictions:

 1. *They must only connect previously unconnected boxed frame rails on unibody vehicles.*
 2. *Each SFC must attach at no more than three points on the unibody (e.g. front, rear, and one point in between such as a seat mount brace or rocker box brace).*
 3. *SFCs must be bolted in place and not welded.*
 4. *No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.*
 5. *No cross-car/lateral/triangulated connections directly between the driver’s side and passenger’s side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.*
 6. *SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.”*
 - **ITEM 20)** Change the first sentence of 14.2.G to read: *“Strut bars may be added, removed, modified, or substituted with all types of suspension.”*
 - **ITEM 21)** Add to 14.6.E, after the fifth sentence: *“A functioning emergency brake, of the same type, operation and actuation as OE, must be present.”* Also revise the 7th sentence of 14.6.E to read: *“Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake.”*
 - **ITEM 22)** Add to the end of 14.10.F.1 as follows: *“Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.”*
 - **ITEM 23)** Change subsection 14.10.I to read as follows: *“Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.”*
 - **ITEM 24)** Add new subsection 14.11, as follows:

“14.11 OUT OF PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g. superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.” (ref. 08-603)
 - **ITEM 25)** In Appendix A, add under “Excluded” for ST, STX, STU, and STS: *“All vehicles with pure electric or hybrid electric drivetrains.”*
- The following previously-published items pertaining to the Street Prepared category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 26)** Change the 4th sentence of 15.1.C to read as follows: *“The updating and/or backdating of engines, transmissions, transaxles, or unibodies must be done as a unit; component parts and specifications of these units may not be interchanged.”*
 - **ITEM 27)** Change the first sentence of 15.2.C to read: *“Strut bars may be added, removed, modified, or substituted with all types of suspension.”*
 - **ITEM 28)** Replace the first four sentences of 15.2.C with: *“Transverse members known as strut bars and suspension braces are permitted. They must be bolted on. Strut bars must be attached to the strut/shock tower. 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. Except for standard parts, no connections to other components are permitted.”*
 - **ITEM 29)** Change the first sentence of 15.10 to read: *“Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein.”*
 - **ITEM 30)** Add new subsection 15.10.BB as follows: *“Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.”* (ref. 09-121)

- **ITEM 31)** Change the Subaru WRX STI listings in BSP to read as follows:
 - Subaru
 - WRX STI ('04-'07)
 - WRX and STI ('08-'10)
- **ITEM 32)** Move the Subaru WRX non-STi ('08-'09) from ESP to BSP onto the same line as the '08-'09 WRX STi and the '09 Impreza GT.
- **ITEM 33)** Add to CSP: Toyota MR2 Spyder ('00-'05)
- **ITEM 34)** Move from CSP to DSP: Acura RSX.
- **ITEM 35)** Delete current listings in DSP:
 - Toyota Matrix
 - Pontiac Vibe
 - Add new listings in DSP:
 - Pontiac/Toyota
 - Matrix XRS ('03-'06), Corolla XRS (05-06), Vibe GT ('03-'06)
 - Matrix/Vibe AWD ('03-'08)
 - Add new listings in FSP:
 - Pontiac/Toyota
 - Matrix/Corolla/Vibe ('03-'08) NOC
- **ITEM 36)** Delete from DSP:
 - Honda
 - Civic SOHC, VTEC ('92-'95)
 - Civic VTEC, SOHC ('96+)
 - Del Sol ('93-'97)

Add in DSP:

 - Honda
 - Del Sol ('94-'96) DOHC
 - Civic Si ('99-'00)
 - Civic Si ('02-'05)
 - Civic Si ('06-'09)

Delete from FSP:

 - Honda
 - Civic ('92-'95) NOC
 - Civic ('96+) NOC
 - Civic non-Si ('96-'00)

Add in FSP:

 - Honda
 - Civic ('96-'00) NOC
 - Civic ('92-'95) all, del Sol ('92-'96) NOC
 - Civic ('01-'05) NOC
 - Civic ('06-'09) NOC
- **ITEM 37)** Move from DSP to FSP, Saturn 16V models as follows (ref. 09-532):
 - Saturn
 - S-series('91-'95)
 - S-series ('96-'02)
- **ITEM 38)** Combine the '86 1/2 to '92 Toyota Supra non-turbo and turbo onto one line.
- **ITEM 39)** In FSP, change the Mazda Protégé listing:
 - Mazda
 - Protégé ('89-'98)
 - Protégé ('99-'03)
- **ITEM 40)** Delete the following listing in FSP:
 - Volkswagen
 - Scirocco (8v all)
- The following previously-published items pertaining to the Street Modified category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 41)** Add new subsection 16.C.2.d as follows:
 - d) *Included vehicles: Porsche Carrera GT*

- **ITEM 42)** Add to the end of the first paragraph of section 16.1.L, *“Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.”*
- **ITEM 43)** Add to 16.1.L: *“Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.”*
- **ITEM 44)** Revise 16.1.O to read as follows: *“Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc.”*
- **ITEM 45)** Add new 16.1.S with wording as follows: *“OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. All associated hardware may be removed, replaced or modified.”*
- **ITEM 46)** Add new supplemental class SMF as follows:
 - New 16.B.3: *“Street Mod FWD (SMF), a supplemental class for two and four seat front wheel drive cars.”*
 - New 16.C.3: *“Street Mod FWD (SMF) Supplemental Class:*
 - a) All front wheel drive vehicles.”
 - Add in Appendix A as follows:

Supplemental Class SMF

Eligible Vehicles:

All front wheel drive vehicles.

Minimum Weight Calculations:

All listed weights are without driver.

2 Seat FWD: 1650 + 125lbs/liter

4 Seat FWD: 1550 + 125lbs/liter

Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight break as stated in SM.
- The following previously-published items pertaining to the Prepared category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 47)** Remove the last sentence of 17.2.O. which currently reads: *“When bumpers are retained, the spoiler and bumper shall appear to be two separate parts”*
 - **ITEM 48)** Remove sub-section 17.4.G.2, which currently reads: *“Wheels greater than 16 inches in diameter will receive a 200 lb penalty.”*
 - **ITEM 49)** Remove sub-section 17.4.J.2, which currently reads: *“Wheels greater than 16” in diameter will receive a 100 lb penalty.”*
 - **ITEM 50)** Add to Appendix A, Prepared Class X, 1.b: *“Unibody fenders may be replaced as described in 17.2.S.”*
 - **ITEM 51)** Add to the end of the second paragraph of Section 1.c. under Prepared Class X in Appendix A: *“Wings designed to be adjustable while the car is in motion must be locked in a single position.”*
 - **ITEM 52)** Add as a new paragraph in Appendix A, Prepared Class X at the end of 1.c:

“Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of the Canard area and rear wing area may not exceed the total wing allowance.”
 - **ITEM 53)** Add to Prepared Class X:

Superformance Cobra
 - **ITEM 54)** Add to Prepared Class X:

Noble M12, M12 GTO

Noble M400

Rossion Q1

- **ITEM 55)** Change Appendix A – Prepared Class C – (last two paragraphs before weights) to read as follows:

“All vehicles may use *wheels up to 12 inches in width*. Vehicles using greater than 10 inch wheel widths must add 50 lbs to minimum weight. *Wheels greater than 16 inches in diameter must add 50 lbs to minimum weight.*”

- **ITEM 56)** Add specific kit cars with associated restrictions in Appendix A, Prepared Class X after 9.b. and before Prepared Supplemental Class B using a line above the section as follows:

“The following cars are classed in XP with allowances restricting minimum engine size (and therefore minimum weight):

Factory Five

Mk3 Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Superformance

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Noble

M12

M12GTO

M400

All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Rossion Q1,

With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Mosler

MT900S

MT900R XP

All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.”

- The following previously-published items pertaining to the Modified category and effective 1/1/2010 are being recommended to the BOD:

- **ITEM 57)** Replace the first five paragraphs (before the current 18.1.A) with the following, and re-letter current subsections 18.1.A through 18.1.E accordingly:

“A. *Eligibility*

Classes DM and EM contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes CP through GP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, *meet the specifications below*, or be otherwise recognized by the SEB.

1. *Kit Cars*

Kit cars which were originally designed, constructed, and licensable for street use may participate in D and E Mod if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The Club will evaluate each submitted kit model individually, and the evaluation will ensure that the specific model:

- follows current D and E Mod rules regarding minimum floor pan dimensions (see 18.1.B.1.j).*
- has no unusually advantageous aerodynamic features.*
- has no exceptionally low center of gravity.*
- has no exceptionally high strength to weight ratio.*
- has no other unique features that would upset the competitive balance in D and E Mod.*

f) *has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.*

Constructed examples of approved kits are subject to the following:

g) *they will automatically take the Modified Tub weight penalty (see Appendix A).*

h) *they will have the same weight/displacement scales and weight bias penalties as production-based cars.*

i) *they will be allowed all the modifications that production-based cars are permitted,*

j) *they are subject to the same engine/transmission restrictions as production-based cars.*

k) *they must meet the same safety requirements as production-based cars.*

A newly-added model is not eligible for the current year's Solo National Championships unless its listing was published no later than the July issue of the official SCCA publication.

The list of currently approved models is as follows:

(no models are currently listed).

2. Clones

Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:

a) They are substantially similar to and recognizable as the 'original' manufactured vehicle on which they are based.

b) Their specifications do not violate any rule stated herein.

3. Other Models

The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car.

4. Specifications

Weight and displacement specifications are as shown in Appendix A."

- **ITEM 58)** Add to 18.1.B.1.a: "8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads—such as rocker panels, floor pan, or frame—shall have reduced thickness or be replaced with lighter material."
- **ITEM 59)** In 18.1.E.4.a, change the sixth sentence to read: "Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5 inches from the original bodywork, measured as described above.." Also change the reference in 18.1.E.7 from "...maximum of 4" to "...maximum of 7.5"
- **ITEM 60)** Change 18.5 to read as follows:

"18.5 FORMULA SAE

Vehicles constructed to any single year's Formula SAE ruleset (1985 on) to include all FSAE safety items for that single year are eligible to run in SCCA Solo events. The FSAE rulebook year shall be specified on the entry form and that ruleset shall be provided by the entrant for viewing.

Non-students may build, own, and compete in FSAE vehicles.

In addition to FSAE safety rules, SCCA safety rules (per the applicable portions of Sections 3.3 and 18.4.A) shall be met. Passing vehicle inspection at a prior SAE event is not required.

Transponder and FSAE lettering shall not be required.

These vehicles are assigned to A Modified, subgroup FSAE, and must also meet the following minimum criteria:

Current year FSAE restrictor plate, and engine displacement rules. Restrictor requirements are as follows:

Gasoline fueled cars - 20.0 mm (0.7874 inch) intake restrictor

E-85 fueled cars - 19.0 mm (0.7480 inch) intake restrictor

M-85 fueled cars - 18.0 mm (0.7087 inch) intake restrictor

Current year FSAE aerodynamic rules

FSAE vehicles may not mix and match specifications from multiple years except as specified above.”

In conjunction with the above, change 3.8.E to read “Applicable Formula SAE specifications.”

- The following previously-published item pertaining to the Kart classes and effective 1/1/2010 is being recommended to the BOD:
 - **ITEM 61)** Remove the second portion of the last sentence from 19.1.c.2, such that the sentence reads: “The addition of front brakes is optional.”

STOCK

- The pending classification actions regarding the BMW 335i and Kia Optima have been tabled by the SAC and will be re-presented with a planned effective date of 1/1/2011.
- Per SAC recommendation, the Audi R8 is remaining on the Stock exclusion list at this time. Per Solo Rules Section 3.2, this car may be re-classed at any time until the July 2010 Fastrack.

NOT RECOMMENDED

- Stock ignition coil replacement (ref. 09-389).
- Stock wording removals (ref. 09-448)

TECH BULLETINS

1. Stock: Per the SAC, the following new listing, effective immediately upon publication, is added to Appendix A (ref. 09-496):
Peugeot 505 (all) GS

ROADRALLY BOARD MINUTES

RRB MINUTES | Oct. 5, 2009

The RoadRally Board (RRB) met via conference call on Monday, October 5, 2009.

Attending were: Rick Beattie, Chairman; Members: Kevin Poirier, Jeanne English, Sasha Lanz and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison. Jim Wakemen, member and Pego Mack, National Office were not in attendance.

Chairman Beattie called the meeting to order at 7:33 pm CST.

The Final August 31, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. Chairman's Report

Discussion: Beattie is still having eBlast conversations with Rick Myers. Beattie will ask Myers if we may send to all members, instead of just "rally" members. Regional mailing lists will have to be gathered. USRRC, Photo Contest and ITIS Newsletter will be sent to Rick Myers for posting.

Discussion: Photo Contest has one entry so far.

Discussion: On Regional Promotions, Lanz reported the regions are asking what the RRB has done to promote Regional rallies. The Photo Contest and ITIS Newsletter are available for Regional participation/promotion. English suggested organizers be asked on the Sanction Application to supply a link to be posted on the SCCA website to access more information on that particular rally.

Discussion: SCCA Rally Marketing Kit has been killed per Lanz. Not by Lanz, he just reported it.

Discussion: USRRC Town Hall Meeting topics:

- 1) Year End Championship Trophies
- 2) Combining the Course and Tour Series into one
- 3) Combining the RRR's and RFO's
- 4) Regional Programs
- 5) Safety Stewards License Renewals
- 6) USRRC being the premier event of the year
- 7) GTA Rally in the USRRC
- 8) 2010 USRRC Announcement

Discussion: A motion was made for the acceptance of the 2010 USRRC and will be announced at the USRRC Town Hall Meeting in La Crosse, October 16th. (English/Poirier)

Discussion: Clarification of 70/30 points and Worker Points for Regional Events need to be put out on the SCCA Forum and/or eBlast.

Discussion: We do not have to go to the BOD to make RFO Changes.

2. Liaisons/Sanctions for Upcoming National Rallies

Discussion: Van Vleet reported on the USRRC. English assigned as Liaison for the November Arizona Rally.

Other Old Business

Discussion: none

New Business

Discussion: none

Action items

Discussion: none

Next meeting

Monday, November 2, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 8:30 pm CST (Lanz/Poirier).

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>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS MINUTES | Oct. 16-18, 2009

The Board of Directors, Sports Car Club of America, met at SCCA Corporate Headquarters, Topeka, Kansas, October 16 through October 18, 2009. The following members participated: RJ Gordy, Chairman, John Sheridan, Vice Chairman, Mike Sauce, Treasurer, Howard Allen, Jim Christian, Philip Creighton, Bob Introne, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, and Gerald Wannarka, Secretary. Others in attendance at various times: Jeff Dahnert, President and CEO; Rick Ehert, Vice President of Finance; Eric Prill, Vice President of Marketing and Communications; Terry Ozment, Vice President of Club Racing; Colan Arnold, Vice President of Membership and Region Development; Howard Duncan, Vice President for Rally/Solo and Special Programs; Peter Lyon, Risk Management; Bob Dowie, Chairman of the Club Racing Board; Tina Reeves, Chairman, Solo Events Board; Ken Patterson, Chairman of the Stewards Program; David Nokes, Chairman designee, Stewards Program; Bob Wildberger, President and CEO, Pro Racing; John Bauer and Kevin Yaghoubi, Club Racing Technical Department; and Aimee Thoennes, Executive Assistant. Program presentations were given by Andy Slankard, Ford Racing Technology and Marc Sours, Honda Performance Division.

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

Motion: To approve the Executive Session minutes for meetings dated August 5, 2009 and the Electronic vote as presented October 15, 2009. (Wannarka/Allen) PASSED. Unanimous.

PRESIDENT'S REPORT - Jeff Dahnert, President and CEO

President Dahnert opened with a discussion of the success associated with the re-vitalization of the Trans-Am during the 2009 season. The program met target objectives with many races having a 20 or more car fields. The plan for 2010 is to become less reliant on Club Racing events with the possibility of developing all Pro weekends. Serious discussions are underway for a series sponsor for the 2010 season.

Discussions have been finalized with NASA to standardize medical review of competition licenses between the two organizations. This will help facilitate competition license exchange between the two racing organizations.

In spite of decreased membership and event entries, the Club is still projected to finish in the black for 2009. Work is underway to develop the budget for 2010, and a budget plan will be available prior to the next Board meeting.

FINANCIALS - Rich Ehert, VP, Finance

Our forecast for the year end net operating income (NOI) has been revised downward from \$155K to \$105K.

The draft operating budget suggests our NOI for 2010 will be approximately \$102K. The Budget and Finance committee has suggested that a more ambitious NOI of 5% of total revenue be achieved. To achieve this goal will take an incremental approach through near term cost controls and eventual growth in revenue from marketing, sponsorship, and program growth.

RALLY/SOLO DEPARTMENT and SCCA FOUNDATION - Howard Duncan, VP, Rally/Solo and Special Programs

Rally - A number of changes are being proposed by the RallyCross Board. The RoadRally Board is not planning any new rule changes for the 2010 season. Participation levels for 2009 are very similar to those of 2008. Acceptance of the SCCA web site is not very extensive in the Rally community so alternative methods of communication will be explored next year to interact with the members of the Rally community.

Motion: To approve the RallyCross Board proposed rule changes as presented in Appendix A with the reference to the BoD removed. (Allen/Merideth) PASSED, Unanimous.

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Motion: To appoint Brent Bakley as the new RallyCross Board member. (Allen/Merideth) PASSED, Unanimous

Motion: Remove reference on page 37 of the RallyCross Rules to Board of Directors. (Allen/Merideth) PASSED, Unanimous

Motion: To approve Stu Helfer as the NORPAC Divisional RoadRally Steward. (Allen/Langlotz) PASSED, Unanimous

Solo - There is an extensive list of Solo Rules changes being proposed by the Solo Events Board. The numbers of entrants for 2009 are about the same as experienced in 2008 whereas the average attendance for the National Tour was down about 6.8%. The average attendance for Pro Solo was up 11.6% with a couple of events having record attendance. The National Championship at Lincoln saw a near record attendance of 1149 of entrants.

Tina Reeves, SEB Chairperson, provided the Board with an overview of the Solo program and the Solo National Championship event at Lincoln. She expressed her pleasure for how well the Championship event was conducted and especially the turnout which was just eight entries less than the largest ever Solo Championship. The local folks were friendly and receptive, and competitors really appreciated the new site. The noise levels did raise some concern, and a plan to address it is being developed for next year.

The Board reviewed the proposed rule changes listed in Appendix B. Items number 7 and 13 were withdrawn.

Motion: To accept the Solo rules changes (less items 7 and 13) as described in Appendix B.
(Noble/ Langlotz) PASSED, Unanimous.

SCCA Foundation - The SCCA Foundation will be ramping up fundraising efforts in support of their various programs including SCCA Archives and the Tire Rack Street Survival program. The Tire Rack Street Survival (TRSS) program now resides operationally with the Region Development Department.

The Hall of Fame committee has received over 300 nominations which is three times the number ever received in the past.

LEGAL DEPARTMENT REPORT - Peter Lyon, Legal Counsel

The proposal for the inclusion of 15 year old drivers in the Club Racing program was reviewed and found to be consistent with industry standards. No other special activities to report.

MARKETING AND COMMUNICATIONS DEPARTMENT REPORT - Eric Prill, VP Marketing and Communications

Contingencies and sponsorships for all competition activities are down for 2009. Sunoco, Hawk, Racing Radios and iRacing are already on board for 2010. The Solo Event promotional kits were well received with about 100 kits delivered to Regions. Development of the Club Racing promotional kits has been delayed due to budgetary reasons.

The 2009 Muscle Milk SCCA Trans-Am Series was deemed a successful launch with seven races being run; five were in conjunction with SCCA Club Racing events. The Series averaged 18 cars per event which was just short of the 20 car goal. There is solid interest in moving the Series forward and jointly; SCCA Inc and SCCA Pro Racing are working on putting together a 2010 season with the desire to transition the operations out of marketing and into Pro Racing.

SpeedCast Productions stepped up with a proposal to webcast the Runoffs. What turned out was a highly regarded and popular product generated with a fraction of the cost of the previous programs. Feedback for continuation of this concept was very positive. Discussions are underway to improve the product for next year. Due to time constraints, there was little opportunity to develop sponsors for the Webcast but now with more notice, sponsorships will be pursued for the 2010 Webcast. DVDs of the webcasts will be available for Christmas.

Toyo Tires is prepared to supply RA1 tires for Spec Miata as of 1/1/10. Due to a surplus of R888s, Spec Miata competitors can use either the RA1 or the R888 tires for the first two National weekends in each Division, but must use the RA1s to be compliant at the third and remaining Nationals. Mandatory use of the RA1s pertains to Nationals only.

MEMBERSHIP AND REGION DEVELOPMENT - Colan Arnold, VP, Membership and Region Development

The 2010 National Convention in Las Vegas runs from Thursday, January 28, through Saturday, January 30. The 2010 Convention entry fee and hotel room rates remain unchanged from 2009.

In addition to the usual programs, seminars and other programs targeted toward competitors is being developed-for 2010.

The Volunteer Incentive Program has been well received and as of the end of August, members have applied over \$39,000 in discounts to their membership renewals. Over 900 members have been recognized in SportCar for working twelve or more race event days last year.

An agreement is in the finishing stages of completion with FedEx Office that will provide significant discounts on printing and copying to Regions. A new tool called Magnet Mail is now being used to send email notices for each new issue of InsideLine. Magnet Mail provides the ability to provide a synopsis of the various articles appearing in InsideLine. Our Regions have conducted twenty-three TireRack Street Survival Schools so far this year with an additional seven scheduled for mid-October through November.

At the end of August membership stood at 45,856, a decline of 2,502 members since January 1. The drop in membership is reflected in both a decline in new members and member retention. Nine tables and graphs were displayed showing a variety of membership information used to manage and track our member demographics. An interesting statistic was that surveys indicate that over 90% of our members are regular internet users.

PRO RACING - Bob Wildberger, President and CEO, SCCA Pro Racing

Mr. Wildberger provided an overview of the 2009 pro racing season with emphasis on the Muscle Milk Trans-Am. Trans-Am will be entering the second year of a three year program to mature the series and to transition it fully into Pro Racing. The World Challenge rules are being evaluated to better manage fabrication costs and to ease transition of cars between the Series and Club Racing. The net operating income for Pro Racing for 2009 is projected to be about \$100K.. In general, he is pleased with the status of SCCA Pro Racing and is projecting an even better future.

LIAISON REPORTS

Program Board Liaisons were asked to provide candidate names and resumes for the Chairman position of each of the Program Boards at the December Board of Directors meeting. Resumes and recommendations for new candidates on each Program Board should be submitted to the Board by the Program Board Chairs.

SEB LIAISON REPORT - Noble/Langlotz

Sixty seven Championships were crowned at the 37th Annual Tire Rack National Championships in Lincoln, Nebraska. The impressive airport site easily contained the two exceptional championship courses, ample paddock space for the 1149 competitors as well as a test and tune course. A special thanks goes to Kathy Barnes for her years of tireless efforts as Event Chair for Nationals.

The inaugural Solo Triad Award was given to four competitors: Michelle Seelig, Edmond, OK, Mark Madarash, Red Oak, TX, Clemens Burger, Noblesville, IN, and Jeff Cashmore, New Berlin, WI. To win the Triad Award, these drivers had to win either the Eastern or Western States Championship, a Divisional Championship, and the National Championship.

The SEB will be seeking a new member as Steve Wynveen steps down. With the advent of the SEB reorganization in 2009, this position is not geographical and resumes from interested members from all Divisions can be sent to seb@scca.com.

CLUB RACING LIAISON REPORT - Merideth/Wannarka

In early summer the CRB received a proposal from Honda Performance Development to make available a Honda engine for the Formula Ford class. Termed the "Fit" engine, this is a modern designed engine using fuel injection and electronics that could be patterned to have performance characteristics similar to the current 'Kent' engine. The proposal has been explored and sent out for member input. More details of the Fit engine were included in the Board Meeting Book.

Based on BoD request, the CRB has explored further the option of including 15 year olds in the Club Racing program. The CRB supports the inclusion and has prepared some special license and training requirements for implementation of this program.

The mandatory requirement for the use of head and neck requirement is being explored by the CRB. A recommendation will be provided to the Board at its December meeting.

Requests placed in FasTrack and SportCar for resumes from folks interested in becoming a member of one of the Advisory Committees or the CRB have not generated many responses.

