Fastrack news
OFFICIAL SCCA MEMBER NOTIFICATION
EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED | *January 2007*

BOARD OF DIRECTORS' MINUTES

BOARD OF DIRECTORS' MINUTES| SPORTS CAR CLUB OF AMERICA, INC. | *December 8, 2006*

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, Kansas, December 8, 2006. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Mike Engelke, Kaye Fairer, R. J. Gordy, Brian Holtz, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President, and Jeff Dahnert, Vice President of Finance, Bob Lybarger Director elect, Eric Prill, Director, Communications/Marketing, Peter Lyon, Risk Management, Howard Duncan, Vice President Rally/Solo, Terry Ozment, Director of Club Racing, Ken Patterson, Chairman of the Stewards, Marcus Merideth, Chairman, Solo Events Board, Jeremy Thoennes, Technical Services Manager, Bob Dowie, Club Racing Board member, Ray Irwin, Owner, Hartland Park Topeka also participated.

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

MOTION: To approve the Minutes of the November 13th, 2006 meeting. (Fairer/Engelke) PASSED, Unanimous

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PRESIDENTS REPORT - Jim Julow

Jim reported that both the Solo Nationals and Runoffs were very successful events and that plans are being developed to improve both events for 2007. He presented an overview of initiatives planed to improve services provided to the Regions, and plans for the National convention. He also covered revisions to the Strategic and Tactical plans.

MARKETING - Eric Prill

Eric presented the status of current marketing activities and plans for the 2007 advertising campaign, as well as planned improvements to Membership benefits and the SCCA web site.

RISK MANAGEMENT - Peter Lyon

Peter presented the 2007 Event Insurance Rate Plan.

FINANCIALS - Jeff Dahnert

Jeff reported that year end 2006 projections indicate that SCCA Inc. will finish in the black. He presented a proposed budget for 2007.

MEMBERSHIP AND REGION SERVICES - Colan Arnold

Colan reviewed membership and licensing trends and proposals. He also highlighted plans for the National Convention.

RALLY/SOLO - Howard Duncan

Howard gave an overview of Rally and Solo program activities. He covered plans to improve the ProSolo program. He also presented an update on the SCCA Foundations plans to implement a Teen Driving Program.

CLUB RACING - Terry Ozment

Terry presented an analysis of the 2006 Runoffs, highlighting both successes and challenges for 2007.

STEWARDS - Ken Patterson

Ken presented his assessment of the current Stewards program, and his thoughts on implementing continuing improvements to the program.

SOLO EVENTS BOARD - Marcus Merideth

Marcus presented as analysis of participation trends at the Solo Nationals by class.

TECHNICAL SERVICES - Jeremy Thoennes

Jeremy presented an update of the Club Racing Strategic Plan and Tactical Plans.

RUNOFFS - Ray Irwin

Ray Irwin reviewed plans to address issues with the HPT physical facility, to improve both the Solo Nationals and the Runoffs for 2007.

NEW BUSINESS

MOTION: To approve the 2007 Event Insurance Plan as presented by Risk Management. (Porterfield/Jones) PASSED, Unanimous

MOTION: To approve the enhancements to the First Gear program as presented by Colan Arnold. (Jones/Allen) PASSED, Unanimous

MOTION: To approve the 2007 Budget as presented and amended to correct the Solo Tour fees. (Jones/Allen) PASSED, Voting NO, Porterfield, Sheridan, Sauce

MOTION: To accept the Solo Events Board recommendation regarding B Prepared. (Fairer/Gordy) PASSED, Voting NO, Clark, Dent, Engelke. Abstaining, Porterfield

MOTION: To change GCR 9.4.6.b.iii (Open top production cars, without windshields, must have a full height main hoop, at least 1/2 the width by 1/1/2007.) Change the effective date to 1/1/2008. (Sauce/Sheridan) PASSED. Unanimous

MOTION: To approve the following GCR changes as proposed by the Club Racing Board (Sauce/Dent). PASSED.

Voting NO to GCR Item 2, Engleke, Porterfield, Holtz. Voting NO to Formula Item 3, Jones, Sauce, Engelke, Fairer. Abstaining on Formula Item 2, Porterfield, Christian.

The following items were approved

Note - section numbers have been updated to match the 2007 GCR

GCR

Item 2.