Some of the current members have been in position a long time and would like to step aside.

The CRB face to face meeting in November will be dedicated to long term planning. Consequently, the CRB has requested input from the BoD as to what the Board wants the Club Racing program to look like in the out years.

ROADRALLY REPORT - Allen

Nothing new to report.

COURT OF APPEALS REPORT- Allen

Mr. Nokes will address during his Runoffs report.

STEWARDS REPORT - Introne

Last two meetings were dedicated to preparation for the Runoffs. Things are going well.

FOUNDATION REPORT - Lewis

Current efforts are directed toward obtaining grants and endowments as these are the only current sources of funding. The purpose of the Foundation is to solicit funds and then expend them for educational purposes. Foundation support is presently directed toward the Street Survival program, archiving Club records, and the FSAE program.

TTAC REPORT - Merideth

Nothing to report.

RE and OPERATIONS REPORT - Christian

Nothing to report

ENTERPRISES BOARD REPORT - Lybarger

Efforts are proceeding nicely. A full report from Enterprises will be provided at the Convention meeting. The net operating income is projected to be in the \$95-100K range at year end.

OLD BUSINESS:

The policy for use of email for motions and voting on said motions was discussed. The original idea was that these were to be used for non-contentious items, but of late there has been a drift away from that. Noble, Wannarka and Creighton along with Colan Arnold are to form an Ad Hoc Task Force on Electronic Policy. In the mean time and should the need arise, e-votes will be submitted to Aimee Thoenes, approved by the Chairman, sent out for comments for three days, and then open for vote for three days.

Concern was raised that in some cases Divisions are putting on events that are in conflict with events put on by Regions within the same Division. The only provision in the GCR for race sanction is that the sanction is requested by a specific Region. The Club Racing Office will notify the applicable racing groups that an RE signature is required for sanction requests. The Club Racing Office will draft language clarifying this position for the December Board meeting.

The Board discussed future opportunity for the SCCA to become more involved with the SAE Program.

MOTION: To task the National Office to explore an expanded role with SAE and provide the BoD with a proposal at the convention meeting in January. (Lewis/Merideth) PASSED, Unanimous

NEW BUSINESS:

PLANNING COMMITTEE REPORT - Jerry Wannarka

During its May meeting, Board members identified approximately 30 items that they considered important for the Club to be either considering or addressing for future success. These in turn were condensed and grouped matching them with the Club's Strategic Plan. This information was presented to the Planning Committee to begin the process of sorting and prioritizing them for the Board to begin incorporating them into its activities. These items were then discussed by the committee and members of the Club Office concluding that with the exception of several items, most of the activities or objectives identified were really Region based activities. There is little that the Board or the Club Office could do to deal directly with these activities. They have to be handled by the Regions for success. Discussions then re-targeted to emphasize what should be done to help the Regions become or stay healthy. No end objectives were finalized and more discussion is needed. However, the team came up with some short term considerations that the Board might keep in mind as it conducts its meeting. These are:

- How does spending time on this issue affect the long term health of SCCA?
- How does discussing this topic increase participation?
- How does discussing this topic affect member enjoyment.?

CLUB RACING REPORT - Terry Ozment, VP, Club Racing

Terry Ozment began with a detailed overview of the 2009 Runoffs. By all indications, this event was a huge success. She discussed what went right and things underway to address things that could be improved. The location of tech was a principle concern as was

the congestion at the farmhouse. The worker parties were well done and greatly appreciated.

An Early Bird registration will be planned for next year, but the staggered Bonus Plan used this past year will be discontinued. Monday was the Club's day to use any way it would like. This year it was used as a test day with revenues used to support the tow fund, but it was not very well received. There was a lot of discussion on how to best use Monday. The Staff and CRB will consider the comments made and come back to the January Board meeting with recommendations for Monday for next year.

The Rookie Orientation headed by Jim Dentici was again very popular and considered a success. Forty first timers to the Runoffs went through the orientation provided by 11 instructors. It was agreed that the program should continue for next year.

The dates for the Runoffs in 2010 will be September 20-26. Efforts will be made to attempt to move the event ahead one week for 2011. The CRB along with the Club Office, Chief Steward and Chairman of the Stewards will begin work on the schedule for the 2010 Runoffs. The objective will be to have the schedule published in the March FasTrack.

There were a couple of issues resulting from the Runoffs that were directed toward Chairman of the Stewards, Ken Patterson. These were the American Sedan tech process, the GT3 wing measurements and the start for the Touring 1 race. Mr. Patterson described his perspective from the steward and SOM point of view. Mr. Nokes reviewed the Court of Appeals involvement in the related incidents.

The Board has heard many explanations of what transpired and was very concerned that the process had failed some of the competitors. While it was decided that the results had to stand as is, every effort needs to be made so that a re-occurrence does not happen. The Board also felt that in order to obtain a clear understanding for future remedy, it would appoint a separate and independent commission to investigate the circumstances and make recommendations. The commission will be made up of individuals who have a lot of experience in race operations from both a participant and officials point of view. The commission is to report its findings at the December Board meeting.

The Board instructed that a press release be issued acknowledging that justice was not delivered to all competitors, nothing can be done to change the past, that every effort will be made to prevent a repeat happening in the future, and the results will stand as is.

Criteria for eligibility for the 2010 Runoffs was discussed. The Club Office recommended eligibility be based on four starts and three finishes and no points structure for events at all. This would do away with Region of Record issues and do away with the points issues. We need to establish a philosophy for what we want the Runoffs to be.

MOTION: That the criteria for eligibility to the 2010 Runoffs be identical to the criteria for the 2009 Runoffs (four starts and four finishes). (Christian/Allen) PASSED, Opposed: Merideth, Lybarger, Sauce, and Wannarka.

An operational challenge for the Club Office is that Division point keepers are not using the same forms to report National points. A standardized form will be sent to Divisional point keepers with the request that all use the same form. Director support was requested to help implement this request.

Ms. Ozment is working on concept that would simplify the bureaucracy involved with our competition events. Completion of the report is anticipated in time for the December meeting.

The reasons and need for the 2.5 car rule was discussed. It was pointed out that should the 2.5 rule go away, all of the current National classes could attend the Runoffs. Not having TV single class restrictions opens the door to this option. Also, it has now been demonstrated that split starts can be easily done at Road America. There should be a minimum number of entries to qualify for a National Championship however.

PROPOSAL FOR ALLOWING ALL NATIONAL CLASSES AT THE RUNOFFS

Eliminate the current 2.5 rule for class eligibility beginning with the 2010 Runoffs. Include every National class in the SCCA National Championship Runoffs. Establish a minimum of 10 qualified cars at the event (turned a time) to establish a "National Champion". If a class does not have 10 qualified cars at the event, it shall run but as a supplemental class with no formal National Champion recognized. Classes will be combined as necessary to limit the number of race groups to 24. No more than two classes shall make up a race group.

MOTION: To approve the proposal allowing all National classes at the Runoffs as described in the preceeding paragraph. (Lybarger/Wannarka) PASSED. Opposed: Christian, Lewis, Sheridan and Langlotz.

The pros and cons of continuing the Spec Miata (SM) program were discussed. Also discussed was continuing the program but at a lower assessment of \$5. The Club Office believes the program has achieved its objectives and should be discontinued.

MOTION: To discontinue the Spec Miata (SM) Compliance fee effective 1/1/10. (Creighton/Noble) PASSED, Opposed: Gordy, Langlotz, Lewis, Introne and Wannarka.

The short shelf life of some brands of Safety Harnesses has been troublesome to some of our competitors. As a result, the Club Office

and CRB have begun exploring options for extending the dating on safety web gear. Information currently available is inadequate to make a decision one way or the other. Consequently, the services of a professional auto safety expert has been obtained to design and supervise a study to determine the feasibility of extending safety harness dating.

The mandatory use of head and neck restraints will be discussed at the November CRB face to face meeting and a report will be generated for Board review at its December meeting.

Since most competitors and officials are very computer knowledgeable, beginning with the 2010 addition, the official General Competition Rules (GCR) will be available initially in electronic format. It is to be updated on a monthly basis. A limited number of hard copy GCRs will be available shortly after the first of the year for those desiring not to use the electronic version

CRB RULE RECOMMENDATIONS - Dowie, Chairman, Club Racing Board

Mr. Dowie introduced each of the topics and provided the CRB explanation for why the different items were being proposed.

The CRB has recommended accepting 15 year old drivers in the Club Racing program. The CRB has prepared a document for the Board listing the pros and cons of including this age group along with guidelines for training and oversight specific for the 15 year olds. For requirements see Appendix C.

MOTION: To accept 15 year olds in the Club Racing program using the criteria proposed by the CRB. (Creighton/Sauce) PASSED, Opposed: Langlotz

The proposed CRB Rule Changes are listed in Appendix D. The following changes were made during review:

- GCR Item 5. Substitute "will" for "may" after hardship sessions;
- GCR Item 6. Delete "in the SCCA" after appropriate parties in paragraph A;
- GCR item 10. Correct reference to read: 9.4.5.G.1.c
- GCR Item 11. Withdrawn
- Formula/SR Item 1. Allen and Christian abstain.
- Formula/SR Item 9. Honda engine.

MOTION: Table Item 9. until after Honda and Ford presentations tomorrow. (Christian/Creighton) PASSED, Unanimous

MOTION: To accept the rules changes with modifications as presented by the CRB. (Wannarka/Meredith) PASSED, Unanimous

MOTION: To extend for another two years the eligibility of cars competing in SSB and SSC.
(Wannarka/Merideth) PASSED Unanimous

MOTION: To waive provisions of Ops Manual 5.4.1 requiring Executives Steward appointments in November in order to permit appointments in October 2009. (Wannarka/Lybarger) PASSED. Unanimous.

MOTION: To appoint the follow individuals as Executive Stewards: Earl Hurlbut - NEDIV, Bob Horansky - SEDIV and Ken Patterson - MIDDIV. (Wannarka/Lybarger) PASSED Unanimous

The Board reviewed the GCR rewrite submitted by the GCR Advisory Committee. A number of items were noted that appeared to be rule changes that the Board would like more time to review.

The Board requested electronic copies be re-sent to members with comments due back to Terry Ozment within two weeks. These comments will be collated and sent to the GCR Advisory Committee with the request that Board comments be addressed within three weeks. The Board would also like to see confirmation that the Executive Stewards had seen and reviewed the rewrite. Every attempt should be made to have the rewrite approved by the Board at its December meeting to keep within the timeframe necessary for January 1, implementation.

CHAIRMAN OF THE STEWARDS REPORT - Ken Patterson

Mr. Patterson provided a detailed assessment of the status of the stewards program across the country and within each Division. He is to be complemented for the candor and straightforwardness of his report. Items highlighted were the need for the Executive Steward and his/her Director(s) to work closely together, the on line Training Material Library has been completed for Executive Stewards and their Training Deputies, the Observer's Report has been improved, and the need for increased credibility for the Court of Appeals.

The Track Review program has made considerable progress in developing procedures for the review program and keeping track inspections up to date. In addition to the Executive Stewards, the National Office now has three track inspectors available for use as needed.

While there are still some areas in need of improvement, the overall stewards program is considered to be in good shape.

COMMENTS FROM THE INCOMING CHAIRMAN OF THE STEWARDS - David Nokes

Mr. Nokes shared the philosophies and direction he thinks that the steward program should go. He also shared his observation that most of the stewards are very hard working and accomplished, and the program is built on very solid ground. There is, however, a lack of consistency nationwide, and there needs to be an increased sensitivity to Regional issues. He plans to develop a training program that emphasizes more efficient and effective steward training using more modern training practices. A new web-based newsletter will be initiated that will emphasize stewarding activities across the country, new information related to the GCR best practices, and other related items. All of the steward forms will be reviewed and improved as necessary to increase their completeness. Alternate models for staffing events from areas where there is a shortage of stewards will be explored.

FORMULA FORD ENGINE PROGRAM

Mr. Andy Slankard, Ford Racing Technology, met with the Board to describe Ford's interest in increasing its involvement with Formula Ford as part of its expanding Grassroots Motorsports program. In his presentation he indicated that Ford would be producing replacement engine blocks for the Kent engine regardless of whether the class would remain exclusively Ford. Ford would consider making available the 1600cc Duratec engine at a later date should the decision be made to stay with Ford power.

Mr. Marc Sours, Honda Performance Division, presented Honda's interest in making available the Fit engine as an alternative to the Kent engine in Formula Ford. Honda has developed prototype engines and has conducted dyno testing demonstrating performance characteristics similar to the Kent engine. Kits will be available to adapt the Fit engine to the common Formula Ford chassis. Should the Board approve the Fit engine at this meeting, production versions are anticipated to be available around April 1, 2010.

The Board would like to extend its appreciation to both gentlemen for their very professional and informative presentations. Following the presentations, the Board went into closed session to discuss the information presented by both companies. It was recognized that additional independent testing would need to be done should the Fit engine be accepted to ensure that its performance characteristics does not exceed those of the Kent engine.

MOTION: To un-table the motion for consideration of the Honda Fit engine in Formula Ford. (Sauce/Lybarger) PASSED, Unanimous

MOTION: To approve the CRB recommendation to include the Honda Fit engine as an additional engine in the Formula Ford class. (Langlotz/Creighton). PASSED. Opposed: Introne, Abstaining: Sauce, Merideth, Christian, and Allen.

MOTION: To modify the nomenclature for the Formula Ford class to be known in the future as Formula F effective 1/1/10. (Creighton/Langlotz) PASSED. Opposed: Sauce and Noble. Abstaining: Merideth.

MOTION: To adjourn. (Noble/Wannarka) PASSED. Unanimous. Meeting was adjourned at 11 pm. Sunday.

Respectfully,

Gerald Wannarka
Secretary

Appendix A RXB Rule Changes
Appendix B SEB Rule Changes
Appendix C. License Program for 15 Year Olds
Appendix D CRB Rule Changes

Appendix A: RXB Rule Changes

Article 4

1.1 Articles 1 (all), 2 (all), 3 (all), 4.1, 5 (all except 5.2E) 6.1, 6.2b 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

(NOTE: the current word used is Sections...it should be Articles).

Article 5.2 Event Operating Rules

Article 5.2.0 Competitors should only enter the course under the following conditions:

- 1.** their duty as a worker requires it;
- 2.** during a course walk;
- 3.** as a driver/passenger during a parade lap for their run group; or,

4. as a competitor driving a timed run.

Items 2 and 3 (above) are allowed only during designated periods.

Article 5.4

Event Officials

Article 5.4.C.4

All course changes after competition starts must be authorized by the acting Safety Steward at the time the issue is raised. This does not mean that all issues raised about the course require action on the course. IT IS HIGHLY RECOMMENDED THAT THE SAFETY STEWARD OVERSEE THE CHANGES.

Article 5.4.G.1 Conduct of Event Officials

An official can also be a competitor but must follow the rules in this section (Article 5.4.G.2) to avoid the perception of, or actual conflict of interest.

The Safety Steward (and subsequent Safety Stewards if required) and Course Designer must not be the same person. This will avoid any conflicts of interest arising from an interaction between these two positions.

Article 5.4.G.2

- a. Officials who are competitors must not take any action or make any ruling that will have an impact on the outcome of the competition in their favor.
- b. Officials who are also competitors must be aware that their duty as an official continues through the event regardless of role. They will still be able to compete, but if they notice safety issues those issues must be brought to the attention of the acting Safety Steward rather than taking action directly. The integrity of the sport rests in the hands of the officials and competitors acting in a responsible manner.
- c. If a competitor, who is also an event official, has a concern about the event, conduct of another competitor or official or safety issue, he or she must bring the matter to the attention of the proper official. After a description of the issue, the official must then step away and let the other event officials resolve the matter.

Article 6.2.C.2

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

Article 6.2.C.4.c

Allow Composite Materials

Article 6.2.C.16

Remove "for all classes"

Article 6.2.D.3

Allow Carbon Brakes

Article 6.2.D.14

On carburetor equipped cars, any bolt on intake manifold or carburetor may be used. Any air filter system and associated parts may also be used.

Article 6.2 D.18

Any clutch disc or pressure plate may be used.

Article 6.2.D.19

On automatic transmission vehicles, any torque converter may be used.

Article 6.2. E. 3.

All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or balance with the following requirements:

- a. The shape of the body must remain recognizable as that of the manufacturer's make and model.

- b. The body must be made of a fire resistant material.
- c. Structural strength of the vehicle may not be reduced or compromised.
- d. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required.
- e. Side and rear windows may be removed or replaced with Lexan or equivalent. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.
- f. The interior components may be completely removed and/or replaced. Any edges created by these modifications that the driver or passenger may contact must be properly insulated to prevent injury.
- g. Roof panels must be metal of at least the same thickness as original. Sunroof panels may be replaced with sheet metal of at least the same thickness as an original roof skin without sunroof. Inner roof structure may only be modified with addition of a full roll cage built to SCCA Improved Touring specifications or better.
- 4. remove
- 5. Any eligible (per 6.1) log booked race car or car currently legal for stage rally competition in other sanctioning bodies may run in its appropriate Rally Modified class regardless of whether it meets the Rally Modified rules.
- 6. remove
- 10. remove
- 11. remove
- 13. remove
- 16. remove
- 17. Renumber this after deletions.

Article 7.2 Protests

While the right to protest in proper cases is undoubted, it should be remembered that RallyCross events are Motorsport events conducted in a sporting spirit. Events are organized and managed by amateurs who cheerfully give their time and do their best. The competitor may encounter some imperfections with the event organization, his fellow competitors and course conditions. It is recommended that a competitor wishing to file a protest confer with one of the stewards at the event prior to doing so. No competitor will be denied his/her right to file a protest.

Article 7.3 Protest Process

- A. Types of Protests
 - 1. An inquiry is an informal written communication from the competitor to the organizer describing a situation and requesting an action. It requires unilateral action on the part of the organizer. Organizers will respond in writing. If such an inquiry is given to the event or safety steward, it will be passed along to the organizer in a timely manner.
 - 2. A protest is a written communication on an official protest form, submitted to the Event Steward. These forms will be available from the Event Steward or the organizers.
- B. Fees and Decisions
 - 1. Protest must be accompanied by a \$50.00 fee per item. The fee is payable to SCCA and collected by the Event Steward. This fee will be returned if the protest is upheld and may be returned regardless of the disposition of the protest.
 - 2. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the protester and protested. Written witness statements and the committee's decision will be recorded during the meeting and kept on file by the SCCA Rally Department.
 - 3. The Protest Committee is expected to make a decision on any/all protests filed before the end of the event. If a decision cannot be made at the event (i.e., missing information, etc.) it must be resolved as soon as possible after the event (See Article 7.3.D.1.A). All parties filing the protest, the competitor protested and the SCCA Rally Department will be notified by the Chair of the Protest Committee by telephone of the decision of the protest committee. The Chair of the Protest Committee must also notify the Chair of the Court of Appeals by telephone of the date of notification of the protested party.
 - 4. Monies from protests that are denied by the Protest Committee shall be retained by the Event Steward and forwarded to the SCCA Rally Department.
- C. Protest Committee
 - 1. A committee of three voting members shall settle all protests. The committee will be chosen prior to the start of

competition and consist of two competitors from different classes and one representative of the organizing committee. These three members will choose one of the competitors to be the chair of the protest committee. The organizer representative will not serve in this position.

2. An alternate will also be selected for each of the original Protest Committee members (three alternates). To reduce the possibility of conflicts of interest, all protest committee members and their alternates should be chosen from different competition classes.
3. If the composition of the Protest Committee includes a member with a conflict of interest in a properly filed Protest, that member must step aside and an alternate will replace that member for that protest.

D. Hearing the Protest

1. **Meeting**

The Protest Committee shall hear the protest as soon as practical after the protest is lodged. All parties concerned shall be given adequate notice of the time and location of the hearing. They shall be entitled to call witnesses, but shall state their cases in person. In the absence of a party, judgment may go by default. Each party or witness shall be heard separately and in private. If judgment cannot be given immediately after the hearing, all parties shall be informed of the time and method by which the decision shall be communicated. All parties shall be notified of the final decision.

Anyone who has filed a protest, been protested or is the subject of a Stewards action shall remain until a ruling has been issued, or until expressly released by the Chairman of the Protest Committee.

A. Continuing the Meeting

If the Protest Committee is unable to reach a decision at the event, the following steps will be followed to continue the meeting:

1. All original members of the Protest Committee will reconvene by conference call or in person if possible.
2. A witness from the RXB will be present at the reconvened meeting of the Protest Committee. This witness will have no interest in the outcome and will not actively participate in the call.
3. The Protest Committee will follow notification rules as specified in Article 7.3.B.3.

2. **Judgment**

All parties concerned shall be bound by the decision given, subject only to appeal as provided in Article 7.4, Appeals Process

3. **Reasonableness**

It is expected that protests shall be reasonable, logical, and based on sound evidence, thus well-founded. A well-founded protest shall further be defined as one upon which reasonable men or women may differ. A protest may be well-founded even if not upheld.

A. **Forfeiture of Protest Fee**

If a protest is judged to be not well-founded, the protest fee shall be forfeited.

B. **Vexatious or Bad Faith Protests**

A protestor who has acted in bad faith or in a vexatious manner may be penalized by the Event Steward.

Article 7.3.D: Protests against the Conduct of the Event

Article 7.3.E: Protests against Competitors

Article 7.3.F: Protests against Vehicles

Article 7.4: Appeals Process

7.4.1: Court of Appeals

Effective 2009, the RallyCross Board will establish a standing Court of Appeals to hear any/all appeals that arise from RallyCross events. This COA will consist of three members who will serve for a period of one calendar year (1/1 to 12/31), but may serve more than one consecutive term. One will be a member of the current RallyCross Board of Directors and the other two will be competitors. The RallyCross Board of Directors will also pick three alternates to serve should any member of the standing COA have a conflict of interest arising from either the original protest, the decision of the protest committee or the appeal. Should the COA and alternates still have a conflict of interest; the RXB will choose additional members to serve for that appeal ONLY.

7.4.2: Appeal Contents -1

- A. Any person, entrant or organizer named as a party to a protest shall have the right to appeal any decision or penalty imposed by the Protest Committee. An appeal starts with a written notice of intent to appeal and submission of one-half of the \$200 appeal fee that must be given to the Event Steward within 30 minutes of the announcement of the decision of the Protest Committee.
- B. If the announcement of the decision of the Protest Committee comes after the event, the Chair of the Protest Committee is responsible for placing a telephone call to the parties involved in the original protest. Upon reaching the protested party, there will be a 48-hour period to file a notice of appeal and submit the appeal fee as described above. It is the responsibility of the Chair of the Protest Committee to notify the Chairman of the COA asap when the protested party was contacted. The notice of intent must go to the Chairman of the COA by email or telephone. All fees due at this time will be received at the SCCA National Office, Rally Department and held until the COA has finished deliberations.
- C. The final portion of the appeal consists of the written notice of appeal and includes the balance of

the appeal fee (\$100 for a total appeal fee of \$200). This portion must be received by the SCCA Rally Department within 10 days after the notification of the Protest Committee's decision.

7.4.3 Appeal Contents – 2

The Notice of Intent to Appeal shall include items 1, 2, and 6 below. The written appeal must also include items 1 and 2, and may provide additional detail for item 6.

The written appeal shall include:

1. State the name of the party making the appeal
2. State the decision or portion thereof appealed
3. Explain why the appeal should be decided in their favor
4. Include information the appellant wishes the COA to consider
5. Present any new information that was not available or reviewed by the Protest Committee hearing the original protest upon which the Appeal is based
6. Specify which part(s) of the RallyCross Rules and/or Supplemental Regulations for the event that were considered to have been enforced in a manner that was not fair or equitable to the appellant.

7.4.4 Hearing Appeals

All properly filed appeals (per Section 7.4.2 and 7.4.3) shall be heard by the Court. The Court will review the original Protest and the Protest Committee Decision, the Notice of Intent to Appeal and the written appeal that must contain all the evidence the appellant wishes the Court to consider. The COA may make any other inquiries it feels warranted, before making its decision. It may, at its discretion, require the appellant to submit any additional evidence it deems necessary for an equitable decision; hear directly evidence from any person deemed to have pertinent information or necessary data prior to making a decision; permit other parties to the decision under appeal to make written comments on the appellant's Notice of Appeal; and/or seek information from any source it desires. Written comments submitted without request from the COA or not contained or referenced with the Notice of Appeal will NOT be heard.