Effective 1/1/07: Change section 5.10.3.B.6 as follows:

When a car is disqualified, excluded, or withdrawn, the results should list the cars ~~in the original~~ *at the bottom of the* finishing order, *showing the true finishing order as affected by the disqualification, exclusion, or withdrawal* ~~noting the cars have been affected~~. The results should show the final overall and class positions, as adjusted, for all finishers. ~~The disqualified car (or cars) should be footnoted thusly: "Car number (X) is disqualified (or excluded or withdrawn); all subsequent cars moved up."~~

Item 3.

Effective 1/1/07: Change selected portions of section 9.1.12 to read as follows:

9.1.12. Participation ~~Level~~ *Requirements for National Status*

A. A National Championship class shall retain its National Championship status as long as *its annual* ~~the~~ average number of *entrants* ~~qualifiers~~ remains at *2.5* ~~3.5~~ or more per *National* event, ~~in the top five (5) divisions per class~~.

B. When the average number of *entrants* ~~qualifiers~~ in a class at Nationals falls below *2.5* ~~3.5~~, the class shall be allowed one additional year to bring the participation level above the current requirement. Alternatively, it may be immediately consolidated into an existing class. If, in the grace year, the class does not exceed the current requirement per National race, it shall either be consolidated into an existing class or revert to a Regional only class.

C. *Based on member input*, a Regional Class *meeting or exceeding* ~~with participation levels 0.5 above~~ the participation requirements outlined in paragraph 9.1.12.A. *for one (1) year* ~~two (2) successive years~~ may be considered for inclusion in the National Championship racing program, except Improved Touring.

D. *Based on member or manufacturer input, the CRB may recommend the creation of new National classes to the BoD for approval. National classes created under 9.1.12.D. shall be given five (5) years to attain an average of 2.5 cars per National event before being considered for consolidation or reversion to Regional status per paragraph B above.*

Note 1: For the purposes of this section, "entrants" shall be defined as drivers classified in the final official race results of National races as finishers, did-not-finish (DNF), or disqualified (DQ). Drivers classified as did-not-start (DNS) shall not count as entrants.

Note 2: For the purposes of this section, GTL shall be considered a new class from 2005, T3 and Spec Miata from 2006, and B Prepared, D Prepared FSCCA, and Formula 1000 from 2007.

Production

Item 2.

Effective 1/1/07, change section 9.4.6. to read as follows:

All automobiles shall have full width roll cages. Roll cages may be of two (2) designs, low front hoop or high front hoop. Specific installations are subject to approval by the Technical and Safety Inspectors at each event. The Technical Staff of Club Racing, with the concurrence of the Club Racing Board, shall have the responsibility to ensure specification compliance with SCCA safety standards. Alternate structures which do not

meet the following criteria will not be considered unless they are eligible under Section 9.4.6.B.2. Cars that are not in compliance with these roll cage requirements but were issued logbooks and/or gold cards" prior to 1/1/05 may continue to use their existing roll cages until *1/1/08.*

Effective 1/1/07:

Delete section 9.4.6.A.2.b.iii. in its entirety

Grand Touring

Item 1.

The Club Racing Board is recommending the following rule change for GT2.

Effective 1/1/07, change the second sentence of section 9.1.2.F.4.b.12 as follows:

It shall not protrude beyond the overall outline of the car as viewed from above *except in GT2 where a front splitter may extend up to two (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.

Formula

Item 1.

Based on member input and participation the Club Racing Board is recommending that FSCCA be removed from Formula Atlantic and have its own, stand-alone National Class.

Effective 1/1/07: Add FSCCA to the list of classes under Section 9.1.1. FSCCA (FE) Remove Formula SCCA from the FA classification table section 9.1.1.A.1.a.2.

Item 2.

Effective 1/1/07: Change section 9.1.1.D.6.b as follows:

~~There shall be a crushable structure, securely attached to the front bulkhead, with a minimum cross section of 200 sq. cm (31 sq. in.), 40cm (15.75") forward of the clutch and brake pedals (not depressed)constructed of a minimum of eighteen (18) gauge 6061 T4 or equivalent aluminum.~~ Front and rear impact attenuation structures are strongly recommended. Impact attenuation structures shall be securely attached to the entirely sprung part of the car. Attachment of any front impact attenuation structure shall not extend more than 50mm to the rear of the front bulkhead. Impact attenuation structures may be fabricated from metallic and/or composite materials.

The following items were rejected

GCR

Item 1.