The Court of Appeals shall render its final decision on the appeal, within (15) days of its receipt of the Notice of Appeal. No member of the Court shall have taken part as a competitor or Official in the event in which the Court will render a decision, or shall have been directly or indirectly interested or involved in the matters under consideration. The decision of the Court shall not be subject to further appeal.

7.4.5 Judgment of the Court of Appeals

- A. After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written decision. It may decide that the penalty or other action of the Protest Committee should be nullified, mitigated, affirmed, increased, or a different penalty imposed, but it shall not order a competition to be re-run. The Court of Appeals may order a rehearing by the original Protest Committee at the Court's discretion.
- B. At no time shall the Court of Appeals act as a first court.
- C. The Court may order the return or forfeiture of appeal fees or of stay bonds. The Court shall direct the disposition of protest fees and teardown bonds, if any, in those cases where the original Protest Committee decision is nullified or otherwise changed
- D. The Court's decision shall be final, binding and not subject to further appeals by any other party, either within the SCCA organization or outside the Club.

7.4.6. Publication and Effect of Decision

SCCA, Inc. will distribute a copy of the final decision of the COA to all parties of the appeal as soon as possible after the decision becomes final and will use its best efforts to publish said final decisions as soon as possible after finalization. Persons, entrants, or organizations referred to in each said decision shall have no right of action against SCCA, Inc., or any person publishing such notice, and said decision shall be final and binding. Any penalty of the Court shall be effective immediately or as stated in its decision. Penalties involving time, disqualification, or suspension shall be made effective from the date of the conclusion of the event involved. *If the COA affirms a suspension penalty imposed by the first court or determines that an additional penalty should be imposed, the COA will determine the date on which the additional penalty begins (if applicable).*

7.4.7. Bad Faith Appeals

If the Court determines that the appellant has acted in bad faith or in a vexatious manner, it may deem such conduct a violation of the RXR and impose any penalty listed in Section 7 for said violation.

7.4.8. Appeals Affecting Final Points Standings

For all National Events held less than 28 days prior to the commencement of the National Championship (October

event), any appeal affecting the National Championship points standings within a division, including all evidence, must be received in the National Office within 48 hours after either the receipt of a judgment issued by the Protest Committee or the completion of the event, whichever comes last. National Championship registrations to all parties named in or affected by the appeal will be held until the appeal has been finalized. An "Intent to Appeal" letter will not be accepted. This rule shall supersede any other time allowances for filing an appeal.

7.4.9 Appellant Rights and Obligations

The current year RXR (and amendments) describes how a named party may appeal a decision made by a Protest Committee at an event sanctioned by the SCCA Rally Department.

First, and most important, the letter of appeal must be sent within ten (10) days of the date the appellant (you) is notified of the decision of the Protest Committee. You may send your appeal by mail, Express Mail, fax or email. The date of your appeal will be determined by the U.S. Post Office postmark date, or the date that appears on the Express Mail cancellation, the fax cover sheet or the email. All appeals should be addressed to the RallyCross Court of Appeals c/o SCCA Rally Department and include a check or credit card information for the amount of the appeal fee outstanding. If you fax or email your appeal, include a credit card number for your outstanding appeal fee to be billed. Your ten-day period normally starts from the weekend day you were informed by the Protest Committee of their decision (this is usually at the event). However, if that decision is not made at the event due to other circumstances, the ten-day period starts from the date the Event Steward or Protest Committee Chair informs you verbally or in writing (excluding email) of the final decision. The Protest Committee Chair will advise the Rally Department of the decision and the method of notification to all parties.

Second, you must submit all materials you wish the COA to consider within the ten-day period allowed by these rules. You will normally NOT be contacted by the COA as the Court presumes you have provided all the information you feel is important in your appeal. If you feel other individuals can provide information not presented to the Protest Committee that could be beneficial to your case, list those individuals and state their written statements will be coming separately from the appeal. Then contact those individuals to be sure the Court receives their statements within the ten-day appeal period. Statements not listed in the letter of appeal or received after the ten-day period may not be considered in the appeal process.

NOTE: Appeals affecting national points standings for events held within 28 days prior to the National Championship event (October) have a 48-hour appeal period. This will replace the ten-day period during this 28-day period.

Third, your rights to file an appeal do not include being heard in person either by phone or at a COA hearing. The COA is not established to simply hear the same testimony that the Protest Committee has already heard, but to:

1. Review the process followed by the Protest Committee to determine if all parties involved followed the RXR;
2. Review any new information that was not available, or not known, which became available to you after the Protest Committee deliberation and decision; and,
3. Decide whether or not there is sufficient evidence presented to warrant changing the Protest Committee decision.

Fourth, if you file an appeal in a case involving another person (Section 7.3.E), such as a driver-to-driver protest involving a violation of the RXR, you should be aware that the individual will receive notification of your appeal and be given a brief period to respond to the appeal. The Protest Committee Chair, Event Steward and Event Chairman are also notified. The procedure assists the COA in understanding all sides of the case.

Fifth, the COA will maintain confidentiality of all information related to the original protest and appeal. The confidential information will not be distributed as part of the decision of the COA.

Sixth, videos are frequently part of the appeals process. The Court will ONLY ACCEPT unedited videos. Video media and data files furnished by the Protest Committee, the appellant or other competitors as part of this appeal may be retained by SCCA as a permanent part of the record.

Seventh, if a conflict of interest does not exist between the standing members of the COA and the appellant or the original protest, the composition of the COA shall not be changed. If a conflict of interest is present, the alternate COA member will serve on the COA for this appeal ONLY.

Appendix B: SEB Rule Changes

Effective 01/01/2010

GENERAL CATEGORY

ITEM 1) 3.1, second paragraph – Change:

~~Cars Models and option packages~~ designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed ~~vehicle model or option package~~ is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication.

SCCA Fastrack News July 2009 Page 15

ITEM 2) 3.3.2, second sentence – Change: “A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all *non-production vehicles* in A, B, C, and F Modified classes ~~vehicles~~ and in all open cars *using non-DOT tires* in the Prepared Category and in D and E Modified classes.”
SCCA Fastrack News July 2009 Page 15

ITEM 3) 3.3.2, first paragraph, last sentence – Change: “For open cars ~~in the Stock, Street Prepared, Street Touring, and Street Modified categories~~ *using DOT tires*, the roll bar ~~or roll cage~~ height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top.”
SCCA Fastrack News July 2009 Page 15

ITEM 4) 12.9, last two sentences – Delete: ~~Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation.~~
SCCA Fastrack News May 2009 Page 23

ITEM 5) 12.10 – Add new subsection (and renumber subsequent sections):
12.10 Canard
A three-dimensional attachment to the front fascia with air passing over the top and bottom surfaces, which is intended to provide aerodynamic downforce to the front of the vehicle. Unlike a wing, one edge must be flush to the attachment surface. No portion of a canard may extend vertically above the front fascia/bodywork.
SCCA Fastrack News March 2009 Page 12

ITEM 6) Appendix C, subsection A.2, last sentence – Change: “In a closed car ~~or an open car with a removable OE hardtop~~ which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car.”
SCCA Fastrack News July 2009 Page 15

SAFETY

~~**ITEM 7)** 2.2.M, third sentence – Change: “...such minimum viewing distances may not be less than 75-100 feet from the course edge in unprotected areas...”~~

~~**Withdrawn from consideration** SCCA Fastrack News April 2009 Page 24~~

ITEM 8) 4.3.1, first sentence – Change: “Helmets meeting one of the following standards must be worn while on course: Snell SA2010, K2010, M2010, SA2005, K2005, M2005, SA2000, K2000, M2000, SA95, K98; SFI 31.1, SFI 31.1A, SFI 31.2A, SFI 41.1, SFI 41.1A, SFI 41.2A; BS6658-85 Type A/FR.”
SCCA Fastrack News April 2009 Page 24

STOCK CATEGORY

ITEM 9) 13.0, first paragraph – Add: “A Canadian-market vehicle is eligible for Stock category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per 13.2.A.”
SCCA Fastrack News November 2008 Page 8
SCCA Fastrack News February 2009 Page 11

ITEM 10) 13.0 – Add new second paragraph: “A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the Stock classes.”
SCCA Fastrack News August 2008 Page 13
SCCA Fastrack News April 2009 Page 24
SCCA Fastrack News July 2009 Page 15
SCCA Fastrack News August 2009 Page 21

ITEM 11) 13.2.I – Change: “Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal ‘harness bar’ may be used as part of the installation hardware for allowed driver restraints *provided it has no more than two attachment points and is bolted at those locations*. A ‘C’ type harness bar may also be used. *It may have four bolted attachment points (two primary, and two supporting connections to resist rotation.)* Truss type harness bars are not allowed. ~~It may serve no other purpose.~~”
SCCA Fastrack News August 2009 Page 21

ITEM 12) 13.2.J – Change: “Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-downs ~~and cosmetic pieces (e.g. diffusers)~~ may be *modified or removed* to facilitate hitch installation. *Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.*”

ITEM 13) Appendix A — Move from SS to AS: *Replaced with Item 58 in Addendum*

BMW

M3 (2008-10)

Z4 M Coupe/Roadster (2006-08)

Chevrolet

Corvette (1997-2004, C5 chassis, non-Z06)

Lexus

IS-F (2008-10)

Lotus

Esprit Turbo (1996-2004)

Mazda

RX-7 (1993-95)

Mercedes

C63-AMG

Porsche

911 (1998-2004, 996 chassis)

Boxster S (2005-08)

Cayman S (2005-08)

Move from AS to BS:

Acura

NSX

Audi

RS4

RS6

S5 (2008-10)

BMW

M Coupe/Roadster (2001-05)

M3 (E46 chassis)

M5 (2004-10)

Z4 Coupe/Roadster (2006-09, non-M)

Chevrolet

Corvette (C4 chassis, all)

Chrysler

Crossfire SRT-6

DeTomaso

Pantera

Mangusta

Ford

Mustang Shelby GT500

Mustang GT500 (2010)

Honda

S2000 (all)

Jaguar

XKR Coupe

Maserati

Gran Sport, Spyder, Coupe (2002-10)

Mercedes

C32-AMG

SLK32-AMG

SLK350

SLK55, CLK55

Mitsubishi

Lancer Evolution (all)

Pontiac

Solstice GXP

Porsche

911 (1995-98, 993 chassis, non-turbo)

Boxster (2005-08, non-S)

Cayman (2005-08, non-S)

Saleen

	Mustang (normally aspirated)
Saturn	Sky-Redline
Shelby	Cobra
Subaru	Impreza-WRX STI
Toyota	Supra Turbo (1993½-98)
Move from AS to CS:-	
Porsche	Boxster (1997-2004, 986 chassis)
	Boxster S (2000-04, 986 chassis)
Move from BS to CS:	
BMW	M-Coupe/Roadster (1996-2000)
	M3 (E30 chassis, E36 chassis)
	Z3 (6-cyl) NOG
Chrysler	Prowler
Ferrari	308, 328
Jaguar	XKE
Lotus	Elan (RWD)
	Esprit (non-turbo)
	Europa
Maserati	BiTurbo
Mazda	RX-7 Turbo (1987-91)
	RX-8
Mercedes	SLK
Morgan	Plus-8
MINI	Cooper S JCW (2006-10)
	Clubman S JCW (2009-10)
Nissan	300ZX Turbo (1990-96)
	350Z (all)
Plymouth	Prowler
Pontiac	Solstice (non-GXP)
Porsche	911 (non-turbo) NOG
	911 Club Sport
	914-6
	928
	Carrera 2, Carrera 4 (964 chassis)
	356 Carrera (4-cam)
Toyota	MR2 Turbo

ITEM 14) Appendix A – Move from FS to DS: *BMW 335i*
SCCA Fastrack News September 2009 Page 16

ITEM 15) Appendix A – Move from GS to DS: *MINI Cooper S*
SCCA Fastrack News April 2009 Page 26
SCCA Fastrack News November 2008 Page 8

ITEM 16) Appendix A – Move from GS to HS: *Acura Integra (1990-2001) NOC*
SCCA Fastrack News April 2009 Page 25

ITEM 17) Appendix A – Move from GS to HS: *Ford Focus SVT*
SCCA Fastrack News August 2008 Page 13

ITEM 18) Appendix A, GS – Change: *Acura Integra GS-R (1992-2001)*
SCCA Fastrack News April 2009 Page 25

STREET TOURING CATEGORY

ITEM 19) 14.2.H – Add new subsection:

H. Longitudinal (fore-aft) subframe connectors (“SFCs”) are permitted with the following restrictions:

- 1. They must only connect previously unconnected boxed frame rails on unibody vehicles.*
- 2. Each SFC must attach at no more than three points on the unibody (e.g. front, rear, and one point in between such as a seat mount brace or rocker box brace).*
- 3. SFCs must be bolted in place and not welded.*
- 4. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.*
- 5. No cross-car/lateral/triangulated connections directly between the driver’s side and passenger’s side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.*
- 6. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.*

SCCA Fastrack News January 2009 Page 26

ITEM 20) 14.2.G, first sentence – Change: “Strut bars ~~are permitted~~ may be added, removed, modified, or substituted with all types of suspension.”

SCCA Fastrack News October 2009 Page 9

ITEM 21) 14.6.E, after fifth sentence – Add: “A functioning emergency brake, of the same type, operation and actuation as OE, must be present.”

14.6.E, 7th sentence – Add: “Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake.”

SCCA Fastrack News June 2009 Page 22

ITEM 22) 14.10.F.1 – Add: “Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.”

SCCA Fastrack News May 2009 Page 23

ITEM 23) 14.10.I – Change: “Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.”

SCCA Fastrack News August 2009 Page 21

ITEM 24) 14.11- Add new subsection:

14.11 OUT OF PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g. superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.

SCCA Fastrack News April 2009 Page 25

ITEM 25) Appendix A, Excluded, ST, STX, STU, and STS classes – Add: “All vehicles with pure electric or hybrid electric drivetrains.”

Comment: The Solo Rules, as currently written, do not take into account non-traditional powertrains (e.g. hybrids and pure electrics.).

At this time, it is the intent of the SEB to disallow modifications to such systems until their implications are better understood.

Competitors are urged to write to the SEB detailing modifications which they wish to make to vehicles of these types and providing further explanation of why and how those modifications would best fit into existing (or new, if necessary) class structures.

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STREET PREPARED CATEGORY

ITEM 26) 15.1.C, 4th sentence – Change: “The updating and/or backdating of engines, transmissions, ~~or~~ transaxles, or unibodies must

be done as a unit; component parts and specifications of these units may not be interchanged.”
SCCA Fastrack News July 2009 Page 17

ITEM 27) 15.2.C, first four sentences – Change: ~~“Strut bars are permitted with all types of suspension. Transverse members known as strut bars and suspension braces may be added, removed, modified, or substituted. They must be bolted on. Strut bars must be attached to the strut/shock tower. 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. Except for standard parts, no connections to other components are permitted.”~~

SCCA Fastrack News June 2009 Page 23

SCCA Fastrack News October 2009 Page 9

ITEM 28) 15.10, first sentence – Change: “Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein.”

Comment: Parallels STREET TOURING Item 25.

SCCA Fastrack News September 2009 Page 16

ITEM 29) 15.10.BB – Add new subsection:

Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.

SCCA Fastrack News June 2009 Page 23

SCCA Fastrack News July 2009 Page 16

ITEM 30) Appendix A, BSP – Change the Subaru WRX STI listing:

Subaru

WRX STI (2004-07)

WRX and WRX STI (2008-10)

SCCA Fastrack News March 2009 Page 12

ITEM 31) Appendix A – Move the Subaru WRX (2008-2009) (non-STI) from ESP to BSP onto the same line as the '08-'09 WRX STi and the '09 Impreza GT:

Subaru

WRX STI (all), WRX (2008-10) (non-STI), Impreza GT (2009-10)

SCCA Fastrack News June 2009 Page 23

SCCA Fastrack News July 2009 Page 16

ITEM 32) Appendix A, CSP – Add: Toyota MR2 Spyder ('00-'05)

SCCA Fastrack News March 2009 Page 12

ITEM 33) Appendix A, DSP – Move from CSP: Acura RSX.

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SCCA Fastrack News July 2009 Page 15

ITEM 34) Appendix A – Delete in DSP:

~~Toyota Matrix~~

~~Pontiac Vibe~~

Add new listings in DSP:

Pontiac/Toyota

Matrix XRS (03-06), Corolla XRS (05-06), Vibe GT (03-06)

Matrix/Vibe AWD (03-08)

Add new listings in FSP:

Pontiac/Toyota

Matrix/Corolla/Vibe (03-08) NOC

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ITEM 35) Appendix A – Delete in DSP:

~~Civic SOHC, VTEC ('92-'95)~~

~~Civic VTEC, SOHC ('96+)~~

~~Del Sol ('93-'97)~~

Add in DSP:

Del Sol ('94-'96) DOHC

Civic Si ('99-'00)

Civic Si ('02-'05)

Civic Si ('06-'09)

Delete in FSP:

Civic ('92-'95) NOC

Civic ('96+) NOC

Civic non-Si ('96-'00)

Add in FSP:

Civic ('96-'00) NOC

Civic ('92-'95) all, del Sol ('92-'96) NOC

Civic ('01-'05) NOC

Civic ('06-'09) NOC

SCCA Fastrack News August 2009 Page 22

ITEM 36) Appendix A – Move Saturn 16V models from DSP to FSP:

Saturn

S-series ('91-'95)

S-series ('96-'02)

SCCA Fastrack News October 2009 Page 9

ITEM 37) Appendix A – Combine the non-turbo and Turbo onto one line:

Toyota

Supra (all) (1986½-'92)

SCCA Fastrack News April 2009 Page 25

ITEM 38) Appendix A, FSP - Change Mazda Protégé:

Mazda

Protégé (1989-98)

Protégé (1999-2003)

SCCA Fastrack News August 2009 Page 22

ITEM 39) Delete the following listing in FSP:

~~Volkswagen Scirocco (8v all)~~

Comment: This listing is redundant with the coverage under the listing elsewhere in FSP which reads: "Rabbit & Jetta & Scirocco & Cabriolet & Pickup (8V, '75- '92) (A-1 chassis)"

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STREET MODIFIED CATEGORY

ITEM 40) 16.0.C.2.d – Add new subsection:

d) *Included vehicles: Porsche Carrera GT*

SCCA Fastrack News July 2009 Page 17

ITEM 41) 16.1.L – Add: "Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position."

SCCA Fastrack News December 2008 Page 21

SCCA Fastrack News February 2009 Page 12

SCCA Fastrack News July 2009 Page 15

ITEM 42) 16.1.L – Add: "Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance."

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SCCA Fastrack News July 2009 Page 15

ITEM 43) 16.1.O, first sentence – Change: "Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be added, replaced, or removed provided the part added, removed, or replaced serves no other purpose."

SCCA Fastrack News March 2009 Page 12

SCCA Fastrack News July 2009 Page 15

ITEM 44) 16.1.S – Add new section:

OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. All associated hardware may be removed, replaced or modified.

PREPARED CATEGORY

ITEM 45) 17.2.O, last sentence – Remove: “~~When bumpers are retained, the spoiler and bumper shall appear to be two separate parts.~~”

SCCA Fastrack News March 2009 Page 12

ITEM 46) 17.4.G.2 – Change: “Wheels greater than 16” in diameter will receive a ~~100~~ 50 lb. penalty.”

Appendix A, Prepared Class C, last two paragraphs (before weights) – Change: “All vehicles may use ~~13-16 inch x 12 inch~~ wheels up to 12 inches in width. Vehicles using greater than 10 inch wheel widths must add 50 lbs. to minimum weight. Wheels exceeding 16 inches in diameter will incur a ~~100~~ 50 lb. weight penalty.”

SCCA Fastrack News July 2009 Page 17

SCCA Fastrack News September 2009 Page 16

ITEM 47) 17.4.J.2 – Remove: “~~Wheels greater than 16” in diameter will receive a 100 lb penalty.~~”

Comment: This eliminates wheel diameter weight penalties for FP.

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SCCA Fastrack News September 2009 Page 16

ITEM 48) Appendix A, Prepared Class X, 1.b – Add: “Unibody fenders may be replaced as described in 17.2.S.”

SCCA Fastrack News March 2009 Page 12

ITEM 49) Appendix A, Prepared Class X, 1.c – Add: “Wings designed to be adjustable while the car is in motion must be locked in a single position.”

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ITEM 50) Appendix A, Prepared Class X, 1.c – Add new paragraph:

Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.

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ITEM 51) The following cars to be classed in XP with allowances restricting the minimum engine size (and therefore minimum weight):

Factory Five

Mk3 Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Superformance

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Noble

M12

M12GTO

M400

All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Rossion

Q1

With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Mosler

MT900S

MT900R XP

All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.

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MODIFIED CATEGORY

ITEM 52) 18.1, first five paragraphs – Replace:

~~Classes DM and EM contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes CP through GP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, or be otherwise recognized by the SEB.~~

~~The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car. Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:~~

- ~~1. They are substantially similar to and recognizable as the 'original' manufactured vehicle on which they are based.~~
- ~~2. Their specifications do not violate any rule stated herein.~~

~~Weight and displacement specifications are as shown in Appendix A.~~

~~A. Eligibility~~

~~Classes DM and EM contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes CP through GP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, meet the specifications below, or be otherwise recognized by the SEB.~~

~~1. Kit Cars~~

~~Kit cars, which were originally designed, constructed, and licensable for street use, may participate in DM and EM if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The Club will evaluate each submitted kit model individually, and the evaluation will ensure that the specific model:~~

- ~~a) Follows current DM and EM allowances regarding minimum floor pan dimensions (see 18.1.B.1.j).~~
- ~~b) Has no unusually advantageous aerodynamic features.~~
- ~~c) Has no exceptionally low center of gravity.~~
- ~~d) Has no exceptionally high strength to weight ratio.~~
- ~~e) Has no other unique features that would upset the competitive balance in DM and EM.~~
- ~~f) Has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.~~

~~Constructed examples of approved kits are subject to the following:~~

- ~~a) They will automatically take the Modified Tub weight penalty (see Appendix A).~~
- ~~b) They will have the same weight/displacement scales and weight bias penalties as production-based cars.~~
- ~~c) They will be allowed all the modifications that production-based cars are permitted,~~
- ~~d) They are subject to the same engine/transmission restrictions as production-based cars.~~
- ~~e) They must meet the same safety requirements as production-based cars.~~

~~A newly-added model is not eligible for the current year's Solo National Championships unless its listing was published no later than the July issue of the official SCCA publication.~~

~~The list of currently approved models is as follows:~~

~~(No models are currently listed.)~~

~~2. Clones~~

~~Clones/replicas of SCCA-recognized production cars are permitted to compete in DM and EM, provided they comply with the following requirements:~~

- ~~a) They are substantially similar to and recognizable as the 'original' manufactured vehicle on which they are based.~~
- ~~b) Their specifications do not violate any rule stated herein.~~

~~3. Other Models~~

~~The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car.~~

~~4. Specifications~~

~~Weight and displacement specifications are as shown in Appendix A.~~

ITEM 53) 18.1.B.1.a – Add:

8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.

Note: 18.1.B.1 is more restrictive than Prepared 17.2.J regarding the use of lightweight doors made of alternate materials without a weight penalty. Alternate material doors are only allowed currently in DM and EM per 18.1B.2 as one of the items between the

front and rear bulkheads that are tied to the Modified Tub weight penalty.
SCCA Fastrack News March 2009 Page 13

ITEM 54) 18.1.E.4.a, sixth sentence – Change: “Alternatively, the spoiler maybe mounted at the rear of the roof or to the rear hatch lid at or near the top of the hatch; in such a configuration, the spoiler may extend no more than 4 7.5 inches from the original bodywork, measured as described above.”

18.1.E.7, third sentence – Also change: “A roof spoiler up to the maximum of 4 7.5” is allowed an area of up to 16 square inches for each endplate;...”

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ITEM 55) 18.5 FORMULA SAE – Change:

Vehicles that conform to the current or previous year’s Formula SAE specifications are assigned to A Modified if they meet the following minimum criteria:

A. All bodywork requirements of 18.4.A:

B. Maximum engine displacement of 600cc, restrictor plate in place:

C. Minimum wheelbase of 60”.

D. Brakes conform to those specifications listed in the SR, Section 3.3.3.B.10:

E. A roll bar that conforms to Appendix C of the SR is required.

Exceptions: the bar must extend at least two inches above the driver’s helmet in the normal seated position and a head restraint keeping the driver’s head from going under or behind the roll bar is required.

A. Vehicles constructed to any single year’s Formula SAE rules (1985-on) to include all FSAE safety items for that single year are eligible to run in SCCA Solo events. The FSAE rulebook year shall be specified on the entry form and those rules shall be provided by the entrant for viewing.

B. Non-students may build, own, and compete in FSAE vehicles.

C. In addition to FSAE safety rules, SCCA safety rules (per the applicable portions of Sections 3.3 and 18.4.A) shall be met. Passing vehicle inspection at a prior SAE event is not required.

D. Transponder and FSAE lettering shall not be required.

E. These vehicles are assigned to A Modified, subgroup FSAE, and must also meet the following minimum criteria:

1. Current year FSAE restrictor plate, and engine displacement rules. Restrictor requirements are as follows:

a) Gasoline fueled cars - 20.0 mm (0.7874 inch) intake restrictor

b) E-85 fueled cars – 19.0 mm (0.7480 inch) intake restrictor

c) M-85 fueled cars – 18.0 mm (0.7087 inch) intake restrictor

2. Current year FSAE aerodynamic rules

F. FSAE vehicles may not mix and match specifications from multiple years except as specified above.

3.8.E – Change: Current or previous year Applicable Formula SAE specifications.

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KART CATEGORY

ITEM 56) 19.1.C.2 – Remove the second portion of the last sentence from, such that the sentence reads: “The addition of front brakes is optional; however, the kart must then be run at the 385lb. minimum weight.”

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Addendum to Action Items

STOCK

ITEM 57) Appendix A, move to BS from AS:

Porsche

Boxster (1997-2004) (986 chassis) (non-S)

Boxster S (2000-04) (986 chassis)

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ITEM 58) Appendix A:

Move BS cars to CS.

Move AS cars to BS.

Move to AS from SS:

BMW

M3 (2008-10)

Z4 M Coupe/Roadster (2006-08)

Chevrolet

Corvette (1997-2004) (C5 chassis) (non-Z06 models)

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Lexus
 IS-F (2008-10)
 Lotus
 Esprit Turbo (1996-2004)
 Mazda
 RX-7 (1993-95)
 Mercedes
 C63 AMG
 Porsche
 911 (1998-2004) (996 chassis)
 Boxster S (2005-08)
 Cayman S (2005-08)
 SCCA Fastrack News February 2009 Page 11
 SCCA Fastrack News April 2009 Page 25
 SCCA Fastrack News July 2009 Page 16

STREET PREPARED CATEGORY

ITEM 59) 15.9, first sentence - Change: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.9 as specified herein."

SCCA Fastrack News September 2009 Page 16

ITEM 60) In Appendix A, change in BSP listing:

Datsun

240Z & 260Z & 280Z

280ZX non-turbo

280ZX turbo

240Z, 260Z, 280Z, 280ZX, & 280ZX Turbo

SCCA Fastrack News October 2008 Page 45

ITEM 61) In Appendix A, change in CSP listing:

Honda

~~Civic (88-91)~~

~~CRX (88-91)~~

Civic & CRX (1988-91)

SCCA Fastrack News October 2008 Page 45

ITEM 62) In Appendix A, move to DSP from CSP:

Acura RSX (all)

Audi Quattro (NOC)

Mercedes 190 ('84-'93 all)

ITEM 63) In Appendix A, move to FSP from DSP:

Acura

Integra ('86-'89)

Audi

~~4000 Quattro~~

4000 (all)

~~80 Quattro~~

80 (all)

90 (all)

BMW

~~2002tii (all)~~

1600-2, 1602, & 2002 including tii

318i/is (E30) withdrawn

318i/is & 318ti (E36) withdrawn

Saturn

All 16v models

SC1/SC2 16v

Volkswagen

~~Golf & Jetta 16v~~

Golf/Jetta 16v (A2)

Scirocco 16v

Appendix C: Club Racing License Requirements for 15 Year-olds

1. 15 year-old applicants for an SCCA Club Racing license must have prior racing experience (e.g., karts, midgets, etc.). Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Licensing Representative. If the Divisional Licensing Representative is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary a telephone interview is acceptable. If the Divisional Licensing Representative approves the application, he will direct the Club Racing office to issue an appropriate license.
2. A 15 year-old license will be issued in the form of a special logbook with a distinctive cover. It must be used for all driver schools and race events until the driver reaches the age of 16.
3. License logbooks for 15 year-olds may be issued only by the Club Racing office.
4. The license logbook will be issued only with the concurrence of the applicant's parents/guardians.
5. At every driver school and every race, the license logbook must be presented by the 15 year-old driver directly to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate logbook page at the end of the event.
6. At any event (school or race), the Chief Steward may recommend revocation of the logbook.
7. In addition to the successful completion of the required driver school(s), the Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.
8. A 15 year-old must complete his first driver school in a car from one of the following classes: FV, FST, FF, SRF, SM, HP, T3, SSB, SSC, ITA, ITB or ITC. Upon successful completion of the first school, any car may be used thereafter.
9. No 15 year-old will be allowed to race without having successfully completed at least one SCCA approved driver school.
10. The 15 year-old license logbook is treated as a Novice Permit for the purposes of license upgrades, however, the logbook will be used as the license regardless of the events (Regional or National) for which the driver is eligible.

Note: there are other sections of the GCR that specify ages and the requirement for a state driver license that would need amendment.

Appendix D: CRB Rule Changes

GCR – April

Permits holders of licenses from other approved sanctioning bodies to participate in SCCA driver schools. They must be under instruction; this is not an invitation for open test days.

Item 1. Effective 11/1/09: Change section 3.1.7 as follows:

... They shall not be open to any driver except students undergoing instruction, *holders of licenses from clubs listed in the Note of section 3.1.5*, and their instructors. ...

Updates the requirements for in-car camera mounts.

Item 2. Effective 11/1/09: Change section 9.3.12 as follows:

CAMERA MOUNTS The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera or (recording unit) *that weighs more than 8 oz* shall be secured at a minimum of two (2) points on different sides of the camera body, neither of the attachments may be elastic or plastic. If a tether is used to restrain the camera, the tether length shall be limited so that the camera can not come in contact with the driver. ~~These rules of attachment do not apply to the remote lens of "lipstick" cameras, which weighs approximately 2 oz. The remote lens of these cameras may be secured with items such as cable ties and racer's tape.~~ Helmet mounted cameras are prohibited regardless of size, weight, or location of camera on the helmet.

GCR – July

This addition formalizes the relationship between the GCR and the Vintage Competition Rules and mandates the minimum roll cage and roll bar requirements for Vintage race cars. Creating this linkage in the GCR was prompted because some logbooks have been issued for cars that do not meet the VCR requirements. This change will make it clear what the requirements are and will call attention to the VCR for those who are unaware of it. (This item has been modified in response to member input.)

Item 3. Effective 1/1/10: Add the following to the end of section 3.1.8.D:

All Vintage cars must conform to Appendix Z of the current Vintage Competition Rulebook. Roll cages are required in all cars registered with the SCCA after Jan. 1, 1979. There is no requirement for cars registered before 1979 to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for cars registered prior to Jan. 1, 1979. Where allowed, roll bars must conform to Appendix Z of the current Vintage Competition Rulebook.

WITHDRAWN based on member input. Class by class restrictions on brake rotors will continue.-

Item 4. Effective 1/1/10: Add the following to the end of section 9.3.11:

Brake rotors must be metallic (in other words, carbon fiber, ceramic, and other non-metallic rotors are not permitted).

GCR – September

There have been various misunderstandings about the time allowances and required sessions for Double Nationals. The revisions are to remove any ambiguities.

Item 5. Effective 1/1/10: Change section 3.1.2.C and D as follows:

C. The practice sessions, *if any*, for both Nationals may be combined into a single session.

D. *The total time for the combined all practice and qualifying sessions must be a minimum of 70 minutes; however, "hardship" sessions may not be included in this time.*

The CoA has found that splitting the competitor compliance ruling process into independent parts has caused confusion and is rarely terminated after the first court's decision because it has no finality attached to it. The CoA has requested that the procedure revert to a single process, but that the competitor and other parties be allowed to offer further input between the first court's decision and the CoA's consideration of the request.

Item 6. Effective 1/1/10: Replace section 8.1.4 as follows:

To obtain a determination on the legality of a vehicle or component without filing a formal protest, a member may request such a ruling from the Club Racing Office. The Chairman of the Stewards program will then convene a first court. The protest and appeal procedures described in section 8.3 and 8.4 apply except that penalties or penalty points will not be assessed in the event of a negative ruling.

Each court (first and appeals, as applicable) will consult the Club Racing Board for expert technical testimony. After receiving the decision of the first court, the member may do one of the following:

- Request court of appeals review, and provide additional evidence to the court of appeals, if desired.
- Withdraw a request for court of appeals review, if previously made.

A non-compliant ruling will be published; a compliant ruling will not be published.

The fees for this service are as follows:

- First Court \$125
- Appeals Court \$175

A portion of these fees may be refundable at the discretion of either or both courts.

A member may request a determination on the compliance of his vehicle or its components through the Club Racing Department.

A. Upon receiving a request, the Chairman of the Stewards' Program will convene a review committee. The committee will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The review committee will convey their decision to the member, and notify the Chairman of the Stewards' Program, who will then forward the decision to the appropriate parties in the SCCA, including the Court of Appeals.

B. The Court of Appeals will consider the request and the committee's decision. The member may submit additional evidence to the CoA after receiving the review committee's decision.

In its review, the CoA will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The CoA will render their decision to the member, and the Chairman of the Stewards' Program.

C. Penalties or penalty points will not be assessed in the event of a negative ruling.

D. A non-compliant ruling will be published; a compliant ruling will not be published. Court of Appeals decisions on technical compliance are effective for the calendar year during which they are rendered, and are superseded by the following year's edition of the GCR.

E. The fee for this service is \$300. A portion of the fee may be refunded at the discretion of the Court of Appeals.

The tests carried out in preparation for the initiation of the new fuel testing program has determined that a specific chemical compound used in some fuels is responsible for tailpipe emissions that are particularly irritating to eyes and lungs. The CRB wishes to add this compound to the list of Prohibited Substances.

Item 7. Effective 1/1/10: Add the following to the list of Prohibited Substances list in section 9.3.26.A:

3,3-dimethyl-1-butene 0.05%

The CRB has classified the VW Jetta TDI in SSC for 2010. This resulted in a need for diesel fuel standards. After discussions

with the head of their technical department (who is an SCCA Solo participant and who was extremely helpful), we propose to adopt the dielectric constant values used by the National Tractor Pull Association. In addition, diesel fuels are subject to the Prohibited Substances list for gasoline.

Item 8. Effective 1/1/10: Add the following second paragraph to section 9.3.26.A:

If a car is required to run diesel fuel, it will be noted on its specification line. Diesel fuels must have a dielectric constant between 2.2 and 4.9. Diesel fuels are subject to the same restrictions on prohibited substances as gasoline.

Some competitors are painting rear light assemblies (except the brake light lens) and we do not wish to expose them to penalties.

Item 9. Effective 1/1/10: Change section 9.3.31 as follows:

Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped *or painted*. ...

A wide variety of laminate materials are now available for the construction of composite parts. Rather than limit competitors to specific materials in the construction of impact attenuation devices, we offer them some examples.

Item 10. Effective 1/1/10: Change section 9.4.5.G.3 as follows:

...with inner and outer reinforcements of a minimum of two 5-ounce laminates *material of* (fiberglass, carbon, or kevlar, etc.).

The existing glossary definitions related to bodywork do not apply well in all car categories. The proposed changes applied to all cars. [The FF bodywork revisions below depend on these glossary entries.]

Item 11. Effective 1/1/10: Change Glossary B entries as follows:

Body: All parts of the car licked by the air stream and situated above the belly pan/floor with exception of the roll bar or cage. For Formula and Sports Racing cars, further exceptions are those units definitely associated with the function of the engine or transmission. See *Bodywork*.

Body Panel: A replaceable section of the body.

Bodywork: See *Body* All external panels that encase the frame, driver, engine, transmission, radiators, suspension pickup points, etc. *Bodywork includes panels below the floor pan, and the bottoms of any side pods.*

GCR – October

A general request to classify all wheel drive cars in IT has been requested by the IT Advisory Committee. The CRB concurs and recommends adding Improved Touring to the list of categories in which it is allowed.

Item 12. Effective 1/1/10: Change section 9.3.5 as follows:

Four wheel (All-Wheel) drive is prohibited except in Showroom Stock, Touring, *Improved Touring*, and Super Touring.

GCR – Other

Requested by the CoA

Item 13. Effective 1/1/10, add a new final sentence in 4.4.1.C (Appendix C.2.1.D in revised GCR):

Actions of the Medical Review Board are final and non-protestable.

Requested by Risk Management

Item 14. Change section 5.5.3. (5.5.2 in revised GCR) first sentence as follows:

The purpose of Flagging and Communications is to provide safe course control by:

Formula/Sports Racing – April

A specific LED assembly for the SRF rain/brake light is now available that provides vastly improved service life at very low cost.

Item 1. Effective 11/1/09: Revise SRF Section 9.1.9.C.23.L as follows:

A rain / brake light comprised of a single standard trailer oval lamp, 2-1/4 inches x 6-1/2 inches, with incandescent or LED illumination is required in the original roll hoop mounting location. No changes may be made to the original 3-pin connector on the wiring harness. The secondary filament of the brake light assembly shall be connected to a switch enabling use as a rain light. by 1/1/95.

Formula/Sports Racing – June

Two-seat cars in CSR are at a significant handling disadvantage compared to single-seat cars. Allowing them to use tunnel floors will reduce this gap. Because of the width of their cockpits, they will not be able to create optimum under car aerodynamic tunnels, but will improve the cars considerably.

Item 2. Effective 1/1/10: Change section 9.1.9.A.2.a.12 to permit full tunnels in two-seat cars as they are in single-seat cars:

12. Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the C Sports Racer class subject to the following restrictions.

Chassis shall be constructed to either of the following specifications:

FIA Technical Regulations for Production Sports Cars – Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., *except that undertrays are unrestricted.*

The C Sports Racer class specification, with the exception that the requirements of 9.1.9.B.3.d must also be met.

Engines shall meet the requirements of line J in the engine table.

The alternate camshaft for Pinto engines now allowed in FC is to be added to S2000. [Based on member input, the April FasTrack version of this recommendation has been modified to require cars using this camshaft to weigh the same as those using the aluminum head.]

Item 3. Effective 11/1/09: Add the following after the 4th sentence of S3 section 9.1.9.B.5.a:

An alternate optional camshaft, Elgin part number 2000FC, may be used only in the original iron head.

Item 4. Effective 11/1/09: Add the following to S2 section 9.1.9.B.14:

B.14. Weight

1310 lbs., minimum.

1335 lbs., minimum with aluminum cylinder head.

1335 lbs., minimum with alternate camshaft.

Formula/Sports Racing – August

This item allows the most recent Pro Atlantic car, the Swift 016, to be raced in FA. Historically, new FA chassis have entered Club Racing from the Pro series. These cars are significantly different from current cars in several respects, but it is still the case that the cars are needed to insure an ongoing supply in Club Racing. To ensure that they are competitive, but not over dogs, they will be limited in several ways including an intake restrictor, weight and limitations on allowed modifications.

Item 5. Effective 1/1/10: Add the following to Table 2 in FA section 9.1.1.A: [Please see attached table.]

Advances in tire technology have resulted in cornering loads in FV that are causing oiling problems in some chassis. This item allows an oil pan extension to provide a larger oil reservoir. (This item has been modified in response to member comments.)

Item 6. Effective 1/1/10: Replace FV section 9.1.1.C.5.D.29 as follows:

An oil sump extension may be fitted utilizing the oil strainer cover plate, provided the extension does not extend horizontally beyond the edge of the oil strainer cover plate and the capacity does not exceed 250cc. The oil pump pickup pipe may be extended into the sump extension. Accumulators (Accusump) may be fitted.

An oil sump extension may be fitted to the engine with a maximum internal volume not to exceed 1500cc. In operation, all movement of oil and crankcase air in and out of the extension shall be through the original oil strainer cover opening of the engine case. No additional openings in the extension are allowed above the plane of the oil strainer flange of the engine case. The oil pump pickup pipe may be extended into the sump extension. Any baffling is allowed within the extension and may extend between the engine case and the sump extension through the original oil strainer opening. Any sump may not extend below the frame rails of the chassis when viewed from the side. Accumulators (Accusump) may be fitted.

A number of issues have arisen over the past few years with regard to FF chassis and bodywork specifications. The F/ SRAC has taken the opportunity to do a thorough revision that reorganizes sections as necessary and provides clearer language to match the long-standing intent of these rules.

Item 7. Effective 1/1/10: Change FF section 9.1.1.D.6, 9.1.1.D.7, and 9.1.1.D.8 as follows: [Please see attached text.] Also, see related Item 10 below.

There are no longer any ferrous calipers being manufactured suitable for S2000 cars. Specific restrictions on allowed aluminum calipers are intended to limit choices to reasonably priced items (e.g., no mono-block calipers permitted).

Item 8. Effective 1/1/10: Change S2000 section 9.1.9.B.7 as follows:

B. 7. Brakes

~~Brake calipers and rotors must be ferrous. Brake system otherwise unrestricted.~~

- a. *Only the following ferrous calipers are permitted: AP LD19, AP LD20, AP LD65, ICP-20L/R, ICP-65R, ICP-14F, Girling 12SP and Girling 14F.*
- b. *Aluminum alloy calipers of two-piece construction (split into two halves that are fastened together by bolts) having no more than 4 pistons and 2 brake pads are permitted. Spacers placed between caliper halves to adjust for rotor width are permitted. Maximum one caliper per wheel.*
- c. *Brake rotors must be ferrous. Rotor hats / bells must be ferrous or aluminum alloy.*
- d. *Brake system otherwise unrestricted.*

Formula/Sports Racing – September

The CRB and the F/SRAC recommend the adoption of the Honda Fit engine as an alternate engine in FF. The complete specification is attached with the exception of the intake restrictor size. If the BoD approves the Honda Fit engine in FF, Honda Performance Development (HPD) will begin the production of the bespoke parts (e.g., intake manifold, exhaust manifold, sealed ECU). When the parts are available, they will take the test engine to Quicksilver RacEngines for final dynamometer tests. A CRB member will be present at these tests. Tests will be made with several restrictor sizes and the CRB will make a final determination of the size to be used; the intent will be to mimic a very good Nationally competitive Kent engine. (The location of the lambda sensor also will be determined at this time – see section m.3.) If, in the future, the CRB decides it is necessary to either increase or decrease the restrictor size, the effects of different restrictor sizes will already be in hand and competition adjustments can be made quickly. The effective date of 3/1/10 is based on HPD's best estimate of the time it will take them to create and stock all the required parts to fill a large number of orders and to give competitors enough time to do the installation in their cars. If production schedules slip, HPD will notify the CRB and the scheduled effective date can be moved back if necessary.

Item 9. Effective 3/1/10, modify 9.1.1.D as follows to allow the use of the Honda Fit 1500 engine in Formula Ford. Sections from the current D.3 onward will be renumbered. [Please see attached text.]

The changes to the Formula Ford construction rules in Item 7 require the following changes, items 10 and 11, in the Formula Continental rules.

Item 10. Effective 1/1/10, modify 9.1.1.B, third paragraph as follows:

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

Item 11. Effective 1/1/10, modify 9.1.1.B.2, third paragraph as follows:

Ground effects are prohibited. *The use of "ground effects" is limited.*

Grand Touring – April

Allows securing polycarbonate (lexan) windshields with fasteners rather than windshield straps (originally submitted for May BoD meeting, but withdrawn; this is the resubmission).

Item 1. Effective 11/1/09: Add the following to the end of sections 9.1.2.D.8.h and 9.1.2.F.3.c.1 as follows:

In place of clips, polycarbonate windscreens may be mounted using a fastener spaced a minimum of every 12 inches across the top and sides, with a minimum of four across the bottom. Alternatively, the bottom may be captured in a channel.

Cleans up wording to recognize that some engines may be restricted by specifying a carburetor choke size.

Item 2. Effective 11/1/09: Change the third sentence of section 9.1.2.F.4.i.5.C as follows:

... If intake restrictors *and/or* chokes are specified on the vehicle specification line, ...

GT – July

[GT3 weight and restrictor adjustments – not included; waiting for final numbers in response to member input.]

Touring/Showroom Stock – July

The CRB proposes to re-classify the following cars to classes where they will be more competitive.

Item 1. Effective 1/1/10: Move the 05-08 Porsche 911 (996 3,6L) from T1 to T2 @ 3,500 lbs.

Item 2. Effective 1/1/10: Move the 06 Porsche Cayman from T1 to T2 @ 2,775 lbs.

Item 3. Effective 1/1/10: Move the 06 Porsche Cayman S from T1 to T2 @ 3,300 lbs.

Item 4. Effective 1/1/10: Move the SVT Focus from SSB to SSC at 2,930 lbs.

Super Touring – April

A weight penalty is proposed to compensate for improved handling with altered rear suspension locations.

Item 1. Effective 11/1/09: Change section 9.1.4.L.9 as follows:

Cars that come with a solid rear axle, or trailing arm suspension are permitted an after market or fabricated rear suspension. *Cars with an altered rear suspension pick up points must add 50 lbs.* Cars with live axle RWD may reduce the minimum weight by 50 lbs.

Specifications are given for the replacement or addition of suspension control devices that allow more adjustment than stock parts.

Item 2. Effective 11/1/10: Add new subsections 10 and 11 to section 9.1.4.L as follows, and renumber the remaining items of the section:

10. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts can not be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.

11. When a car's anti-roll bar also acts as a suspension locating device, the bars attachment points and pivot points on the chassis and suspension control arms must remain in the stock location.

The allowance for hood vents is clarified.

Item 3. Effective 11/1/09: Change section 9.1.4.1.A.2.a as follows:

... The hood vents are limited to 2 *louvered* vents areas with a max total plan area of 144 square inches. ...

This item allows carburetors as an alternative to fuel injection for STO cars.

Item 4. Effective 11/1/09: Add new section 8 to section 9.1.4.1.B as follows:

8. All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.

- a. The approved carburetor shall be a maximum of 650cfm and 4 barrels. The approved optional insulator (Holley #108- 12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.*
- b. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.*
- c. External throttle linkage to the carburetor may be modified or changed from original. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.*
- d. All air entering the intake tract shall pass through the carburetor air inlet.*

American Sedan – September

Specific brake system (and related) component replacements are proposed for safety purposes. (This item has been modified in response to member comment.)

Item 1. Effective 1/1/10: Change 9.1.6.D.5.e as follows:

Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be revised. The original master cylinder may be replaced by an OEM or equivalent master cylinder of the same specifications. ~~No modification of its location or mounting is permitted.~~ *with any single or dual master cylinder (with balance bar). The pedal assembly, including the clutch pedal, clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be modified or replaced. The pedal assembly, and*

master cylinders, may be relocated. The throttle pedal may not be relocated. The brake booster may be modified, replaced or removed. A brake-bias adjustment cable is permitted.

Allows alternate transmission cases in addition to alternate transmissions.

Item 2. Effective 1/1/10: Change 9.1.6.D.3.m as follows

m. *Alternate transmission cases may be used.* When alternate transmissions or transmission cases are installed, cross members must be modified to insure that engine location is kept in its original location and to facilitate installation of the transmission.

Spec Miata – October

The stock engine mounts wear out quickly. The MazdaSpeed replacement is more durable and much less expensive.

Item 1. Effective 1/1/10: Add the following to section 9.1.8.C.1.b:

MazdaSpeed competition motor mounts, Part No. NAY1-39-040, are allowed.

Improved Touring – October

This item recognizes a change in technology for engine management.

Item 1. Effective 1/1/10: Change section 9.1.3.D.1.a.6 as follows:

The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

Formula/Sports Racing Item 7 text.

D.6. Chassis/Frame

Formula Ford 1986 construction requirements as of January 1, 1986 as revised January 1, 2010. All new Formula Ford cars are to be built to these specifications covered in D.6 and D.7.h. (Also required for Formula 2000 Continental.)