Effective 1/1/07: Change section 6.7.3.A as follows:

In order to be considered a finisher, a car shall complete half the distance covered by the ~~overall~~ winner of the *same class*. If the race length is an uneven number of laps, divide the ~~overall~~ *class* winner's laps by two and round down to the nearest whole integer. A car has five (5) minutes after the checkered flag is displayed to complete his or her lap.

Item 4.

Effective 1/1/07, add a new section to 9.3.28 to read as follows:

D. Minimum Weight Decals

The specified minimum weight shall be displayed on both sides of the racecar. The numbers shall be sufficient in size and legibility to be read from a distance of ten feet. If the displayed number should be found at any time to be lower than the current ***specified*** *minimum weight,* ***this shall be considered a violation of the rules.***

Production

Item 1.

Effective 1/1/07, change sections of 18.6 to read as follows (sections not listed are unchanged). Note - updated figures will be published at a later date. (now section 9.4.6)

A. Main Hoop:

For all cars, the main hoop (behind the driver) shall be full width of the cockpit.

1. Closed Automobiles:

a. The main hoop shall be as near to the roof as possible.

2. Open top Automobiles:

a. The main hoop shall be continuous not less than two (2) inches above the driver's helmet with the driver seated normally and restrained by seat belt/shoulder harness as illustrated in Figure 7A.

b. Open top automobiles without a windshield may use an asymmetric main hoop provided:

1. The main hoop shall be full height (over the driver) for a minimum of 50% of the width of the hoop as illustrated in figure 7A. The base measurement to determine the 50% will be the inside dimension of the main hoop at the attachment to the structure.

2. On the passenger side of the car, the hoop shall be at least as high as the top of the rear corner of the door as illustrated in Figure 7A.

3. All cars must have correct shape main hoop by 1/1/2007 except those cars issued a "gold seal" and/or "gold card" prior to 1/1/05, which must be compliant by 1/1/10.

B. Front Hoop:

For all cars, the front hoop shall be full width of the cockpit.

1. Closed Automobiles and open top automobiles with a windshield:

a. The front hoop shall follow the line of the front pillars to the top of the windshield and be connected, by horizontal bars, to the top of the main hoop.

b. Instead of a single front hoop, two (2) side hoops following the line of the front pillars to the top of the main hoop may be used. These two (2) side hoops are to be connected by a horizontal bar over the top of the windshield. (See Figure 6)

c. Another option is a top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the line of the front pillars to the floor.

d. Double "ear-type" joints are allowed, provided that they are fully welded at all mating surfaces.

e. All front hoop options (a, b, c) shall be connected to the main hoop in the following manner.

1. On open top cars, attachments shall be no more than six inches below the top of the main hoop.

2. On closed top cars, attachments shall be as close to the roof as possible.

2. Open top Automobiles without a windshield and with a high front hoop design.

a. Front hoop requirements for open top automobiles with a windshield are to be followed with the following exceptions.

1. Since the windshield frame is to be removed with the windshield, there is no requirement to follow the line of the A-pillar.

2. Since there is no windshield for the hoop to be above, the front hoop shall be above the driver's line of sight.

3. Open top Automobiles without a windshield and with a low front hoop design

a. Low front hoops shall be cowl height, or at a minimum, a straight line drawn from the top of the main hoop to the top of the front hoop shall pass over the driver's helmet (See figure 7A).

b. Open cars with a low front hoop shall have two braces extending from the main hoop to the low front hoop. These braces shall be mounted no lower than six inches below the top of the main and front hoops as illustrated in Figure 7A.

C. Fabrication - Open and Closed Automobiles

The main hoop shall be one continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The minimum radius for all bends shall be three (3) times the tube diameter measured from the tube centerline. Whenever possible, the roll hoops should start from the floor of the automobile, and, in the case of tube frame construction, be attached to the tubes by means of gussets or metal webs in order to distribute the loads. On automobiles of frameless or uni-body construction, consideration should be given to using a vertical roll hoop of 360 degrees completely around the inside of the automobile and attached with suitable mounting plates.

18.6.1. Bracing - Open and Closed Automobiles

All required bracing shall be the same diameter and wall thickness as listed in 18.1.6., Material. (Main and Front Hoops)

A. Main Hoop Bracing:

Rear Braces: All main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top), be outboard as much as practical, and at an included angle of at least thirty (30) degrees. Rear braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

Diagonal Brace: All main hoops shall incorporate a diagonal brace to prevent lateral distortion of the main hoop. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (described above) to the bottom of the opposite rear brace. Automobiles with mid mounted engines can have the lower mounting point attach to the frame of the automobile within six (6) inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop.

B. Removable Bracing:

Removable bracing shall incorporate connectors of the double lug, tapered, or muff type as shown in Figures 9, 10, and 11. The double lug type shall include a doubler, gusset, or capping arrangement so as to avoid distortion or excessive strain caused by welding.

C. Front Hoop Bracing:

There shall be two (2) braces extending forward from the front hoop to brace the front hoop and protect the driver's legs. It is recommended that this bracing extend to the bulkhead in front of the driver's feet; but, in any case, it shall be integrated into the frame or chassis to provide substantial support for the front hoop. Front braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

Main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top) and at an included angle of at least thirty (30) degrees. Rear braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

18.6.2

Any main roll hoop design which dose not comply with the specifications in 18.6 will only be considered if it is accompanied by engineering specifications signed by a registered engineer. No alternate roll hoop will be considered unless it contains a main hoop having a minimum tubing size of 1.375" x .080" wall thickness. The roll bar must be capable of withstanding the following stress loading applied simultaneously to the top of the roll hoop : 1.5 (X) laterally, 5.5 (X) longitudinally in both fore and aft directions, and 7.5 (X) vertically , where (X) = the minimum weight of the car.

MOTION: To ask Jeff Dahnert to determine if an adjustment to the per diem rate is appropriate only for the 2007 National Convention. (Jones/ Fairer) PASSED, Voting NO, Sheridan, Holtz

MOTION: The Board of Directors wishes to convey its sincere appreciation to Tasha Marlow, for 20 years of dedicated service to the SCCA and wishes her every success in her new endeavors. (Sheridan/Fairer) PASSED, Unanimous

MOTION: The Board of Directors wishes to convey its sincere appreciation to Eric Prill for 10 years dedicated service. (Christian/Sheridan) PASSED, Unanimous

MOTION: The Board of Directors wishes to convey its sincere appreciation to Mike Engelke for his three years of outstanding service on the Board. (Holtz/Christian) PASSED, Unanimous

MOTION: That the Board of Directors Wishes to recognize Richard James for his dedication and devotion to *Sports Car* Magazine (Allen / Gordy). PASSED, Unanimous

MOTION: The Board of Directors, on behalf of the Club and the Solo Community, acknowledges and thanks Roger Johnson of the Houston Region for his tireless efforts over the last two years in making the Tire Rack SCCA Solo National Championship such a success, especially during the relocation of the event to HPT in 2006.(Fairer/ Clark) PASSED. Unanimous

MOTION: The Board of Directors wishes to convey its sincere appreciation to John Martinsen and Brian Culbertson for their dedicated service on the CRB. (Sauce/ Jones) PASSED, Unanimous

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

2007 AUTHORIZED COMPETITION LICENSE ISSUING SCHOOLS

REGIONAL

AMERICAN RACING ACADEMY
7055 Speedway Blvd, Ste E102
Las Vegas, NV 89115
702-643-2160, 877-463-7223
www.AmericanRacing Academy.com

BOB BONDURANT SCHOOL
P O Box 51980, Phoenix, AZ 85076-1980
520-796-1111, www.bondurant.com

REGIONAL & NATIONAL

BARBER RACING SCHOOL
PO Box 1629, Lakeville, CT 06039-1629
860-435-1300, www.skipbarber.com

BERTIL ROOS RACING SCHOOL
P.O. Box 221, Blakeslee, PA 18610
800-722-3669, www.racenow.com

BRIDGESTONE RACING ACADEMY
C/O Mosport Driver Development Cntr.
Box 373, Pontypool, Ontario L0A1K0
905-983-1114, fax 905-983-1004
www.race2000.com, info@race2000.com

THE JIM RUSSELL RACING SCHOOLS
Infineon Raceway
29305 Arnold Dr, Sonoma, CA 95476
707-939-7600, www.jimrussellusa.com

PANOZ RACING SCHOOL
5290 Winder Hwy, Braselton, GA 30517
888-282-4872,
www.panozracingschool.com

PETTIFORD'S GO 4 IT RACING SCHOOLS
374 N 96th St., Louisville, CO 80027
303-666-4113, www.go4itservices.com

For corrections or additions, contact Terry Ozment at 1-800-770-2055 or tozment@scca.com

BOARD OF DIRECTORS' MINUTES

BOARD OF DIRECTORS' MINUTES|SPORTS CAR CLUB OF AMERICA, INC.| *December 9, 2006*

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, Kansas, December 9, 2006. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones.