- a. The chassis shall be of steel space-frame construction. ~~Monocoque-type structures are prohibited. Stabilized (honeycomb) or composite (carbon fiber or Kevlar) materials are not permitted, except as specifically authorized within these rules.~~ Forward-facing braces that protecting the driver's legs and feet shall extend from the front roll hoop to the front bulkhead. ~~(The front bulkhead is defined as the furthest forward transverse section of the main frame.)~~ *(The front bulkhead is defined as the transverse section of the frame immediately ahead of the pedals and drivers feet.)* The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; (i.e., pedals not depressed) and shall remain behind the front bulkhead. The lower main frame rails shall be a minimum of ~~twenty-five (25)~~ centimeters (9.84 inches) apart (inside dimension) from the front bulkhead to the rear roll hoop. ~~Monocoque-type structures are prohibited.~~

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

Sheet materials attached to the frame by welding, bonding, or by rivets or threaded fasteners which are located closer than six (6) inch centers, are defined as stress-bearing panels. Composite or stabilized materials shall not be used for stress-bearing panels. The mountings for brake and clutch pedals and cylinders (front bulkhead), instruments, (front roll hoop bulkhead), and rear roll hoop bulkhead (behind the driver) may also be stress-bearing panels. No other stress-bearing panels are permitted.

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

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

- b. The area between the upper and lower main frame tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the cockpit.
1. Panel(s), minimum of either .060 inch heat treated aluminum (6061-T6 or equivalent) or ~~eighteen (18)~~ gauge steel, attached to the outside of the main frame tubes. *No other material types will be allowed for these panels.*

2. Reinforced body - at minimum, consisting of ~~a double~~ two layers of five (5) oz ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. *(5 layers are highly recommended.)*

For either method, fasteners shall be no closer than six (6) inch centers (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

- c. ~~A stress-bearing floor pan/undertray, minimum of .060" heat treated aluminum or eighteen (18) gauge steel, is required; at a minimum this shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch.~~
- dc ~~The firewall portion of the rear roll hoop bulkhead (panel) shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height. A firewall(s) that seals the drivers' compartment (cockpit) and the engine compartment is required. It shall extend the full width of the cockpit from the floor pan to, at a minimum, a height equal to the top of the carburetor.~~ Forward facing ducts may be installed for the purpose of delivering air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver. ~~(Any shape may be used to form firewall extension.) All firewall inlets shall prohibit passage of flame and debris.~~
- d. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels, may be non-ferrous, of any shape, and attached to the frame in any manner.
- e. *Impact Attenuators: See GCR 9.4.5.G.*
- f. *No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.*

D.7. Bodywork

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

Length: 60cm (23.62 inches)

Width: 45cm (17.72 inches)

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

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

There shall be no forward facing gaps or openings in the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. All bodywork shall be firmly attached to the chassis.

For Formula Ford, a wing shall be defined as any shape that has a leading edge and a trailing edge and creates downforce. Wings and other airfoil devices ("dive planes", etc.), which whose primary purpose are to create aerodynamic downforce, are prohibited. No extension of the undertray or attached components for the purpose of downforce or ground effects are permitted. Any part of the car which that has an influence on the aerodynamic stability of the vehicle shall be firmly attached with no provisions for adjustment to vary downforce. ~~except that a~~ A single rear spoiler, which that may be capable of adjustment, is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.

- d. ~~No part of the bodywork or rear spoiler shall exceed the height of a horizontal plane 90cm (35.4 inches) above the ground, with the car as qualified or raced, with driver aboard. The safety roll bar/roll cage and engine air box are not included in this height restriction.~~

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

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

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

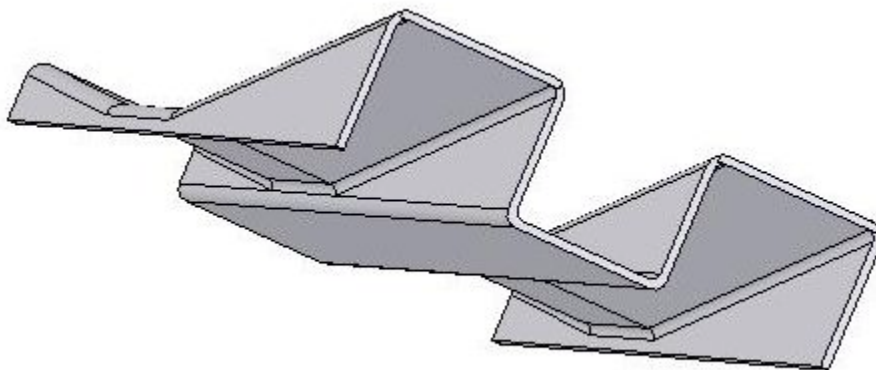
Mirrors and any primarily vertical bodywork (e.g., cockpit sides) that extend laterally past the outer edges of the floor pan and/or undertrays are not subject to the reference area restrictions. Fairings for streamlining suspension pickups are not subject to the reference area restrictions; however, such fairings shall be symmetrical about their horizontal axis.

It is the intent of these rules to minimize the use of “ground effects”. Thus, for the full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) Diffuser undertrays or venturi tunnels are prohibited. No aerodynamic devices (e.g., skirts, body sides, etc.) may extend more than 1cm (0.394 inches) below the lower surface of the floor pan to the rear of the front axle. Seat buckets or other protrusions shall not circumvent this rule. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. All ducted air for heat exchangers (water/oil) shall pass through those heat exchangers.

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

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

No aerodynamic devices (e.g., skirts, body sides, skid “planks”, undertrays, skid blocks, etc.) may extend more than 1 cm (.394 inches) below the defined lower surface of the floor pan reference area aft of the front axle centerline.



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

- e. It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. All ducted air for heat exchangers shall pass through those heat exchangers.
- f. Carbon fiber is not permitted in any external bodywork. Cockpit interior panels, internal ductwork, air intakes and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.

- g. Fuel cell vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit. ~~Fuel cell requirements per GCR Section 9.3.26.~~

D.8. Suspension

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

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

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

Control arms and all associated items ~~which that~~ attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit.

Shock absorbers: Design - unrestricted; ~~Casing M~~material: steel or aluminum alloy.

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

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

Formula/Sports Racing Item 9 text.

Modify 9.1.1.D as follows to allow the use of the Honda Fit 1500 engine in Formula Ford. (Note: sections from the current D.3 onward will be renumbered.)

D. FORMULA FORD PREPARATION RULES

NOTE: Contained herein are the 1986 Formula Ford chassis construction requirements (see D.6 and D.7).

Definition

- a. A formula for single-seat, open-wheel racing cars using standard Ford 1600 "crossflow" pushrod engines, *or a Honda Fit 1500 (L15A7) overhead cam engine*, with firewall, floor, and safety equipment conforming to the GCR.
- b. Formula Ford is a Restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.
- c. ~~Two~~ Three engines are allowed in Formula Ford:
 1. The Ford 1600 GT "Kent" pushrod "crossflow" as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in D.1.
 2. The Ford 1600 GT "Cortina" engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in D.2.
 3. *The Honda Fit (L15A7) 1500cc overhead cam engine as installed in a Honda Fit (all models starting 2009). The Honda Fit engine specifications are contained in D.3.*

D.3. Honda Fit 1500 (L15A7) Engine

a. General

1. *No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Fit factory service manual, Honda PN 61TK600 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.*
2. *Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.*
3. *All rubber fluid lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps maybe installed on*

the rubber oil lines.

4. No balancing, (with the exception of the connecting rods), lightening, polishing or other modification of moving parts of the engine is permitted.
5. Only stock Honda manufactured gaskets and seals as specified in the Honda Fit factory service manual are permitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).
6. For all Honda part numbers in these specifications, superseding part numbers are considered equivalent.

b. Block

1. The only permitted cylinder block is Honda PN: 11000-RP3-810
2. Honing of cylinders is permitted to a maximum diameter of 73.065 mm (2.8766 inches). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.
3. Block must use stock main bearing caps, girdle and hardware as supplied.
4. Minimum deck height from crank centerline: 220.00 mm (8.661 inches).

c. Crankshaft

1. The stock Honda Fit crankshaft, Honda PN: 13310-RB1-000, must be used with no modifications allowed.
2. Minimum weight: 27.7 lbs. No pilot bearing, pulsar or hardware.
3. Maximum stroke at piston: 89.55mm (3.526 inches)
4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Fit factory service manual.
5. The crank pulsar must not be altered in any way.
6. The crank pulley/balancer must not be altered or modified in any way.
 - a. Minimum weight: 3.90 lbs.
 - b. Honda PN: 13810-RB0-003.

d. Connecting Rods

4. Stock Honda Fit connecting rod must be used PN: 13320-RB1-000.
5. Minimum connecting rod weight with cap and bolts: 280.0 grams (9.88 ounces).
6. Connecting rods may be balanced to the minimum weight.
7. Maximum connecting rod length center to center: 149.05mm (5.868 inches).

e. Pistons

1. Honda Fit OEM standard size pistons, PN: 13010-RB1-000, must be used.
2. The use of over size pistons is not permitted.
3. Piston dimensions and weights:
 - a. Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: 72.990mm (2.8736 inches).
 - b. Centerline of wrist pin to crown maximum: 26.21mm (1.032 inches).
 - c. Maximum overall height from skirt to crown edge: 47.80mm (1.882 inches).
 - d. Minimum weight: 198.0 grams (6.984 ounces).
 - e. Minimum weight of piston pin: 66 grams (2.25 ounces).
 - f. Combined minimum weight of piston, piston pin and connecting rod: 543.5 grams (18.85 ounces).
4. Piston rings must be as used in the Fit engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.
 - a. The standard ring pack PN 13011-RB1-004 (Riken) or 13011-RB1-006 (Nippon).
 - b. No modification of the piston is permitted for the installation of rings.
 - c. Ring groove widths.
 - Top ring groove: 1.04mm (0.0409 inches) +/- 0.01mm.
 - Middle groove: 1.02mm (0.04016 inches) +/- 0.01mm.
 - Oil ring groove: 2.00mm (0.07874) +/- 0.01mm.

f. Cylinder Head

1. The only permitted heads are Honda PN: 12200-RB0-G00 (US spec) and 12200-RB0-000 (Japan Spec).
2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008 inches) based on a height of 120mm (4.72 inches).
3. The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.
4. Head gasket to be stock Honda Fit PN: 12251-RB0-004. Minimum compressed thickness of 0.76 mm +/- 0.05mm.
5. Cylinder head breather restrictor must be used as supplied by HPD, unmodified. PN: 15262-F21S-A200.

g. Camshaft

1. The only permitted camshaft is PN: 14110-RB1-J00; must not be modified.
2. The CMP pulse (cam trigger) plate must be as supplied, Honda PN 14221-RB0-003.
3. The camshaft and crankshaft sprockets must be as supplied, Honda PNs: 14211-RB0-J00 and 13621-RB0-003, respectively. Cam timing must not be altered; the timing chain must be installed as specified in the Honda Fit factory service manual. The timing chain/sprocket cover and crankshaft pulley may not be altered. With the engine at TDC (No. 1 cylinder), the "UP" mark on the camshaft sprocket must be at the top and the TDC grooves on the camshaft sprocket must line up with the top edge of the cylinder head.
 - a. Timing chain Honda PN: 14401-RB1-003.
 - b. Case assy, chain (sprocket cover) PN: 11410-RB1-000
 - c. Pulley comp, crankshaft, PN: 13810-RB0-003
 - d. Cam timing at lobe centers: (at 1mm after opening to 1mm before closing).
 - i. Exhaust: 119 degrees, +/-1.0 degree.

- ii. Intake VTEC on: 111 degrees, +/-1.0 degree.
- 4. Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.
- 5. Cam lobe heights: Intake, Primary: 35.240mm, secondary: 36.200mm, exhaust: 35.490mm.
- 6. Valve lift measured at the retainer:
 - i. Exhaust: 9.200.
 - ii. Intake VTEC off: 8.680.
 - iii. Intake VTEC on: 9.900
- 7. Valve rockers must not be modified in any way.
 - a. Honda PN: 14620-RB1-010 Arm Assy, rocker.
- 7. The VTEC system must be stock. The VTEC activation valve must be stock. The HPD ECU will activate the VTEC at 5200 RPM. Honda PN: 15810RB0-G01.

h. Valves

OEM valves must be as used in the Fit.

- 1. Dimensions
 - a. Inlet PN: 14711-RB0-000 Exhaust PN: 14721-RB0-000
 - b. Maximum diameter: Inlet: 28.15mm Exhaust: 23.15mm
 - c. Maximum overall length: Inlet: 119.15mm Exhaust: 117.85mm
 - d. Minimum stem diameter: Inlet: 5.45mm Exhaust: 5.42mm
- 2. Valve location or angle must not be moved.
- 3. Reshaping of the valves is strictly prohibited.
- 4. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.
 - Inlet PN: 12204-PJ7-305 (over size)
 - Exhaust PN: 12205-PJ7-305 (over size).
- 5. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Fit factory service manual.
- 6. Valve stem installed height must be per The Honda Fit factory service manual:
 - Intake maximum: 46.8mm. Exhaust maximum: 46.9mm.
- 7. Valve stem seals must be Honda OEM parts.
 - Honda PN: Intake: 12210-PZ1-004 seal A.
 - Honda PN: Exhaust: 12211-PZ1-003 or 12211-PZ1-004 seal B.

i. Valve Springs

- 1. Valve springs are Honda OEM as specified in the Honda Fit factory service manual.
 - a. Intake PN: 14761-RB1-003, free length: 48.55mm.
 - b. Exhaust PN: 14762-RB1-007, free length: 54.52mm.
- 2. Valve spring shims are not permitted.

j. Compression Ratio

The maximum compression ratio is 10.55 to 1 utilizing Honda Fit factory service manual limits. Carbon may be removed.

k. Intake Manifold and Fuel System

- 1. The lower manifold must be stock Honda Fit parts. It is not permitted to add or remove material. No coating is permitted on the exterior or interior of the manifold. (SCCA Club Racing will have a standard port model for comparison.)
 - Honda PN: 17100-RB1-000
- 2. The upper manifold, air box and throttle body assembly must be used as delivered from HPD. External throttle return springs are unrestricted.
- 3. All gaskets and sensors utilized on the inlet manifold from head to throttle body must be Honda Fit OEM or HPD supplied.
 - a) Gasket In. manifold: 17105-RB0-004, Honda Fit OEM.
 - b) Gasket, EGR chamber cover: 17146-RB0-004, Honda Fit OEM.
 - c) Gasket In. port: 17115-RB0-007, Honda Fit OEM.
 - d) Gasket, restrictor: 17399-F21S-A200, (2 required) HPD.
- 4. The fuel rail and fuel pressure relief valve must be as supplied by HPD. Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01).
- 5. The Honda Fit engine is required to have an HPD supplied air inlet restrictor of specified internal diameter and thickness correctly installed within the intake system. The restrictor may not be modified in any way; the specified value can not be exceeded in any measurement of the diameter. The restrictor centerline or shape must not be altered. SCCA Club Racing will have go-no go gauges to verify that all competitors are in compliance. [The final mandated size of the restrictor will be determined once the final production engine is complete and power verified at Quicksilver RacEngines].

l. Fuel Pump

The fuel pump is unrestricted.

m. Exhaust Manifold

- 1. The exhaust manifold must be as supplied by HPD.
- 2. The exhaust manifold exit may be shortened within HPD specified limits to direct the tail pipe as necessary. The exhaust pipe must maintain a 2 inch outside diameter from the manifold exit to its outlet and must meet 9.1.1.D.1.s.9.
- 3. The Lambda sensor placement must be within XX mm +/- XXmm of the manifold cast parting line.
- 4. Exhaust coatings and wraps and heat shields may be used to control engine bay temperatures and protect other components.

n. Lubrication System

- 1. The oil pan must be as supplied by HPD. No modifications are permitted.
- 2. Oil feed pump must be stock Honda Fit. No modifications are permitted. Oil pressure may be adjusted for wear.

- a. The oil pressure sensor location must be as supplied by HPD.
- b. It is recommended that oil pressure be maintained at the factory service manual specification.
- 3. The scavenge pump must be as supplied from HPD. No modifications are permitted.
 - a. Rotor length: 25.400mm (1.000 inches)
 - b. Rotor outside diameter: 44.400mm (1.748 inches)
- 4. Scavenge drive pulleys must be as supplied by HPD. Drive belt manufacture is unrestricted provided the belt type and dimensions are as specified by HPD.
- 5. Hose routing and filter system are unrestricted.

o. Cooling System

- 1. Water pump and water pump pulley must be stock Honda Fit parts. No modifications are permitted.
Honda PN: 19200-RB0-003 Pump, water.
Honda PN: 19224-RB0-000 Pulley, water pump.
- 2. The water inlet and outlet at engine must be as supplied by HPD. The thermostat is unrestricted provided the housing is not modified. The thermostat bypass may be plugged.
- 3. Drive belt manufacture is unrestricted provided it is designed for use with Honda Fit crank pulley.
- 4. Radiator is unrestricted.

p. Electrical Equipment

- 1. The ECU and engine electrical harness must be as supplied by HPD. No modifications are permitted.
- 2. The ECU will be a sealed unit supplied by HPD. The ECU maps and inputs must not be modified. The ECU is capable of being swapped in the case of a protest.
- 3. Ignition coils must be stock Honda Fit, PN: 30520-RB0-003. No modifications are permitted.
- 4. All sensors related to engine operating parameters and/or supplied by HPD must be used. These sensors, their locations and mounts, and their wiring harness leads may not be altered or "piggy backed". Any sensors required for analog type gauges must be in addition to the HPD supplied sensors.
- 5. The alternator must be stock Honda Fit. PN: 31100-RB0-004. The alternator drive pulley must be stock. Alternator connections must be through the HPD engine electrical harness only. The alternator must not be disabled and must be accessible to SCCA officials.

q. Flywheel

- 1. The stock Honda Fit flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear.
 - a. Stock Honda flywheel PN: 22100-RB0-005.
 - b. Minimum weight with ring gear: 14.4 lbs.
- 2. The stock Honda Fit clutch must be used. No modifications are permitted.
 - a. Honda PN: 22300-RB0-005.
 - b. Minimum weight without friction disk: 7.0 lbs.
- 3. Stock Honda friction disk must be used. No modifications are permitted.
 - a. Honda PN: 22200-RB0-005.
 - b. Weight of new friction disk: 2.1 lbs.

r. Miscellaneous

- 1. All emission control devices must be removed and blocked off by the blanking plate provided by HPD, except the VTEC activation valve. The VTEC activation valve must be retained; it must be functioning.
- 2. Air filter is unrestricted.
- 3. The use of unleaded premium "pump" gas: 91 – 93 RON is recommended.
- 4. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component.
 - a. Fasteners – nuts, bolts, screws, washers, studs, etc. Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Honda and HPD.
 - b. Gaskets and seals, except those specified in the above rules.
 - c. Spark plugs.
 - d. Mechanical tachometer and analog gauges.
 - e. Oil and lubricants are unrestricted. HPD strongly recommends the use of oil and lubricants as described in the Honda Fit factory service manual.
 - f. The oil filler cap may be removed and plugged.

D.11.12. Weight

Minimum weight as qualified or raced, with driver:
 1050 lbs. ~~Original~~ Ford Cortina Engine
 1100 lbs. ~~Updated~~ Ford Kent and Honda Fit Engines

Table 2 section 9.1.1.1.A (F/SR Item 5)

Car	Engine	Wheel Width (In) ± .060	Aero	Transmission	Weight (lbs)	Notes
Swift 016	2.3 liter Mazda Duratec	(F) 10 (R) 14 Min. & 15 in Max.	See notes	5 speed sequential	1420	<ul style="list-style-type: none"> Drivers must have a copy of Appendix A provided by Swift Engineering available to present to Tech at their request Engine The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a 32mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises, and the maximum displacement is limited to 2261cc. Dimensions <ul style="list-style-type: none"> Wheel Base 109.3 inches (277.6 cm) Overall Length 177.1 inches (449.8 cm) Overall Width Front: 76.0 inches (193.0 cm) Rear: 75.8 inches (192.5 cm) The overall width will be measured at the wheel hub center by projecting a vertical plane from the widest outside rim surface. Other Dimensions: Reference Appendix A illustrations provided by Swift Engineering. All dimensions of the car within this table and Appendix A shall have a tolerance of + or - 0.2 inches. The bodywork may not be modified in shape or size; however, replacement bodywork may be supplied by sources other than Swift. Wings <ul style="list-style-type: none"> The wings and end plates may not be changed. The wings must have a Swift label visible on each wing showing the following part numbers: front wing (part no. 01612-0010), front flaps (part no. 01612-1021LorR), lower element, rear wing (part no. 01613-0010), and upper element, rear wing (part no. 01613-0013). All wings must conform to the wing angles and dimensions specified in the Appendix A illustrations provided by Swift Engineering. Rear Wing Top Element The rear wing top element may be adjusted within the designed range of +2.0° to +16.0°. Front Wing Main Plane and Rear Wing Lower Element At all times, the front wing and lower rear wing element must be maintained at the designed angle (as seen in illustrations 4 and 5 of Appendix A provided by Swift Engineering) relative to the chassis zero line. Wickers <ul style="list-style-type: none"> Wickers/gurneys may be added to the top of the trailing edge of the front flaps, front main plane, and rear wing lower elements only, and may not be used on the rear wing upper element. They must be 90 degrees to the mounting surface and may be no more 0.500 inch high as measured from the upper surface of the wing element. Wicker/gurney height must remain constant across the width of the individual component span. No saw tooth wickers/gurneys are allowed. The trailing edge of wings and flaps may be drilled for the purposes of attaching wickers/gurneys. All wing angles shall have a tolerance of + or - 0.3°. Shocks absorbers must be Dynamic Suspension Model DSSV with S5 and S6 valving in the front shock absorbers and S3 and S4 valving in the rear shocks absorbers.

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Nov. 3, 2009

The Club Racing Board met by teleconference on November 3, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, and Dave Gomberg. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Lisa Noble, guest BoD; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-12, 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 to crb@scca.com.

GCR

Item 1. Effective 1/1/10: Change Note 2 of section 9.1.12, as follows:

For the purposes of this section, ~~GTL shall be considered a new class from 2006~~; T3 and Spec Miata *shall be considered new classes* from 2006 and STO, and STO, STU, FE and Formula 1000 from 2007.

Item 2. Effective 1/1/10: To meet the requirements of the motion passed by the BoD, change section 3.9.2.E, as follows:

~~Those classes attaining an average of 2.5 cars or better per race, as defined in 9.1.12, in the previous year of national racing shall be invited to the following year's Runoffs. All National classes are invited to the Runoffs. If there are not at least 10 entries in a given class, a National Champion will not be recognized in that class.~~

American Sedan

Item 1. Effective 1/1/10: Change section 9.1.6.D.4.d.9, as follows:

The use of offset steering rack bushings is permitted. ~~Offset tie rod ends for bump steer correction are allowed. Tie rods and tie rod ends may be modified or replaced.~~ Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

Spec Miata

Item 1. Effective 1/1/10: Add the following sentence to the end of section 9.1.8.C.1.f:

The OEM clutch line may be replaced with a steel braided line.

Item 2. Effective 1/1/10: In an effort to clarify the Miata engine rules, remove the current section 9.1.8.C.1 in its entirety and replace it with the following:

C. AUTHORIZED MODIFICATIONS

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. Permitted components or modifications must not perform a prohibited function. Updating or backdating is not allowed for any car, model, specification, or component, except as specifically authorized in these rules.

A Mazda factory shop manual for the specific make, model, and year of automobile is required to be in the possession of each entrant. The manual may be in the form of printed material, microfiche, CDs, DVDs, and/or Internet access to manufacturer sponsored web-based databases. The manual is intended to aid scrutineers in identifying parts and the configuration of the automobile.

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. This rule prevents use of aftermarket parts or Mazda parts of incorrect specification or application.

Assembly, rebuild, and refurbishment procedures, and all associated dimensions must adhere to the published factory service procedures, except as otherwise stated in 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, timing belt, or alternator of original equipment manufacturer design, dimensions, and specification may be used.

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

If the factory manual or these rules provide only a partial specification or no specification at all, the Mazda parts may not be modified beyond what is allowed in these rules. Compliance of such parts will be determined by comparison to new parts delivered by Mazda. Other approved parts with only a partial specification or no specification available in these rules may not be modified. Compliance of such parts will be determined by comparison to new parts from the supplier.

1. Engine Modifications

a. General

- 1) No modifications to this engine are allowed, except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, as well as electrical, cooling, and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Mazda factory service manual.
- 2) Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts. No balancing, blue printing, lightening, polishing, or other modification of moving parts of the engine is permitted. All parts in the engine must be stock Mazda OEM parts unless specified in this rule set. For all Mazda part numbers in these specifications, superseding part numbers are considered equivalent.

b. Block

The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum diameter as shown in the following table:

Model Years	Maximum Diameter (inches)
90-93	3.076
94-05	3.273

Cast iron cylinder liners (sleeves) may be installed to restore damaged or worn cylinder bores to the original dimension. Re-boring to over size is prohibited.

c. Crankshaft

The stock Mazda Miata crankshaft must be used with no modifications allowed, as shown in the following table, which also displays minimum weights (not including pilot bearing or hardware):

Model Year	Part Number	Minimum Weight (lbs)
90-93 (short nose)	B617-11-300	26.5
90-93 (long nose)	B6S7-11-300A	26.5
94-05	BP06-11-300D	35.6

Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard ranges as allowed in the Mazda factory service manual. The crank triggers must not be altered or modified in any way. The crank pulley/balancer must not be altered or modified in any way.

d. Connecting Rods

Mazda part number B6S7-11-210E must be used. Minimum connecting rod weight with cap and bolts is 537 grams.

e. Pistons

Mazda OEM standard size pistons must be used. Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in the following table:

Model Year	Part Number	Minimum Weight (w/o wrist pin and hardware (grams)	Minimum Weight Wrist Pin (grams)
90-93	B6Z2-11-SA0C	271.5	86.0
94-97	BPY11-11-SA0A	291.5	80.0
99-00	BPZ0-11-SA0	290.0	80.0
01-05	BPZ3-11-SA0	290.00	80.0

The use of oversize pistons is not permitted. No modification of the piston is permitted. Modification of the piston ring end gap width is allowed.

f. Cylinder Head

The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum

height of the cylinder heads are maintained. The minimum heights of the cylinder heads as measured in the factory service manual allowed are shown in the following table:

Model Years	Minimum Height (inches)
90-93 (1.6L)	5.245
94-05 (1.8L)	5.255

The cylinder head must not be ported, polished, or machined. The original casting must not be modified in any way or polished unless specified below.

The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area under the seat where the plunge cut ends and the casting resumes cannot be blended by hand, machined, or chemically processed to create a smooth transition. The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below.

No aluminum in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added, or manipulated for any reason. It is understood that heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port.

All dimensions in the following table will be measured with go/no go tooling.

Engine	Maximum Intake Throat Diameter (inches)	Maximum Exhaust Throat Dimensions (inches)	Maximum Throat Depth (from bottom of ferrous valve seat (millimeters))
1.6L	1.095	0.948	12
1.8L	1.178	1.020	9

Unshrouding of the valves is strictly prohibited. There must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is **not** to be blended by hand, machined, or chemically processed to create a smooth transition. This dimension will be measured with go/no go tooling. The maximum dimensions are listed below, measuring guide centerline to chamber edge:

Engine	Maximum Intake Valve Relief Cut radius (inches)	Maximum Exhaust Valve Relief Cut radius (inches)
1.6L	0.687 Radial	0.600 Radial
1.8L	0.760 Radial	0.675 Radial

g. Camshaft

Camshafts must comply with the official camshaft specifications as supplied by the SCCA Club Racing Tech Department. The camshaft and crankshaft sprockets must be as supplied by Mazda. Cam timing must not be altered; the belt must be installed as specified in the Mazda factory service manual.

h. Valves

OEM valves must be as supplied by Mazda. Valve location or angle must not be moved. Reshaping of the valves is strictly prohibited. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Mazda OEM parts. Valve stem installed height must be per the Mazda factory service manual: Valve stem seals must be Mazda OEM parts. Valve seats may be cut provided the valve seat angles are stock Mazda three angle cut, as defined below.

A valve job will consist of only three flat angles; radius cuts are not allowed. A 45 degree seat angle must be used, which may vary in width from .030 inch to .050 inch. To narrow or correctly position the face angle, a bottom angle of 70 degrees must be used. To narrow or correctly position the face angle, a top cut of 30 degrees may be used. All angles must stay on the cast steel block portion of the seat. The angles must not extend off the seat into the aluminum casting at the top or bottom of the seat.

i. Valve Springs

Valve springs are Mazda OEM as specified in the Mazda factory service manual. Valve spring shims are not permitted except the one standard shim that is used under every valve spring. Only the Mazda shim may be used and the OEM dimensions must be maintained.

j. Compression Ratio

Maximum allowed compression ratios are shown in the following table:

Model Years	Compression Ratio
90-93	9.4:1
94-97	9.0:1
99-00	9.5:1
01-05	10.0:1

Carbon may be removed from combustion chambers, valves, and pistons.

k. Intake Manifold

The intake manifold must be stock Mazda parts, without any material added or removed. No coating is permitted on the exterior or interior of the manifold. Injectors must be stock Mazda OEM parts, correct for the model year of the car. All air entering the intake tract shall pass through the fuel injection air inlet.

- 1.6L cars may replace the stock air box with a cone style air filter assembly. The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted.
- 1.6L cars may open and adjust, but not modify, the OEM airflow meter. For 1.6L cars, the position of the air flow meter may be moved provided it remains attached to the unmodified factory intake tube.
- 1.8L cars must use the stock air box, but the air filter element is unrestricted. Mass air flow sensors may not be modified, adjusted or opened.
- 1.8L cars must use an air restrictor plate. The restrictor plate must be placed between the throttle body and plenum. All intake air must pass through the restrictor plate. Restrictor plates must be the proper size as listed in the specification table, must be from Mazdaspeed Motorsports Development or from SCCA Enterprises, and must not be modified.

l. Fuel system

The fuel pump and fuel pressure regulator must be Mazda OEM parts and unaltered. Unleaded fuel filler trap door and restrictor plate in filler neck may be removed. Refer to GCR Section 9.3.26 for permitted fuel specifications and for the required fuel sample acquisition port.

m. Exhaust system

The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

The 1999-05 Miatas with California emissions equipment may substitute the Federal OEM exhaust manifold and ECU for the OEM CA exhaust manifold and catalytic converter.

The post catalytic converter oxygen sensor may be disabled, replaced, relocated, or removed; the resulting hole (if present) may be plugged. Original exhaust system heat shields may be removed.

The factory exhaust system beyond the OEM front down pipe may be replaced, provided the following are true:

- The replacement system retains the original configuration (i.e., single tube design) and the tubing is a maximum of 2.25 inches outside diameter.
- The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OEM exhaust system.
- No expansion chambers. A single muffler may be added.
- The system meets all event specific sound requirements.
- A catalytic converter may be gutted, removed, or replaced with a catalytic converter replacement pipe. The replacement pipe must not exceed 17.5 inches in length and have an outside diameter no greater than 2.375 inches.
- No portion of the exhaust may be wrapped with any type of insulating tape, nor shall any portion of the exhaust, internal or external, be coated with any thermal coatings.

n. Lubrication System

The oil pan must be as supplied by Mazda. No modifications are permitted. The windage tray must be used and must not be modified in any way.

o. Cooling System

- 1) The water pump must be a Mazda or an OEM equivalent part. The water pump pulley must be the stock Mazda part. No modifications are permitted.
- 2) Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and

mounted in the stock location.

- 3) Thermostats may be modified, removed, or replaced.
- 4) All cars may install the upper radiator seal, p/n NA75-50-OK7A.
- 5) A radiator screen of 1/4 inch minimum mesh may be added in front of the radiator and contained within the bodywork.

p. Electrical Equipment

The ECU and engine electrical harness must be as supplied by Mazda. No modifications are permitted. The ECU maps and inputs must not be modified.

Ignition coils must be stock Mazda parts. No modifications are permitted.

All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating the oil pressure sending in order to install an oil pressure gauge is permitted.

The alternator may be OEM equivalent. The alternator drive pulley must be stock. The alternator must not be disabled in any way. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability.

Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and weight, and are fitted in the standard location. Additional battery hold-down devices may be used and are strongly recommended.

q. Flywheel

The stock Mazda flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear.

The following table provides minimum weights with pilot bearing:

Model Years	Minimum Weight (lbs)
90-93	17.6
94-05	17.0

The 94 model year may use the flywheel from the 95-05 model years. If the 1994 flywheel is used, it must weigh a minimum of 18.5 lbs.

r. Clutch

All cars must use either the stock OEM pressure plate or the ACT pressure plate (Mazdaspeed p/n: 0000-0205401-SS – 1.6L cars or 0000-0205404-AC – 1.8L cars). The unmodified pressure plate must be bolted directly to the stock, unmodified flywheel. Any clutch disk may be used.

s. Miscellaneous

The use of the following non-standard replacement parts is permitted provided use does not result in any unauthorized modification of any other component.

- Fasteners – nuts, bolts, screws, washers, studs, etc. (Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Mazda.)
- Gaskets and seals, except those specified in the above rules
- Mechanical tachometer and analog gauges
- Oil and lubricants

CAR RECLASSIFICATIONS

Production

1. Lotus 7 and Lotus 7 America to HP at 1,550 lbs

Touring/Showroom Stock

1. Celica GTS to SSC, without the TRD suspension kit and limited slip, at 2,910 lbs; with Canton Accusump #24-260, sandwich #24-700, valve #24-260, and related hoses and brackets.
2. 350Z may remain in T2 as specified, and may change to T3 with the following adjustments:
 - 8 inch wide wheels
 - 245 maximum tire size
 - Remove all Nismo suspension
 - Add 31 mm SIR, which will be monitored for performance
 - Weight at 3,268 lbs

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

FV intake manifold rules will remain the same for 2010 as they were for 2009 as approved by the BoD and published in April 2009 Fastrack and which are in 9.1.1.C.5.D.20 of the updated GCR.

The FV *ad hoc* committee is preparing proposals to be presented to the Formula and Sports Racing Advisory Committee. Their recommendations to the CRB will be published in a future Fastrack for comment by the FV community to determine the final 2011 manifold rules. Those recommendations may take the form of additional measurements to be employed in determining compliance of FV manifolds or the institution of a spec manifold.

This advisory is to inform the FV community that there will be changes in the rules for 2011; this information should be taken into account by competitors in 2010 with regard to existing manifolds and any purchases of new manifolds.

NOT APPROVED BY THE CRB

Grand Touring

1. GT – Small versus large engines (Zekert). Runoffs data is under review.
2. GT2 – Panoz gear ratio option (Cook). This is a spec car.
3. GTL – Nissan L16 spec (Spencer/Lenz). The suggested engine does not exist.
4. Change Nissan A15 SIR size (Birk). Car is competitive as specified.
5. GTL – Slow the Hondas (Wright). Runoffs data is under review, and we will continue to monitor the car's performance.
6. GTL – Rule change request (Schick). Thank you for your input. See TB 09-12.
7. GTL – SIR clarification (Martin). The rule is adequate as written. Refer to Appendix B, Technical Glossary – Single Inlet Restrictor (SIR) definition.
8. GTL – Optional cylinder head (Blust). This is outside the GTL scope for engine architecture.
9. GT2 – 3-rotor RX-7 requests (Tambourine) Requested changes are not consistent with GT2 class parameters and would create an over dog engine.
10. GTL – Alternate Honda cylinder head (Hargrove) Insufficient availability.
11. GTL – Change SIR for Mazda 1800 (Prather) Inconsistent with class specifications.
12. GTL – Equalize the Hondas (Prather) We will continue to monitor these cars.
13. GTL – Remove IRS penalty (Prather) The IRS adjustment is proper for the class.

Improved Touring

1. IT – Reconsider Saturn SC2 weight (Lawton). The weight is appropriate as listed.
2. IT – Reprocess the Honda Prelude Si (Gran). The car is classed appropriately.
3. IT – Datsun 280ZX alternate body panel (Ira). The alternate body panel is outside the IT philosophy.
4. ITB – Move the 92-95 Honda Civic DX 1500 4 valve (Uhlinger). The car is classed appropriately.
5. ITB – Reduce the weight of the Audi Coup GT (Blethen). The weight is appropriate as listed.
6. ITB/ITC – Run the ITM 914 and ITC 914 through the process (Meredith). These cars are classed appropriately.

Production

1. P – VW Golf compression ratio (Pitts). The car is competitive as classed.
2. P – Help the Mazda RX-8 (Rivera). Engine swaps are inconsistent with the class philosophy. We will continue to monitor the car's performance.
3. P – Scirocco 1588 request (Coffin). We will monitor the car's performance.
4. P – Reinstate GP (Church). GP was not meeting the participation level that would have allowed it to be a Runoffs eligible class in 2008. Given the anticipated further drop in the number of cars that would have run in the class, GP cars were reclassified into HP or FP.
5. P – 15 inch wheel Scirocco (Trainer). There is no reason to make the maximum more than 14 inches; 13-inch wheels and tires can be used, and given the weight and power of the car, allowing 15-inch wheels is unnecessary.
6. P – Sequential gearboxes (Wood). Transmission choices are adequate.
7. EP – Cylinder porting in the Miata (Kavitski). The car is competitive as classed, and porting would be against class philosophy.
8. FP – Limited prep Corolla 1800 cc upgrade (Church). We would like to see more competitive exposure.
9. HP – Limited prep Corolla adjustment (Church). The car needs more competitive exposure; we will monitor the car's performance.
10. HP – Spoiler request (Hafkenschiel). This is inconsistent with the class philosophy.
11. HP – Assist 1300 Spitfire (Crisenbery). Based on the previous year's results, the car is competitive as classed. We will continue to monitor the car's performance.
12. HP – VW compression ratio (Pitts). Adjustments have been made in HP. We will continue to monitor the car's performance.
13. HP – VW brakes (Pitts). Wholesale substitution is inconsistent with the class philosophy; on a case-by-case basis and where

it is evident that parts are no longer available or cannot be serviced, we will consider a substitution of particular components (preferably from other cars made by the same manufacturer).

14. HP – Help the Spridget (Blust). Adjustments have been made in HP. We will continue to monitor the car's performance.

Touring/Showroom Stock

1. T3 – Reduce the BMW Z4 weight (Leithauser). The car is at the correct process weight. We will continue to monitor the car's performance.
2. SSB – Help the Miata (Rigoli). The requested cams will not fit. Computers are not interchangeable.
3. SSB – Reduce the Solstice weight (Siebert). This would give the Solstice an increased advantage at tracks other than Road America.

NO ACTION REQUIRED

Formula

1. F/SR – Carbon/ceramic brakes input (multiple). Thank you for your input. The CRB has withdrawn the request based on member input.
2. FF – Bodywork changes (multiple). Based on member input, the BoD passed the rules changes as modified.
3. FF – Ford Motorsports proposal (Wolfe). Thank you for your input.
4. FV – Formula Vee meeting input (Galuardi). Thank you for your input.
5. DSR – Weight input (van Rossum). Thank you for your input.

Grand Touring

1. GT3 engine table comments (multiple) Thank you for your input. Please see TB 09-12

Improved Touring

1. IT – ITAC support (Gray). Thank you for your input.
2. IT – IT process input (Spikes). Thank you for your input.
3. IT – BMW engine swap (Gerrity). If there is no VIN number, this can be done.
4. IT – ITAC public communication (Knestis). Thank you for your input.

Production

1. P – Allow Spridget trans (Futcher). Any non-sequential transmission with the proper number of speeds may be used in level one cars.
2. P – Post tent meeting input (multiple). Dry sumps will continue to be considered on a case-by-case basis. Rods have been re-issued for comment.
3. HP – Rules input (Hafkenschiel). New fuel rules will be in effect in 2010.

Touring/Showroom Stock

1. T/SS – Thanks for the competition adjustments (Leithauser). Thank you for your input.
2. T/SS – Eligibility (Czascki). The BoD addressed this item.
3. T3 – 2010 National Class (Dryden). The BoD addressed this item.
4. SSB – Mazda MX-5 reliability – There is no history on the stock clutch problem.

Spec Miata

1. Opinion on parity (Daniels). Thank you for your input.
2. Sealed engines (Mathes). Thank you for your input.
3. Valve specs (Ott). Thank you for your input.
4. Runoffs data input (Post). Thank you for your input.

CLUB RACING MEMORANDUM

The SCCA will no longer be using the crb@scca.com email address to submit letters to the Club Racing Board. A new letter submission and tracking system has been implemented. The new system will reduce the time required to process letters, allow you to track your letter, and give you the opportunity submit your email address for direct notification from the Club Racing Board.

CRB requests can now be submitted at www.crb-scca.com.

CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2009

NUMBER: TB 09-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 12/1/09 unless otherwise noted.

Formula

FA

1. In Table 9.1.1.A.2.a, Line I (13B), Req'd Restrictor, change 36mm SIR to 38mm SIR.

FC

1. Update section 9.1.1.B.4.d as follows: "Only Ford Zetec ZX3 blocks with block numbers #RFYS4G6015AA, or #RFYS4G6015AD or #RFYS4G6015AE are permitted."
2. Correct 9.1.9.B.4.h as follows: Any three-stage oil pump with a maximum of two scavenge stages is allowed. The maximum scavenge rotor dimensions are ~~1.375~~ 1.600 inches in diameter and ~~1.600~~ 1.375 inches in length. The minimum pressure rotor dimensions are ~~0.863~~ 1.600 inches in diameter and ~~1.600~~ 0.863 inches in length.

FF

1. Insert the following paragraph at the beginning of 9.1.1 D.7: "*For the purposes of this section, bodywork includes all panels external to the chassis/frame and licked directly by the air stream. This includes panels above or below the floor pan, and the bottoms of any side pods.*"

FM

1. Clarify 9.1.1.F.9.C as follows: ~~C. The use of any impregnating material in the drivetrain is expressly prohibited. REM Isotropic® or REM type treatments are not allowed.~~ Polishing of driveline components is permissible through either conventional mechanical polishing techniques or by way of chemically assisted systems such as the REM Isotropic finishing system. Coatings are not permitted.

REM® and other polishing treatments have become a standard part of driveline component manufacture. It now costs more to obtain some non-treated components and the life of treated components is significantly longer. To ease the transition for FM competitors currently using unpolished components, Taylor Race Engineering (TRE) has offered to polish gears and driveline components in current use for 40% off the normal retail cost. This will be a one-time offer to each competitor, and will include the 10 currently used gear sets and other Formula Mazda components sent to TRE in a single batch before February 28, 2010.

2. Change all references in section 9.1.1.F to "Star Race Cars" or "Star Race Cars part #" to "Moses Smith Racing". [Moses Smith Racing has purchased the rights to the standard Formula Mazda cars, parts and name.]
3. Correct Section 9.1.1.F.5.D as follows: Competitors may use adjustable rev chip (MSD Moses Smith Racing part # 080-135).
4. Correct section 9.1.1.F.11.E as follows: ~~Koni P/N 71-34-48-000-0 Koni part # 72-34-48-000-0.~~
5. Change section 9.1.1.F.16.A as follows: ~~Only 1700 pound KEP or 2300 pound KEP pressure plate permitted. Only a 1700 Pound KEP, 2300 Pound KEP, or Stage 2 KEP (Moses Smith Racing part # 060-104) All Steel Pressure Plate is permitted and must be used unmodified. [The original pressure plate is no longer available. The replacement is the KEP Stage 2, all steel plate.]~~
6. Add the following to section 9.1.1.F.7.J: Replacement Water Pump, Mazda part number 8AF2-15-010B may be used.
7. Clarify section 9.1.1.F.7 by adding the following: Two functional belts must be used to drive the alternator and water pump.

Grand Touring

GT1

1. Clarify the first paragraph of 9.1.2.D.8.k.1 as follows: A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to two (2.0) inches. *The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper.* 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. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches

above the ground.

- Clarify 9.1.2.D.8.a.4 as follows: Trans Am approved bodywork and wheelbase specifications are allowed unless otherwise specifically prohibited by these rules. Trans Am bodywork shall be in a configuration that is approved for past or present Trans Am competition. *If body panels do not have the official Trans Am bodywork approval decal, the competitor is allowed to present a receipt of purchase from the manufacturer or it's agent for verification.*

GT2

- Cars – Panoz Esperante GTS, p. 290, Add to the notes as follows: Alternate rotor Brembo #09-A026.13 and #09-A026.23 allowed. Revised brackets or spacers are permitted to relocate the calipers.

GT3

- Add the Toyota 2ZZ engine: DOHC 4 valve crossflow, bore 82mm, stroke 85mm, displacement 1796cc, fuel induction unrestricted, weight 1960.
- Add the 2006-2010 Honda Civic Si 2D and 4D body styles. Wheelbase: 2D Coupe: 104.3 inches, 4D Sedan: 106.3 inches. Notes: Hood Bulge Permitted, No Openings.
- In response to input from the GT3 community, various corrections were made to the previous versions of the proposed specification table. The chart below, and the explanation following it, present the method and results for determining the revised weights and intake restrictions. After taking into account all other factors, a 3% increase has been applied to all previous (or corrected) weights because the smaller displacement cars in the class have gotten too light for safety and in many cases it was too difficult to achieve those weights.

GT3 Engine Chart for Displacement and Weight

Displacement cc	weight	SIR mm	Displacement cc	weight	SIR mm	Displacement cc	weight	SIR mm
>2 valve			2 valve crossflow			2 valve non crossflow		
Up to 1499	1805							
1500-1599	1855							
1600-1799	1960		Up to 1800	1855		Up to 1800	1805	
1800-1999	2060	31	1800-1999	1960		1800-1999	1855	
2000-2199	2130	31	2000-2199	2060		2000-2199	1960	
2200-2399	2195	31	2200-2399	2130		2200-2399	2060	
Over 2400	2270	31	Over 2400	2270	33	Over 2400	2270	33

Note: Rotary and Boxer engines are handled separately.

This chart is based on a 147.5 HP/liter target for unrestricted engines with more than 2 valves, a +15% correction for 2 valve crossflow inefficiency, and an additional +10% correction for 2V non-crossflow inefficiency. Then, a sliding weight scale is applied to get target weight to HP ratios. SIRs are imposed to achieve a targeted 275HP maximum for 4 valve engines, with +15% correction for 2 valve crossflow engines and an additional +10% for 2 valve non-crossflow engines.

Unless a specific request is made to retain the AMC Gremlin and Spirit cars and their engines, the CRB plans to de-list those cars in 2011.

Item 1. Replace the GT3 specifications with the following table.