2007 Board Of Directors Officers and Committees

Officers

Chairman - Bob Introne

Vice Chairman - R.J. Gordy

Secretary - Jim Christian

Assistant Secretary - Kaye Fairer

Treasurer - K.P. Jones

Assistant Treasurer - John Sheridan

5th Member Executive Committee - Brian Holtz

1st Alternate Executive Committee - Mike Sauce

2nd Alternate Executive Committee - John Sheridan

Liaisons

Solo Events Board -Charlie Clark, Kaye Fairer

Club Racing Board - Mike Sauce, Bob Lybarger

Road Rally Board - Howard Allen

Enterprises - Andy Porterfield

Insurance - Larry Dent

Stewards - Bob Lybarger

COA - Howard Allen

SCCA Foundation - Larry Dent

SCCA Pro - Brian Holtz

Committees

B&F Committee - Jones (chair), Sauce, Sheridan, Porterfield, Holtz

Compensation Committee - Gordy (chair), Lybarger, Dent, Fairer, Jones

Insurance Committee - Dent, Sherrod, Case, Hill

Planning Committee - Sheridan (chair), Clark, Christian, Fairer, Gordy

Race Track Committee - Holtz (chair), Allen, Fairer, Dent

NEW BUSINESS

MOTION: To approve the following program board appointments. (Sauce/Lybarger) PASSED, Unanimous

APPOINTMENTS

CLUB RACING BOARD

Bob Dowie - Chairman

Stan Clayton

Peter Keane

Russ McHugh

2007 ACCREDITED DRIVER SCHOOLS

DRIVING DYNAMICS
54 Birch Avenue, Little Silver, NJ 07739
732-219-0404, www.drivingdynamics.com

FAASST PERFORMANCE DRIVING SCHOOL
4771 Barnes Road
Colorado Springs, CO 80917
East Coast: 703-349-0875
West Coast: 719-761-1372
www.faasst.com

MSR HOUSTON
1 Performance Drive
Angleton, TX 77515
281-672-0661
www.msrhouston.com

THE MID-OHIO SCHOOL TrueSports Inc.
545 Metro Place So. Ste. 400, Dublin, OH 43017-5367
614-793-4615, www.midohioschool.com

PRO DRIVE RACING SCHOOL
1940 N. Victory Blvd., Portland, OR 97217
503-285-4449, www.prodrive.net

PROFORMANCE RACING SCHOOL
P.O. Box 791, Bellevue, WA 98009
253-630-5130,
www.proformanceraceschool.com

SLR UNLIMITED The Driving Experience
Contact: Mercedes-Benz Customer Assistance Center
1-800-FOR-MERCedes
SLR Liasons: Kathy Troutman or Robert Daschil

SPRING MOUNTAIN ADVANCED DRIVING SCHOOL
3601 S. Hwy 160
Pahrump, NV 89048
888-VET-4Fun
www.springmountainmotorsports.com

For corrections or additions, contact Terry Ozment at 1-800-770-2055 or tozment@scca.com

Craig Taylor

Chris Albin

STEWARDS PROGRAM

Ken Patterson - Chairman

Gary Meeker - NP

Tom Brown - SW

Joseph Hobbs - RM

Rob Walker - SP

Norm Floyd - MW

Angelo Gazzola - CEN

Rick Mitchell - SE

Jack Hanifan - NE

Stephen Harris - GTLKS

NATIONAL ADMINISTRATORS

Driver Licensing	Lisa Noble
F&C	Anne Hefte
Emergency Services	Dan Kenber
Race Administration	Marina Kraft
Registration	Rusty Clayton
Scrutineering	Bill Pichardo
Sound Control	Wayne Briggs
Starters	Dee Greaves
Timing and Scoring	Connie Peplowski
Archivist/ Historian	Peter Hylton
Grid/Pit	Galye Lorenz
Medical Safety	Dr. Jim Butler

COURT OF APPEALS

Mike West, Chairman

Sue Roethel, Secretary

Robert Horansky

Dick Templeton

Fred Schmucker - Alternate

Tom Hoffman - Alternate

SOLO EVENTS BOARD

Dick Berger - MIDIV

Ron Bauer - NORPAC

Jason Isley - SOPAC

Chris Dorsey - RMDIV

Andy Hollis - SOWDIV

Marcus Meredith - GTLKSDIV - Chairman

MAJOR CIRCUIT CONTACTS

ARROYO SECO MOTORPLEX
Fairacres, NM
P. O. Box 199
Fairacres, NM 88033
505-523-6192 - 505-526-5891 (fax)
www.arroyo-seco.com