GT3 Cars - ACURA									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Integra	-93	2dr	FWD	96.5					
Integra	-94	2dr	FWD	101.2					
RSX	02/05/09	2dr	FWD	96.5/101.2					
Engines - ACURA									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
D16A	SOHC	75	90	1590	Alum, Crossflow	4	Unrestricted	1855	
B16A	DOHC	81	77.4	1595	Alum, Crossflow	4	Unrestricted	1855	

B18C	DOHC	81	87.2	1797	Alum, Crossflow	4	Unrestricted	1960	
B18B	DOHC	81	89	1834	Alum, Crossflow	4	31mm SIR	2060	
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mmSIR	2060	
K20A	DOHC	86	86	1998	Alum, Crossflow	4	31mmSIR	2060	
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2195	
GT3 Cars - ALFA ROMEO									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
GTV 1750 / 2000	NA	2dr	RWD	92.5					
Sport Sedan	NA	2dr	RWD	98.8					
Engines - ALFA ROMEO									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	DOHC	80	88.5	1779	Alum, Crossflow	2	Unrestricted	1855	Alt. Head: 19510-01053-04 (twin plug), w/ 100 lb. penalty.
	DOHC	84	88.5	1962	Alum, Crossflow	2	Unrestricted	1960	Alt. Head: 19510-01053-04 (twin plug), w/ 100 lb. penalty.
GT3 Cars - AMC									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Gremlin	-78	2dr	RWD	96					
Spirit	-79	2dr	RWD	96					
Engines - AMC									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	OHV	95.3	88.8	2537	Iron, Crossflow	2	Holley 5210/2V Carter YF-1V,	2455	
	OHV	95.3	88.9	3805	Iron, Crossflow	2	Holley 500 CFM 2bbl.	2680	
GT3 Cars - AUDI									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
TT Coupe	NA	2dr	FWD	95.6 / 97.3					
Engines - AUDI									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	Unrestricted	1960	Alt. Eurospec Sports cyl. head may be used.
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	31mm SIR	2060	
GT3 Cars - BMW									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
2002 / 2002ti/tii	NA	2dr	RWD	100.5/98.5					

318 Coupe (E36)	-92	2dr	RWD	106				
318i (E30)	83-91	4dr	RWD	101.2				
318i / 320i (E21)	77-82	4dr	RWD	100.9				
E46	0	2, 4dr	RWD	106.0 / 101.2 / 100.9				
Z3	NA	2dr	RWD	96.3				
Engines - BMW								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Notes
	SOHC	89	71	1767	Alum, Crossflow	2	Unrestricted	1855
	DOHC	84	81	1796	Alum, Crossflow	4	Unrestricted	1960
	DOHC	85	83.5	1895	Alum, Crossflow	4	31mm SIR	2060
	SOHC	89	80	1991	Alum, Crossflow	2	Unrestricted	1960
	DOHC	93	84	2302	Alum, Crossflow	4	31mm SIR	2195
GT3 Cars - CHEVROLET								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
Vega	NA	2dr	RWD	97				
Corvair Coupe / Yenko Stinger	NA	2dr	RWD	108	Corvair coupes may be modified to Yenko configuration. Non-tube frame track 59.7 (F), 62.9 (R). Rear wheel width: 8". Engine may be centered (side to side) to allow installation of alternate transaxle.			
Cavalier Z-24	NA	2dr	FWD	101.2				
Engines - CHEVROLET								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Notes
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	1960
	DOHC	88.9	80.3	1998	Alum, Crossflow	4	31mm SIR	2060
	SOHC	88.9	92.1	2287	Iron, Non-Crossflow	2	Unrestricted	2060
	OHV	87.4	74.7	2689	Alum, Crossflow	2	(2) Weber 40 IDT or IDA w/ 36mm choke(s) or (4) Rochester 7025023 & 7026026 1.5" 1 bbl carbs	2290
GT3 Cars - CHRYSLER/DODGE/PLYMOUTH								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
Neon	NA	2dr, 4dr	FWD	104				
Daytona / Laser	84-88	2dr	FWD	97				
Daytona / Laser	-89	2dr	FWD	97.3				
Horizon	NA	2dr	FWD	96.7				
Omni 024 / Shelby Charger	79-82	2dr	FWD	96.6				
Shadow	NA	2dr	FWD	97				
Engines - CHRYSLER/DODGE/PLYMOUTH								

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	DOHC	85	88	1997	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	85	88	1997	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	87.5	92	2213	Alum, Non-Crossflow	2	Unrestricted	2060	
GT3 Cars - FIAT									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
131 Coupe & Sedan, Brava	NA	2dr, 4dr	RWD	98					
Engines - FIAT									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	DOHC	84.1	89.9	1995	Alum, Crossflow	2	Unrestricted	1960	
GT3 Cars - FORD									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Capri	NA	2dr	RWD	100.8					
Mustang II	74-78	2dr	RWD	96.2					
Mustang	79-93	2dr	RWD	100.4					
Mustang	94-98	2dr	RWD	101.2					
Pinto	NA	2dr	RWD	94	Non-tube frame track: 60.52 (F&R). Spoiler: #D9FZ-6440555-A, End Pieces: D9FZ-6428010-A and D9FZ-6428011-A.				
Probe	NA	2dr	FWD	99.0/102.9					
Engines - FORD									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1960	Alt. Head: SVO #M-6049-A230
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted	2130	
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	86	94	2189	Alum, Crossflow	3	31mm SIR	2130	
Duratech	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2195	
GT3 Cars - HONDA									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Civic	88-91	3dr	FWD	90.6	Hood bulge allowed, no openings.				
Civic Coupe	92-95	2dr	FWD	98.4					
CRX	84-87	3dr	FWD	86.6	Hood bulge allowed, no openings.				
CRX	88-91	3dr	FWD	90.6	Hood bulge allowed, no openings.				
Engines - HONDA									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
EW	SOHC	74	86.5	1488	Alum, Crossflow	3	Unrestricted	1805	Alt. heads: #12100-PE3-000 or #12100-PE7-000.
D15B	SOHC	75	84.5	1493	Alum, Crossflow	4	Unrestricted	1805	
D16A	SOHC	75	90	1590	Alum, Crossflow	4	Unrestricted	1855	
B16A	DOHC	81	77.4	1595	Alum, Crossflow	4	Unrestricted	1855	
B18C	DOHC	81	87.2	1797	Alum, Crossflow	4	Unrestricted	1960	

B18B	DOHC	81	89	1834	Alum, Crossflow	4	31mm SIR	2060	
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mm SIR	2060	
K20A	DOHC	86	86	1998	Alum, Crossflow	4	31mm SIR	2060	
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2195	
GT3 Cars - MAZDA									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
626	83-87	4dr	FWD	98.8	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".				
MX-3	NA	2dr	FWD	96.3	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".				
MX-5 / Miata	-5	2dr	RWD	89.2 / 91.0	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".				
MX-5	2006	2dr	RWD	91.7	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".				
MX-6	-88	2dr	FWD	99.0/102.8	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".				
RX-2	NA	2dr	RWD	97.3					
RX-3	NA	2dr	RWD	91					
RX-7	NA	2dr	RWD	95.3 / 95.5 / 95.7	Non-tube frame track: 63.2 (F), 62.8 (R).				
RX-8	NA	2dr	RWD	98					
Protégé	NA	4dr	FWD	98.4	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".				
Engines - MAZDA									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
B6D	DOHC	78	83.6	1597	Alum, Crossflow	4	Unrestricted	1855	
BP	DOHC	83	85	1839	Alum, Crossflow	4	31nn SIR	2060	
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	1960	
MZR	DOHC	87.38	83.06	1999	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	86	94	2189	Alum, Crossflow	2	Unrestricted	2060	
MZR	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2195	Hood bulge allowed w/ no openings.
12A	Street Port			2292			Unrestricted	2060	
12A	Bridge Port			2292			(1) auto-type 2bbl w/ 40mm choke(s).	2060	
12A	Peripheral Port			2292			37mm SIR	2250	
13B	Street Port			2616			Unrestricted	2250	
13B	Bridge / Peripheral Port			2616			37mm SIR	2250	
Renesis	Street Port			2703			Unrestricted	2250	
Renesis	Bridge / Peripheral Port			2703			37mm SIR	2250	
GT3 Cars - MERCURY									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Capri	79-86	2dr	FWD	100.4					
Cougar	99-02	2dr	FWD	103.0 / 106.4					
Engines - MERCURY									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1960	
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted	2130	Alt. Head: SVO #M-6049-A230

GT3 Cars - MITSUBISHI / EAGLE								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
Talon	NA	2dr	FWD	97.3				
Eclipse	NA	2dr	FWD	97.3				
Engines - MITSUBISHI / EAGLE								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Notes
	DOHC	85	88	1997	Alum, Crossflow	4	31mm SIR	2060
	SOHC	85	88	1997	Alum, Crossflow	2	Unrestricted	1960
	SOHC	97.5	92	2213	Alum, Non-Crossflow	2	Unrestricted	2060
GT3 Cars - NISSAN								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
200-SX / S10	77-79	2dr	RWD	92.1				
200-SX / S11	80-83	2dr	RWD	94.5				
200-SX / S12	84-88	2dr	RWD	95.5				
200-SX SER	95-97	2dr	RWD	95.7 / 99.8				
240-SX / S13	NA	2dr	RWD	97.5	Hood bulge allowed, no openings.			
240-SX / S14	NA	2dr	RWD	99.4	Hood bulge allowed, no openings.			
240Z / 260Z / 280Z	NA	2dr	RWD	90.7				
280-ZX	-79	2dr	RWD	91.3				
300-ZX	NA	2dr	RWD	91.3 / 96.5 / 101.2				
350Z	NA	2dr	RWD	95.3 / 98.4 / 104.3 / 94.5 / 92.1 / 95.3 / 97.5 / 99.4 / 104.3				
710	NA	2, 4dr	RWD	98.4				
PL510	NA	2, 4dr	RWD	95.3				
Sentra SER Spec V	2002	4dr	FWD	95.7				
Engines - NISSAN								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Notes
L18	SOHC	85	78	1770	Alum, Non-Crossflow	2	Unrestricted	1805 Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
L20	SOHC	85	86	1952	Alum, Non-Crossflow	2	Unrestricted	1855 Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
	SOHC	84.5	88	1974	Alum, Crossflow	2	Unrestricted	1960
SR20DE/VE	DOHC	86	86	1998	Alum, Crossflow	4	31mm SIR	2060 High port (89-94) and low port (95-01) allowed.
L20 w/ Z22 block	SOHC	87	86	2045	Alum, Non-Crossflow	2	Unrestricted	1960
NAPZ	SOHC	87	92	2188	Alum, Non-Crossflow	2	Unrestricted	1960
L24	SOHC	83	73.3	2380	Alum, Non-Crossflow	2	Unrestricted	2060

									An SCCA approved F.I. kit of OEM origin is allowed. Contact the SCCA National Office for p/n's and specs.
KA24E	SOHC	89	96	2389	Alum, Crossflow	3	31mm SIR	2195	
KA24DE	DOHC	89	96	2389	Alum, Crossflow	4	31mm SIR	2195	
L26	SOHC	83	79	2565	Alum, Non-Crossflow	2	33mm SIR	2130	
L28	SOHC	86.1	79	2760	Alum, Non-Crossflow	2	33mm SIR	2130	
VG30	SOHC	86.1	83	2899	Alum, Crossflow	2	33mm SIR	2270	
GT3 Cars - PONTIAC									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Fiero	NA	2dr	RWD	93.4	May convert to front engine/rear wheel drive. If OEM engine location is used (rear engine) IRS weight penalty is waived. Air cleaner may protrude through engine hatch.				
Engines - PONTIAC									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	OHV	101.6	82.55	2677	Alum, Crossflow	2	33mm SIR	2270	
GT3 Cars - PORSCHE									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
911 Coupe & Targa	-68	2dr	RWD	87.0 / 89.4	Windshield may be removed on Targa and a low front hoop may be fitted. Rear rim width: 8". Factory spoiler: #930-512-023-00 & 930-512-021-00 (or kit #930-512-901-01). No alternate materials or reproductions.				
914	NA	2dr	RWD	96.5	Top panels may remain if securely bolted or pinned. Windshield may be removed and a low front hoop roll cage fitted. (75-76) bumpers allowed.				
924	NA	2dr	RWD	94.5					
944	NA	2dr	RWD	94.5					
Boxster	NA	2dr	RWD	96.5					
Engines - PORSCHE									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	OHV	94	70.9	1968	Alum, Crossflow	2	Unrestricted	1960	Intake manifold: #021-129-705R. Cylinder barrels may be of alternate material. Alt. head: Type 1/Type 3. OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cylinder.
	SOHC	86.5	84.4	1984	Alum, Crossflow	2	Unrestricted	1960	Alt. Head: #933-104-302-50.
	SOHC	80	66	1991	Alum, Crossflow	2	Unrestricted	1960	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl. Alt Head: 911-104-302-OR (w/sealed injector port).
	SOHC	84	66	2195	Alum, Crossflow	2	Unrestricted	2060	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl.
	SOHC	84	70.4	2341	Alum, Crossflow	2	Unrestricted	2130	
	SOHC	100	78.9	2478	Alum, Crossflow	2	33mm SIR	2270	Alt. 4 valve head: #944 104 013 03 w/ 31mm SIR @ 2270lbs.

	SOHC	104	78.9	2681	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	90	70.4	2687	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	100	88	2766	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	92	70.4	2808	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	95	70.4	2992	Alum, Crossflow	2	33mm SIR	2270	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl.
GT3 Cars - SAAB									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
900	-79	2dr	FWD	99.4					
99E, CM, EMS, GL, LE	NA	2, 4dr	RWD	97.4					
Engines - SAAB									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	SOHC	87	78	1854	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	90	78	1985	Alum, Crossflow	2	Unrestricted	1960	
	DOHC	90	78	1985	Alum, Crossflow	4	31mm SIR	2060	
GT3 Cars - SCION									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
tC	-5	2dr	FWD	93.7	May use any class legal Toyota engine.				
GT3 Cars - TOYOTA									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Celica	94-99	2dr	FWD	99.4					
Celica	00-05	2dr	FWD	102.4/93.7					
Celica Sport, Coupe GT, ST, Liftback GT	NA	2dr	FWD	98.3					
Corolla	NA	2, 4dr	FWD	94.5/102.4 / 93.7					
MR-2	-89	2dr	RWD	91.3					
MR-2	99-02	2dr	FWD	91.3					
Paseo	92-99	2dr	FWD	93.7					
Tercel	-91	4dr	FWD	95.3 / 93.7					
Engines - TOYOTA									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
4AG	DOHC	81	77	1587	Alum, Crossflow	4	Unrestricted	1855	
4AG	DOHC	81	85.5	1762	Alum, Crossflow	4	Unrestricted	1960	
7AFE	DOHC	81	85.5	1762	Alum, Crossflow	4	Unrestricted	1960	Alternate heads 11101-16010 and 11101-16030. 2TG cyl. head allowed.
	OHV	85	78	1770	Alum, Crossflow	2	Unrestricted	1855	
1ZZ	DOHC	79	91.5	1794	Alum, Crossflow	4	Unrestricted	1960	
2ZZ	DOHC	82	85	1796	Alum, Crossflow	4	Unrestricted	1960	
3S	SOHC	84.2	90.1	1998	Alum, Crossflow	2	Unrestricted	1960	
20R	SOHC	88.5	89	2189	Alum, Crossflow	2	Unrestricted	2060	
2A7	DOHC	88.5	96	2362	Alum, Crossflow	4	31mm SIR	2195	

	DOHC	95	89	2438	Alum, Crossflow	4	31mm SIR	2270	Alt. head: #11101-75015.
GT3 Cars - TRIUMPH									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
GT6, GT6+ & Mk III	-74	2dr	RWD	83	Windshield may be removed and a low front hoop roll cage fitted.				
TR-250 / TR-6	NA	2dr	RWD	88					
Engines - TRIUMPH									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	OHV	74.4	75.9	1998	Iron, Non-Crossflow	2	Unrestricted	1855	
	OHV	74.4	95	2498	Iron, Non-Crossflow	2	Unrestricted	2130	
GT3 Cars - VOLKSWAGEN									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Beetle	98-01	2dr	FWD	98.9					
Corrado	NA	3dr	FWD	97.3					
Golf & GTI	NA	3, 5dr	FWD	97.3 / 98.9					
Jetta	NA	4dr	FWD	97.3					
Rabbit	75-84	3, 5dr	FWD	94.5					
Scirocco	NA	3dr	FWD	94.5					
Engines - VOLKSWAGEN									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	SOHC	79.5	86.4	1715	Alum, Non-Crossflow	2	Unrestricted	1805	Alt. Eurospec Sports cyl. head may be used.
	SOHC	81	86.4	1780	Alum, Crossflow	2	Unrestricted	1855	Alt. Eurospec Sports cyl. head may be used.
	DOHC	81	86.4	1780	Alum, Crossflow	4	Unrestricted	1960	Alt. Eurospec Sports cyl. head may be used.
058, 06A, 06B	DOHC	81	86.4	1780	Alum, Crossflow	5	Unrestricted	1960	
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	Unrestricted	1960	
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	31mm SIR	2060	
GT3 Cars - VOLVO									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
122S	NA	2dr	RWD	102.5					
142 / 142E	NA	2dr	RWD	102.5					
242 / 244DL	NA	2dr	RWD	104					
S40	NA	4dr	FWD	100.4					
Engines - VOLVO									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	OHV	88.9	80	1986	Iron, Non-Crossflow	2	Unrestricted	1855	
B20	SOHC	92	80	2127	Alum, Crossflow	2	Unrestricted	2060	
B21	SOHC	96	80	2320	Alum, Crossflow	2	Unrestricted	2130	

GTL

1. Cars – Mazda, classified in TB 09-02, Add the following to all note sections except the RX-3 and RX-7: Rotary engine setback from

the front spindle centerline to the front spark plug is 4.5”.

2. Add the Toyota 2ZZ engine: DOHC 4 valve aluminum crossflow, bore 82mm, stroke 85mm, displacement 1796cc, fuel induction 24mm SIR, weight 2050.
3. Toyota 7AFE engine, add to Notes: Alternate heads 11101-16010 and 11101-16030.
4. Add the Nissan MR18DE engine: DOHC 4 valve aluminum crossflow, bore 84mm, stroke 81.1mm, displacement 1797cc, fuel induction 24mm SIR, weight 2050.
5. Engines – BLMI, 1275/1380/1399 p. 316, change the weights as follows: ~~1275@1569~~ 1730 1380@~~1648~~ 1809 1399@~~1708~~ 1869.

Improved Touring

1. Clarify section 9.1.3.D.1.a.4 by adding a sentence after the first sentence: “All air must also pass through the stock air metering device, eg MAF, or AFM, etc if so equipped.”

ITR

1. Mazda RX-8, classified in TB 09-02, change the weight as follows: ~~2985~~ 2850.

ITS

1. Ford Mustang LX V-6 (94-98), p. 347, change the weight as follows: ~~2850~~ 2470.
2. Mazda RX-7 (13B) (86-91), p. 349, add the convertible to the spec line.

ITB

1. Volvo 242/244 2.0 (1975), p. 371, change the specs as follows: trans ratios: 3.13, 1.99, 1.36, 1.00, .79, valve size (I) 44.0 (E) 35.0, Brakes 262 front vented, rear 280 solid.
2. Volvo 240 2.3 (83-85), p. 371, change the specs as follows: valve size: (I) 44.0 (E) 35.0, Brakes 262 front vented, rear 280 solid.
3. Volvo 242/244 2.1 (76-81), p. 371, add the 1982 model year, and change the specs as follows: valve size: (I) 44.0 (E) 35.0, Brakes 262 front vented, rear 280 solid.

Production

FP

1. Porsche 914-4, p. 446-447, increase the choke size to 38mm.
2. Nissan/Datsun SPL 311/311-U, p. 444-445, add the 46mm H46 Hitachi/SU to the carb. No. & type column.
3. Austin-Healey Sprite Mk. II, III, IV MG Midget Mk I, II, III, IV & 1500 Healy, p. 438-439, ~~1275 @ 1680~~ 1275 @ 1630.
4. Triumph Spitfire Mk. IV & 1500, p. 448-449, ~~1296 @ 1730~~ 1275 @ 1680.

HP

1. Renault Alliance 1.4, p. 458-459, Change Alliance to Alliance/Encore. Increase maximum wheel size to 13 x 7. Add to the carb. No. & type column as follows:
2. Renault Alliance/Encore 1.7 (84-87), p. 458-459, add to the carb. No. & type column as follows: “Weber 32 mm drt down draft carb”.
3. Add 100#s to 1488cc Honda powered cars in HP.
4. Honda CRX 1.5 (88-91), p. 456-457, change the intake and exhaust valve size as follows: (I) ~~29.0~~ 29.1 (E) ~~25.0~~ 25.1.

American Sedan

1. Clarify section 9.1.6.D.4.d.7.d. Suspension Mounting Points: Pick-up points on the rear axle housing may be relocated. The removal and / or replacement of the rear suspension torque arm on GM F-body cars and the upper arm on Ford Mustangs is allowed. *Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location.*
2. Clarify section 9.1.6.D.4.b.1: Springs of any origin may be used, provided they are of the same number and type as originally fitted and that they ~~may~~ *must* be installed in the original location. *Coil over springs and shocks are prohibited, unless fitted as original equipment.*
3. Clarify section 9.1.6.D.4.d.5: Bushing material is unrestricted except that *bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). “Air”, foam or other soft materials that render the control arms ineffective, are strictly forbidden.* Control arm to spindle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified control arms must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose that that of retaining the bushing in the desired position.
4. Camaro & Firebird (98-02) Restricted Prep., p. 476, SS/WS6: ~~3580~~ 3530.
5. GTO (04-05) Restricted Prep., p. 479, ~~3630~~ 3530.
6. GTO (2006) Restricted Prep., p. 479, ~~3680~~ 3530.
7. Clarify section 9.1.6.D.1.m: ~~Solid, one-piece steel or stainless steel (no titanium/titanium alloy) intake and/or exhaust valves are permitted.~~ *Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted.* Valve and valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1 & 2.
8. Clarify section 9.1.6.D.5.e: Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be revised. The original master cylinder may be replaced with any single or dual master cylinder (with balance bar). The pedal assembly, including the clutch pedal and clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be modified or replaced. The pedal assembly, and master cylinders, may be relocated. The throttle pedal may NOT be relocated. The brake booster may be modified, replaced or removed. A brake bias adjustment cable is permitted.

Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation, and shall not serve any other purpose. Two brackets or tubes, between the front roll cage cross tube, and the firewall may be added. These brackets or tubes must not serve any other purpose and are not considered roll cage attachment points.

Spec Miata

1. Clarify section 9.1.8.C.4.a.1 by adding the Bilstein part numbers to the existing Mazdaspeed part numbers as follows: Bilstein # B46-1488 front; B46-1489 rear.
2. Allow the 94-95 and 96-97 cars to update to the 4.30:1 rear axle ratio as found in the 99+ cars. Use of the 90-93 differential is not permitted. Effective date of 1-1-10 for both Regional and National events. The change would be required for National events on 6-1-10 and for Regional events on 1-1-11.
3. Mazda MX-5/Miata (94-95), p.505, change the weight as follows ~~2385~~ 2375
4. Mazda MX-5/Miata (96-97), p.505, change the weight as follows ~~2385~~ 2375
5. Clarify section 9.1.8.C.6.d by making the following change: "If spacers are used they shall be no greater than 13mm and equal on all four corners per axle."

Sports Racing

1. In Table 9.1.9.A.2 Table, Line P, Req'd Restrictor, change 36mm SIR to 38mm SIR.

Super Touring

1. Clarify section 9.1.4.2.B.4 by adding the following language: The Mazda 13B and Renesis rotary engines are permitted at 2600 lbs. The 13B may be street ported. The Renesis shall remain unported. The Mazda 12A Street Port is permitted at 2450 lbs. 12A induction: (1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold or (1) Auto-type 2 bbl w/ 38mm choke(s) on a "dual-y" manifold".

Touring

T1

1. Dodge Viper RT-10/ RT-10 ACR & GT-S / GT-S ACR (96-02), p. 567, change the weight as follows: ~~3560~~ 3460. Add to the notes as follows: "May update to 03-06 Viper brakes."
2. Chevrolet Corvette C6 Coupe (05-09), add the Grand Sport to the spec line. Add the following note to the Wheel Size (inch) column: "(Grand Sport must comply with these wheel specifications.)" Add to the notes as follows: "C6 LS2 may upgrade to the Grand Sport brakes with no weight penalty."

T2

Ford Mustang Mach 1 (03-04), p. 587, change the weight as follows: ~~3480~~ 3230. Add the following to the notes: "Cobra R brakes are permitted with an additional 25 lbs added."

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

**RANDI SNIDER vs. SOM, COA REF. NO. 09-27-NP
OCTOBER 8, 2009**

FACTS IN BRIEF

At the Double Regional races held at Infineon Raceway September 4 – 6, 2009, a Request for Action (RFA) was filed by Assistant Chief Steward-Tech, Larry Albedi, for a violation of GCR 2.1.4. (Reckless or Dangerous Driving) against Randi Snider, driver of SRF #48. The Stewards of the Meeting (SOM) Richard Raymond, Morris Hamm and Mary Lou Robson, Chair, held a hearing and investigated the RFA. The SOM awarded the penalty of a four race weekend probation and added completion of a SCCA Drivers School as a special condition for fulfillment of the Probation penalty. Ms. Snider is appealing their decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, JoAnne Jensen, Alternate, and Bob Horansky, Chairman, met on September 23 and October 8, 2009, to hear, review, and render a decision on the appeal. Richard Templeton, regular member of the Court, recused himself as he was an official at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Randi Snider, driver of SRF #48, received September 14, 2009.
2. Official Observer's Report and related documents, received September 21, 2009.
3. Verbal testimony from Mary Lou Robson, Chair SOM of the event, received September 23, 2009.
4. Email from Larry Albedi, Tech Steward, received September 22, 2009.
5. Email from Dick Clift, driver of SRF #35, received September 22, 2009.
6. Event Flagging and Communications Log and Notes, received October 6, 2009.