BEAVERUN MOTORSPORTS COMPLEX
Wampum, PA
201 Pendale Road, Wampum, PA 16157
724-535-1000, fax 724-535-0100
admin@beaverun.com

BLACKHAWK FARMS RACEWAY
Rockton, IL
PO Box 347, Rockton, IL 61072
815-389-2000, fax 815-389-3323

BUTTONWILLOW RACEWAY PARK
Buttonwillow, CA
24551 Lerdo Hwy, Buttonwillow, CA 93206
661-764-5333, fax 661-764-5334

CAROLINA MOTORSPORTS PARK
Kershaw, SC
3662 Kershaw Camden Hwy, P. O. Box 366
Kershaw, SC 29067, 803-475-2448

DAYTONA INTERN'L SPEEDWAY
Daytona Beach, FL
1801 W. International Speedway Blvd.
PO Box 2801, Daytona Beach, FL 32114
386-254-2700

FIREBIRD INTERN'L RACEWAY PARK
Chandler, AZ
20000 North Maricopa Road at I-10
PO Box 5023, Chandler, AZ 85226
602-268-0200

GATEWAY INTERNATIONAL RACING
Madison, IL
700 Raceway Boulevard
Madison, IL 62060
618-482-5501
618-482-5595 fax

GINGERMAN RACEWAY
South Haven MI
61414 CR 388
South Haven, MI 49090
616-253-4445)

GRATTAN RACEWAY
Grattan, MI
7200 Lessiter, Belding, MI 48809
616-691-7221, 616-453-4389

HALLETT MOTOR RACING CIRCUIT
Hallett, OK
2232 S. Nogales
Tulsa, OK 74107-2286
918-583-1134, 6, fax 918-583-1135

HEARTLAND PARK TOPEKA
Topeka, KS
P. O. Box 19228, Topeka, KS 66619
785-862-4781, 785-862-7223,
fax 785-862-2016

HOLTVILLE AERODROME INTERNATIONAL RACEWAY
San Diego, CA
c/o Aviation Concepts Enterprises
6983 Belle Glade Lane, San Diego, CA 92119

HOMESTEAD-MIAMI SPEEDWAY
Homestead, FL
One Speedway Boulevard, Homestead, FL 33055
305-230-5200, fax 305-230-5223
ww.homesteadmiamispeedway.com

INDIANAPOLIS RACEWAY PARK
Indianapolis, IN
10267 E. US Hwy 136
Indianapolis, IN 46234
317-291-4090

Donnie Barnes - SEDIV

Steve Wynveen - CENDIV

Tina Reeves - NEDIV

DIVISIONAL SOLO STEWARDS

Todd Ferris - SWDIV

Karl Rickart - SEDIV

Pete Hetman -CENDIV

Vern Maxey - MIDIV

Robbie Robinson - SOPAC

TBD - NORPAC

Chris Franson- NEDIV

Mark Dempsey - RMDIV

Jason Tipple -GTLKSDIV

SOLO SAFETY COMMITTEE (SSC)

Al Mitchell, Chair

Kathy Barnes

Glenn Duensing

John Lieberman

Bruce Bellom

Rick Swartz

Cal Craner

Janice Rick

DIVISIONAL SOLO SAFETY STEWARDS (DSSS)

Charles Jarvie - NORPAC

Bruce Bellom - NEDIV

John Lieberman - SWDIV

Al Mitchell - SEDIV

Rick Swarts - CENDIV

Jan Rick - MIDIV

Glenn Duensing - SOPAC

Josh Hadler - RMDIV East

CalCraner - RMDIV West

Road Rally Board

Tim Craft (Chair)

Ron Ferris

Lois Van Vleet

Steve Gaddy

Richard Beatie

Kevin Poirier

Jessica Toney

MAJOR CIRCUIT CONTACTS

(continued)

INFINEON RACEWAY
Sonoma, CA
Highways 37 and 121, Sonoma, CA 95476
707-938-8448, fax 707-938-8430

LAJUNTA RACEWAY
LaJunta, CO
PO Box 321, LaJunta, CO 81050
719-384-8052 (after 9 pm)

LIME ROCK PARK
Lime Rock, CT
497 Lime Rock Road, PO Box 111,
Lakeville, CT 06039
800-RACE LRP, 860-435-5000

LONG BEACH GRAND PRIX ASSOC'N
Long Beach, CA
3000 Pacific Avenue, Long Beach, CA 90806
562-981-2600, fax 562-981-2616
www.longbeachgp.com

LOWES MOTOR SPEEDWAY
Concord, NC
5555 Highway US 29 No., Concord, NC
28026-0600
704-455-3200, fax 704-455-2547

MAZDA RACEWAY AT LAGUNA SECA
Monterey, CA
1021 Monterey Highway 68, Salinas, CA 93942
408-648-5111, 408-373-0533

MEMPHIS INTERNATIONAL MOTORSPORTS
PARK Millington, TN
5500 Taylor Forge Road, Millington, TN 38053
901-358-7223, fax 901-358-7274

MID-AMERICA MOTORPLEX
Pacific Junction, IA
19340 Jesup Road, Pacific Junction, IA 51561
712-662-8122, fax 712-622-8147
www.midamericamotorplex.com

MID-OHIO SPORTS CAR COURSE
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7721 Steam Corners Road, PO Box 3108
Lexington, OH 44904
419-884-4000
Office: True Sports, Inc.
545 Metro Place South, Suite 400
Dublin, OH 43017-5367
614-793-4600, fax 614-793-4621
www.midohio.com

MOROSO MOTORSPORTS PARK
Palm Beach, Gardens, FL
17047 Beeline Hwy.
Palm Beach Gardens, FL 33410
516-622-1400

MOSPORT INTERNATIONAL RACEWAY
Markam, Ontario, CANADA
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705-277-1077, www.race2000.com

NELSON LEDGES ROAD COURSE
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NEW HAMPSHIRE INTERNATIONAL SPDY
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tix 603-783-4931

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253-639-3002, Pacificraceways.com

PHOENIX INTERNATIONAL RACEWAY
Phoenix, AZ
PO Box 13088, Phoenix, AZ 85002
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RACEDAY 602-932-0777

Divisional Road Rally Stewards

Southeast - Bob Ricker

Southern Pacific - Jeanne English

Central - Mike Thompson

GLDiv - Mike Bennett

Northeast - Fred Mapplebeck

Midwest - Bruce Bettinger

Rocky Mountain - R. Dale Kraushaar

Northern Pacific - Matt Tabor

Southwest - Sasha Lanz

Road Rally Board

Kevin Poirier - Chairman

Charles Edward

Tim Craft

Lois Van Vleet

Rick Beattie

Tim Craft

Divisional Road Rally Stewards

Bob Ricker - SEDIV

Jeanne English - SOPAC

Mike Thompson - CENDIV

Mike Bennett - GLDIV

Ted Goddard - NEDIV

Bruce Bettinger - MIDDIV

Matt Tabor - NORPAC

Sasha Lanz - SWDIV

TBD - RMDIV

RoadRally Rules Committee

Rick Beattie - Chairman

Jim Friedman

W. David Teter

Dave Kolb

J Toney

Mike Thompson

Divisional RallyCross Stewards

Sasha Lanz - SWDIV

David Rudy - GLDIV

Breon Nagy - CENDIV

Jeff Templeton - MIDDIV

Scott Beliveau - NEDIV

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(continued)

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VIRGINIA INTERNATIONAL RACEWAY
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For corrections or additions, contact Nancy McMaster Fritts at 303-443-1362, fax 303-442-9991 or nmcmaster@scca.com

Ben Bradley - NORPAC

Karl Sealander - RMDIV

David Brooks - SEDIV

Eli Gilbert - SOPAC

RallyCross Board

Tom Nelson - Chairman

Mark E Walker

Mark Utecht

John Barnett

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

BOARD OF DIRECTORS' MINUTES

BOARD OF DIRECTORS' MINUTES|SPORTS CAR CLUB OF AMERICA, INC.| *December 12, 2006*

The Board of Directors, Sports Car Club of America, Inc. met via email December 12th 2006. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Mike Engelke Kaye Fairer, R. J. Gordy, Brian Holtz, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones.