FINDINGS

During the event, Ms. Snider was involved in the following incidents: Practice on September 4, 2009: "Spin and Continue" at station 6A; Qualifying on same date: "Spin and Continue" at stations 11 and 3A. Race on September 5, 2009: "Spin and Continue" stations 2, 4, 11 and 2 for the second time. An unsafe course reentry was also reported for the first spin at station 2. During the race, Ms. Snider was shown the Closed Black Flag twice during Race 1. During the qualifying session for Race #2 of the weekend, Ms. Snider had a "Spin, off and On" with an unsafe reentry reported from station 10, and was involved in a metal-to-metal contact with SRF #35 at station 4. Mr. Clift, driver of SRF #35, provided testimony to the COA that the minor contact was his fault.

In her Letter of Appeal, Ms. Snider requested that the COA nullify or greatly reduce her penalty for the following reasons. First, most of her spins were caused by rear brakes locking under heavy braking due to improperly adjusted brake bias; that her reentries after going off course were safe; that she obeyed the Closed Black Flags, by backing off the throttle for the remaining laps. Additionally, she stated that Tech Steward Larry Albedi lost his temper with her during their discussion of the incidents in Post-Race Impound, and that the Chief Steward should have handled the RFA, rather than Mr. Albedi.

The COA found that Ms. Snider was involved in numerous incidents where her car was not under proper control in four on-track sessions. Further, the Chief Steward has the authority under GCR 5.1. (Principal Officials) to delegate any of their duties to assistants, such as Tech Stewards. Finally, there is no collaborating evidence of a violation of GCR 2.1.7. (Unsportsmanlike Conduct) by any party in the Impound area.

DECISION

The Court of Appeals, after review of all of the information presented, upholds the decision of the SOM. The appeal was properly presented and the appeal fee, less the amount retained by SCCA, shall be returned to Ms. Snider.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

MARK FROST VS. SOM, COA REF. NO. 09-28-GL

OCTOBER 20, 2009

FACTS IN BRIEF

At the Double Regional Race held at Mid-Ohio Raceway, September 5-6, 2009, Charles Campbell (SM #98) protested Mark Frost (ITA #75) for several violations of the GCR. One charge, violating GCR 6.2.2.J.1, (Improving Position on Pace Lap), was withdrawn by Mr. Campbell as it was the subject of a Chief Steward's Action (CSA) where Mr. Frost was penalized three finishing positions. The remaining charge for violating GCR 6.8.1. (On Course Driver Conduct) was heard by the Stewards of the Meeting (SOM) John Pfetzing, Fred McAninch, Debbie LaFond, and Ann Burke, Chairperson.

After completing their hearing, the SOM upheld the protest and assessed the penalty of three- race Probation to Mr. Frost. He is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton and Bob Horansky, Chairman, met on October 8 and 15, 2009, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mark Frost, driver of ITA #75, received by the COA October 8, 2009.
2. Official Observer's Report and related documents, received October 8, 2009.
3. Video's from Mark Frost, received October 13, 2009, and from Dennis Mathias, SM #88, per request of Mr. Campbell, received on October 14, 2009.

FINDINGS

The SOM conducted a thorough hearing, interviewing several witnesses, plus the two drivers, and viewed the video from Mr. Frost's car. The Mathias video was not available to the SOM at the event.

In his Letter of Appeal, Mr. Frost makes several assertions: that first the protest was vexatious, that Mr. Campbell hit him in the "Keyhole" turn (Station #3), plus comments about his spin on the pace lap, a contact with a car at Station #11 later in the race and that the SOM decision also removed three Great Lakes Division Championship Series points from his record.

The Court of Appeals reviewed the evidence and documents received and agrees with the SOM that the great preponderance of evidence shows that Mr. Frost did not allow sufficient racing room, causing the contact to occur. The CSA for the pace lap incident was not protested by Mr. Frost; therefore it cannot be appealed and is not addressed by the Court in this decision.

DECISION

The Court of Appeals upholds the SOM decision in its entirety. The COA finds that Mr. Frost's appeal was properly presented and his appeal fee will be returned, less the amount retained by SCCA.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Zack Skolnick vs. SOM COA Ref. No. 09-29-SE

November 12, 2009

FACTS IN BRIEF

At the Goblins Go Regional Race at VIRginia International Raceway, October 25, 2009, Clyde Kiser, Assistant Chief Steward (ACS), issued a Chief Steward's Request for Action (RFA) against Zack Skolnick for violation of GCR 2.1.3 and 2.1.7 (fraudulent act and unsportsmanlike conduct) for altering the weight of his underweight racecar and attempting to reweigh during impound. Mr. Skolnick was also disqualified from the race by a Chief Steward's Action (CSA) issued by Mr. Kiser for noncompliant weight as reported at post race impound. Mr. Skolnick was not yet aware of this CSA when he attempted to have his car reweighed with altered weight.

The Stewards of the Meeting (SOM) Walter Michael, John Willes, and John Nesbitt, Chairman, held a hearing, interviewed Messers. Alfred Matthews and Jeff Lengel, co-Chiefs of Tech, and Mr. Skolnick, and reviewed the Tech scale log. The SOM found Mr. Skolnick in violation of GCR 2.1.7. and penalized him one month suspension and six-event probation. Zack Skolnick appealed the decision stating that since he had already been disqualified at post race impound, the fact that he left impound, added weight, and returned to impound was irrelevant and should not result in additional penalty. He also stated that he believed he was penalized because he left impound too early.

DATES OF THE COURT

The Court of Appeals (COA), JoAnne Jensen, Alternate, Dick Templeton, and Bob Horansky, Chairman, met on November 5 and 12, 2009, to hear, review, and render a decision on the appeal. David Nokes recused himself from this action.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Emailed Letter of Appeal from Jon Skolnick dated October 26, 2009.
2. Emailed Letter of Appeal amendment from Zack Skolnick dated November 2, 2009.
3. Official Observer's Report and related documents, received October 28, 2009.
4. Emails from John Nesbitt, dated October 29 and November 2, 2009.
5. Email statement from Clyde Kiser, dated October 29, 2009.
6. Email from Ginny Condrey, Registrar, dated October 30, 2009.

FINDINGS

Mr. Skolnick's car was properly and repeatedly weighed during post-race impound and found to be underweight by 12 pounds. Mr. Skolnick drove his car from impound to retrieve his vehicle logbook and when he returned, he requested that his car be reweighed. Reweighing was performed resulting in a new, compliant weight. The car was found by Messers. Mathews and Lengel to contain tools and water bottles whose combined weight accounted for the new, higher weight. Mr. Skolnick testified to the SOM that he had placed these items in the car and that he added the weights in an attempt to meet legal weight so that he could retain his finishing position. His witness statement asserted that he had not weighed his car at the track before the race this weekend; however in his Letter of Appeal, his testimony to the SOM, and statements to Mr. Lengel during impound, he claimed to have used the track scales prior to the race and been compliant. The logs of scale activity did not list Mr. Skolnick as having used them during the weekend.

Mr. Skolnick was not penalized for removing his car from impound as his appeal alleges. Mr. Skolnick was penalized for asking to have his car reweighed after altering his car, claiming that the initial weighing performed at impound was incorrect. The COA finds this action a violation of GCR 2.1.7 (unsportsmanlike conduct).

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Skolnick provided no new evidence and his appeal fee will be retained by SCCA.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Oct. 28, 2009

The Solo Events Board met by conference call October 28th. Attending were SEB members Tina Reeves, Dave Feighner, Donnie Barnes, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Lisa Noble of the BOD; 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 to seb@scca.com.

GENERAL

- Compliance checks are a recognized part of the Impound procedure. Regardless of the an individual competitor's opinion of the inspection or the outcome of these checks, it remains the competitor's responsibility to present a fully compliant car for competition.

Competitors are advised to recall SR Section 8.0, which states in part: "... it should be remembered that Solo events are sporting events, to be conducted in a sporting spirit; that all events are organized and managed by amateurs who cheerfully give their time and do their best, that the competitor may expect some imperfections of the organizers and of his fellow competitors; and that, to a reasonable extent, these things are part of the chances he takes in entering the competition."

In that spirit, it is expected that all entrants and their guests will conduct themselves in an appropriate manner at all events. Disrespect for event officials and members of the Protest Committee is considered unsportsmanlike conduct and is protestable under SR Section 9.1.

- An opening is anticipated on the SEB for 2010. Interested members should submit their qualifications in writing to the SEB and BOD via the National Office.
- There will be a presentation on sound measurement and enforcement at the 2010 SCCA Convention.
- The SEB is recommending that Appendix I, Sound Measurement Procedures, be made mandatory at all National Solo events in 2010, including the Solo National Championships in Lincoln, with a specified limit of 100 dBA. This will be implemented via an addition to the event Supplemental Regulations.

SAFETY

- In response to member input, the previously-published (April Fastrack) proposal to revise 2.2.M to require minimum viewing distances of no less than 100 feet has been withdrawn. Per the existing rule, Solo Safety Stewards may require additional distances where deemed appropriate. Course designers are reminded to take special care in laying out, and allowing ample room for, finishes and exit lanes.

RECOMMENDED TO THE BOD

- Items 2 and 3 in last month's list of SEB recommendations to the BOD are being withdrawn, per the PAC and SEB. This subject will be addressed in a future change proposal
- Per the SAC, the recommended proposal to move the BMW 335i from FS to DS (SEB minutes Item 14) is corrected to read "BMW 335i ('07-'10), 335i xDrive ('07-'10), and 335d ('09-'10)". (ref. 09-416, 09-497). In addition, this was intended as a **2011** proposal and should not be implemented for 2010.
- Per the SAC, Item 13 in the list of SEB recommendations to the BOD should have reflected the following: The Boxster ('97-'04) (986 chassis) (non-S) should be shown as moved from AS to CS. The Boxster S ('00-'04) (986 chassis) will stay in the new BS.
- Per the SPAC, Item 29 in last month's list of SEB recommendations to the BOD should have been of the following form:
- Change the first sentence of 15.9 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.9 as specified herein."
- Change the first sentence of 15.10 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein."
- Per the SPAC, Item 32 in the list of SEB recommendations to the BOD is corrected to read as follows:
- Move the Subaru WRX non-STi ('08-'10) from ESP to BSP onto the same line as the '08-'10 WRX STi and the '09 Impreza GT, new listing to read: "WRX ('08-'10), WRX STi ('08-'10) & Impreza GT ('09-'10)". Also clarify the WRX listing in ESP to read "WRX ('00-'07)

STOCK

- The following class listing change proposal is published for member comment:
- Move from GS to HS, Dodge/Plymouth Neon 2.0L ('00-'05). (ref. 09-651)

STREET PREPARED

- The SEB approved the addition of Nate Whipple to the SPAC.
- An additional opening is anticipated on the SPAC for 2010. Interested member should submit their qualifications in writing to the SEB via the National Office.

PREPARED

- Based on data collected at the 2009 Solo National Championships, the PAC and SEB are seeking feedback on adjustments to the X Prepared weight formula in Appendix A, subsection 9.b (proposed changes shown in italics):

RWD: *1275* lbs + 200 lbs/liter

FWD: *1275* lbs + 150 lbs/liter

AWD: *1275* lbs + 250 lbs/liter

- Cars with engine located behind driver: +20 lbs/liter
- Cars equipped with traction/stability control: +25 lbs/liter
- Cars equipped with active/reactive suspension: +100 lbs
- Cars equipped with ABS: +50 lbs

Explanation: The proposed adjustment would increase minimum weights for all XP cars by 75 lbs. The intent of this adjustment would be to provide a greater percentage of eligible cars with a reasonable opportunity to reach the minimum weights. The proposal also reduces the adjustment for traction control to 25 lbs/liter. Feedback on other Prepared class minimum weights is also welcomed.

MODIFIED

- The following rule change proposal has been recommended by the MAC and is published here for member comment:
- Add as a new 3rd sentence in subsection C.2.m in Appendix A, Modified Class F, as follows: "A reverse gear is not required." (ref. 09-486)
- The MAC is considering the possibility of allowing Legends cars (e.g. per www.600racing.com) to compete in class F Modified. Specifications of these cars are as follows:
 - Wheelbase: 73.00 in (1,854 mm)
 - Overall Width: 60.00 in (1,524 mm)
 - Overall Length: 10 ft 6 in (3,200 mm)
 - Height: 46 in (1,168 mm)
 - Engine: Yamaha 1250cc (sealed)
 - Horsepower: 122 hp (91 kW)
 - Weight: 1,300 lb (590 kg). with driver
 - Tires: 205/60R13 BF Goodrich Tires Comp TA HR4
 - Wheels: Width: 7" / Diameter: 13"
 - Suspension: Coil Over with Bilstein Shocks
 - Frame: Full Tubeframe with Integral Rollcage
 - Harness: FIA approved Five-Point

Membership feedback is requested on this possibility, and on details of additional allowances which might be permitted for these cars. Such allowances might include tires, wheels, engine substitutions, limited-slip differentials, and/or suspension changes. (ref. 09-528)

KART

- The KAC is investigating the possibility of amending FJA weights with a small increase for all ages, depending in part upon findings within the general karting community. (ref. 09-640)

NOT RECOMMENDED

- Mod, Nissan Skyline JDM classification (ref. 09-422). *Comment:* The MAC notes that this car does not meet the fundamental eligibility requirements of 18.1, and is concerned about the precedent of making an exception to those requirements without careful consideration of all reasonable alternatives.
- ST, remove E36 from exclusion list (ref. 09-537)
- ST, aftermarket clutches, flywheels (ref. 09-546)

- ST, steering wheel allowances (ref. 09-529)
- ST, Toyo R1R (ref. 09-572)
- ST, catalytic converter locations (ref. 09-540)
- ST, high-flow catalytic converters (ref. 09-588)
- ST, weight-based tire and wheel allowances (ref. 09-559)
- ST, rename classes (ref. 09-616) *Comment: the STAC plans to propose a reorganization of ST classes which should address class naming issues.*
- ST, wider tires (ref. 09-574)
- ST, allow fender flares (ref. 09-492)
- ST, Corvette C4 in STR (ref. 09-654)
- ST, limit RPM (ref. 09-589)
- FJ, additional engines (ref. 09-646). *Comment: the KAC believes there are enough engines available for the FJ classes.*
- FJ, on-board starters (ref. 09-517). *Comment: the KAC and SEB are investigating possible alternative solutions.*

TECH BULLETINS

1. Stock: Per the SAC the following new listings, effective immediately upon publication, are added (ref. 09-551):

Kia Forte & Koup 2.0L	HS
Kia Forte & Koup 2.4L	GS
Kia Optima	HS
2. Stock: The BMW Z4 sDrive 35i is covered by the current listing for the Z4 non-M, which is in the 2009 AS moves to BS for 2010.
3. Street Touring: The previously-published clarification provided by the STAC (October Fastrack, TB #4) is corrected to read as follows: "The '06-'10 BMW E90 M3 is added to the STX exclusion list in Appendix A, but is eligible for STU." (ref. 09-424)
4. Street Touring: Add to the end of the first paragraph of 14.10.J: "All components between the engine and the mounting structure are considered to be part of the motor mount assembly and therefore comprise the motor mount." (ref. 09-588)
5. Street Touring: The Stock class option package conversion rule (13.0, third paragraph) applies in the Street Touring classes. (ref. 09-634)
6. Street Touring: The following new listing, effective immediately upon publication, is added to the new STR class list of eligible models: "Pontiac Fiero (all)"
7. Prepared: Per the PAC the following new listings, effective immediately upon publication, are added:

Toyota Yaris	EP
Nissan/Datsun 720 2WD ('80-'86)	EP
8. Prepared: Per the PAC, the following is added to the Prepared Class X section in Appendix A, as a new subsection 7.a (re-lettering the following subsections accordingly): "a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted."
9. Modified: In Appendix A, under Modified Class F subsection E.1 in the second paragraph, the sixth sentence should read as follows: "Any single carburetor (*regardless of the number of venturis*) is permitted." (ref. 09-338)

ROADRALLY BOARD MINUTES

RRB BOARD MINUTES | Oct. 28, 2009

The RoadRally Board (RRB) met via conference call on Monday, November 2, 2009.

Attending were: Rick Beattie, Chairman; Members: Kevin Poirier, Jeanne English, Sasha Lanz and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison and Pego Mack, National Office were in attendance. Member Jim Wakemen was not in attendance until later from Disney World.

Chairman Beattie called the meeting to order at 7:33 pm CST.

The Final October 5, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. USRRC Town Hall Meeting Minutes topics discussed in La Crosse:

- Year End Championship Trophies – The consensus was for First place to have nice trophies, the rest get nice certificates.
- Combining the Course and Tour Series into one – It was pointed out that the combining of classes happened years ago and that there were still Tour rallies and Course rallies and eventually split again. Someone suggested doing one rally that included a Course, a Tour and a GTA (Chippewa Trail style).
- Combining the RRR's and RFO's – did not discuss
- Regional Programs – did not discuss
- Safety Stewards License Renewals – did not discuss
- USRRC being the premier event of the year – Some want it to remain a Series.
Concerns: What happens to Lifetime Points, Gervais Award and Best Tour? Attendance versus Sponsorship? Someone suggested sponsors for the GTA program to grow the sport up to Tour and Course.
- GTA Rally in the USRRC – Safety concern having a GTA on a Friday (workday) and has too much traffic and locals. Some do not want it as part of the USRRC. Some do. Indy Region is very active in GTA's.
- 2010 USRRC Announcement – Washington DC Region, tentative for mid-October.

2. ITIS, Lead Car eBlast, One Page Instructions Request:

Discussion: All members received Rick Myers eBlast called 'Lead Car' announcement. English and Lanz commented back to Rick Myers on the link to ITIS not working and some spelling errors. Someone needs to work with Rick Myers on future additions and scheduling. Rick Myers wants a 'One Page, how to put on a RoadRally', to be an article in the next Lead Car eBlast. The Regional RoadRally Handbook on the website was referenced as a starting point for the one page article.

3. Consideration of new RRB Members:

Discussion: Kevin Poirier is leaving the RRB after his second term on the RRB. And Rick Beattie is resigning from the RRB as well as resigning as Chairman effective December 31st. The board did receive two resumes and after discussion they were approved to be invited on the board. Final approval will come from the BOD at their meeting in December.

4. RRB Responsibilities for 2010:

Discussion: 2010 RRB Assignments will be:

Chairman - Wakemen

Secretary - Van Vleet

Rules Committee Chairman - English

Communications/eBlast/Calendar – English

Divisional RoadRally Stewards Liaison - Lanz

5. Rules Committee Vacancy:

Discussion: J. Toney is resigning from the Rules Committee, effective December 31st, 2009. His position needs to be posted for applications.

6. Promotion – Manufacturer's Championship, Garmin:

Discussion: Can SCCA Marketing Department help us? A commission enticement to the person who makes the deal with the companies was suggested, for both RoadRally and RallyCross. The RRB is considering having members and non-board members to work together on a PR committee to develop a SCCA/Manufacturer's sponsor relationship. Lanz to post on the Yahoo RoadRally Group for committee volunteers.

7. Rule Changes, Rules Committee recommendations, Risk Management recommendations:

Discussion: Rule Change for the Historic Class (Appendix A) – adding a Halda Speed Pilot will be permitted. This needs to go to the December BOD's meeting for approval. A motion was made to allow Halda Speed Pilots. (Lanz/English) Risk Management recommendation was tabled until the December RRB meeting.

Discussion: Rule Change - RFO Chapter 24, Section C6 Average of Non-Max Scores – the Rules Committee does not want to change the wording in the current RFO's.

After much discussion the board agreed to leave it alone for now.

Discussion: Limiting the number of contestants. Rules Committee suggested making no changes because it is already covered in the RFO's.

Discussion: Rules committee recommended deleting reference to non-members paying a higher entry fee, but that a committee may charge an additional late fee of up to \$10. A motion was made to accept the Rules Committee recommendation (Poirier/Wakemen).

8. 2009 Trophies:

Discussion: Pego Mack reported there are 24 First Place Champions. Only the First Place Winners can purchase a jacket, at their own expense, from SPS per Pego Mack. A motion was made to award the first places winners with trophies and all others will be certificates. (Lanz/English)

9. Photo Contest:

Discussion: The Photo Contest has eight entries and at least 16 photos. Pego Mack will forward them on to the judges. The Photo Contest winners will be announced at the 2010 Convention.

10. 2009 Regional, Divisional and Robert Ridges Awards:

Discussion: The RRB received many names for the Ridges Award. A winner was picked and will be announced and presented at the 2010 Convention, along with the Regional and Divisional Awards.

11. 2010 Convention Duties:

Discussion: Beattie to contact the Las Vegas RE to see if they would be willing to help put on a Subaru/Road Rally event at the Convention. A Rally School at one of the seminars and RoadRally Saturday afternoon was suggested. Sasha agreed to do a "How to Start a Regional RoadRally Program" seminar on Friday. Wakemen will do the RR Jeopardy and Wheel of Fortune. Beattie will take the 2010 STRAP.

Other Old Business

Discussion: Lanz to send out a survey for Divisional Stewards and ask them for their best practices in their regions. Getting a dialog going would be a good thing and maybe getting some results for the 2010 Convention to present at the Regional RR Program seminar.

New Business - none

Action items

Van Vleet: Send Pego USRRC Town Hall Meeting Minutes to post.

Next meeting

Monday, December 7, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 10:15 pm CST (English/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB BOARD MINUTES | Oct. 28, 2009

The RallyCross Board met via conference call Sept. 14. Attending were Bob Ricker, Chairman, Brent Blakley, Tom Nelson, Karl Sealander, Mark Utecht, Pego Mack (National Office), Howard Allen (SCCA Board of Directors Liaison) and John Sheridan (SCCA Board of Directors).

1. Call to order 8:07 pm CDT

2. Additions/corrections to agenda

Tom Nelson requested that the RXB address forming a Standing Court of Appeals (see New Business, below).

3. Minutes from August Meeting

The minutes from the July meeting were presented prior to the meeting. Karl Sealander motioned to accept those minutes as presented, Brent Blakley seconded the motion, and the motion carried.

4. Committee Reports

a. RallyCross Safety Committee (Tom Nelson)

Nothing to report

b. RallyCross Rules Committee (Mark Utecht)

Mark Utecht reported that only one comment has been received regarding car preparation rules, this being from Mike Byington requesting the tire size rule be stricken from the rules proposal. It was asked why, and after some discussion it was decided that no action be taken because of timeliness of the request, as it's too late to make changes for the 2009 RallyCross National Championship, and that it would set a bad precedent. Tom Nelson suggested getting more information. Mark Utecht will respond to Mike Byington explaining no motion was made and why. Mark Utecht motioned that the RXB present the car preparation rules as written to the BOD. Tom Nelson seconded the motion and the RXB passed the motion unanimously.

5. Old Business

None

6. New Business

Supplemental Regulations proposal from Pego Mack: Pego requested approval on several changes to the Supplemental Regulations for the 2009 RallyCross National Championship. Regarding the proposal of parade laps and changes to the course, the RXB decided the Supplemental Regulations should read: "Drivers will receive one parade lap per course. No parade laps will be given for minor course changes or alterations. Drivers will be verbally notified of course changes at the start line." Also the question of red flagging a competitor with a flat tire was discussed. The RXB decided to remove any mention of flat tires and red flags from the Supplemental Regulations, leaving the decision to the Safety Steward as to whether a run is a DNF or subject to a rerun if a competitor is red flagged for a flat tire.

Standing Court of Appeals: The RXB formed a Standing Courts of Appeals consisting of the following individuals (pending agreement from the proposed individuals): Bob Ricker and Tom Nelson from the RXB, Chad Ones and Hal Denham to be contacted by Tom Nelson, Bill Martin to be contacted by Brent Blakley, and Brent Carlson to be contacted by Mark Utecht. The final Standing Court of Appeals will be posted at the event.

Minimum Tire Pressure: Mark Utecht suggested the RXB draft a regulation requiring a minimum tire pressure at all RallyCross events. This proposal was tabled until a future meeting.

The meeting was adjourned at 9:32 pm CDT.

Minutes prepared by: Karl Sealander 9/20/2009

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>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

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=13059>

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