Motion: To approve the following RallyCross rules for 2007.
(Allen/Jones) PASSED, Not voting, Porterfield

SCCA® RallyCross

RULES

2007 PROPOSED Edition
Sports Car Club of America®, Inc.
P.O. Box 19400
Topeka, Kansas 66619-0400
1-800-770-2055
www.scca.com
rallycross@scca.com

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First printing _____ 2006

Published by:

Sports Car Club of America®, Inc.
P.O. Box 19400
Topeka, Kansas 66619-0400

Copies may be ordered from:

SCCA Properties
P.O. Box 19400
Topeka, Kansas 66619-0400
1-800-770-2055

FOREWORD

Effective January 1, 2007 previous editions of the SCCA **RallyCross** Rules are superseded by the following **SCCA RallyCross Rules (RXR)**. The SCCA reserves the right to revise these Rules, to issue supplements to them, and publish special rules at any time at its sole discretion. Changes of this nature will normally become effective upon publication in *Fastrack* on the official SCCA website; but may become effective immediately in emergency situations as determined by SCCA.

All correspondence should be addressed to: SCCA **RallyCross** Board, P.O. Box 19400, Topeka, Kansas 66619-0400. E-mail submissions may be made to rallycross@scca.com.

Questions concerning **RallyCross** Rules clarifications should be addressed to: SCCA RallyCross Board, C/O Rally Department, P.O. Box 19400, Topeka, Kansas 66619-0400. E-mail submissions may be made to rallycross@scca.com.

Portions of these Rules are substantially different from previous editions. Participants are advised to read the entire book.

It shall be understood that the (™) (SM) mark and/or (®) mark which reference **RallyCross**, SCCA® and SportsCar® shall be consistent throughout this rulebook without further notation. The masculine pronouns he, him, and his will be used generically, without actual reference to gender.

Finality of Interpretation and Application

The interpretation and application of the **SCCA RallyCross Rules** by SCCA officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all members, including competitors and officials, expressly agree that:

A. They are familiar with the **SCCA RallyCross** Rules and agree to abide by them;

B. Determinations by SCCA officials are non-litigable;

C. They will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and,

D. If a participant initiates or maintains litigation in violation of this provision, that participant agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

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SCCA RallyCross Rules

ARTICLE 1 RALLYCROSS EVENTS

1.1 DEFINITION

A **RallyCross** is any event (where an event is considered to be an entire program of competitions) in which one vehicle at a time is timed over a clearly defined course, with elapsed time and appropriate penalties for course deviations being the determining factor for awards. This shall not preclude the running of more than one vehicle at a time, provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation. Events will generally be held on an unpaved, flat surface, wherein the course generally consists of short straight sections and connecting turns or corners. These events are held on short courses that emphasize vehicle handling and agility rather than speed or power.

1.2 REVISION OF RALLYCROSS RULES

The SCCA may revise these rules or issue supplements to them at any time, via Tech or Competition bulletins in Fastrack on the official SCCA website. All supplements will have a published effective date.

1.3 REPLACEMENT OF RALLYCROSS RULES

Effective on January 1 of each year, all previous editions of the RallyCross Rules will be superseded by the current edition. No revisions previously published in SportsCar will remain in effect unless included in the new edition of the RallyCross Rules.

1.4 CO-SANCTIONED/CO-SPONSORED EVENTS

The prohibition against co-sanctioning and /or co-sponsoring events by SCCA shall not prevent cooperation by SCCA Regions with other organizations provided that the events are controlled by the sanctioning Region, and are conducted in accordance with SCCA rules and regulations pertaining to the event.

ARTICLE 2 RALLYCROSS BOARD

2.1 APPOINTMENT

The SCCA Board of Directors (BOD) shall appoint a Chairman and up to six other members annually to the RallyCross Board (RXB). The BOD shall also appoint Divisional **RallyCross** Stewards. Current appointees are listed on the SCCA website (www.scca.com), published in the current edition of the SCCA Directory and available from the National Office Rally Department.

As openings occur on the RXB, vacancies will be announced in the Fastrack section of the SCCA.com website. All applications will be reviewed by the RXB and recommendations will be given to the BOD for final approval.

2.2 DUTIES

A. The RXB develops the rules, standards, and procedures that govern SCCA RallyCross events for the enjoyment, fairness, and safety of participants and spectators. The RXB also directs the evolution of the sport in accordance with the goals and procedures of the SCCA, member input, and shifts in the marketplace. The RXB makes rule clarifications and procedural changes as needed at any time. Such clarifications may become effective as soon as they are posted on the SCCA website with a stated effective date.

B. The RXB may also establish and appoint advisory positions to assist with special areas of concern.

C. The development process for current (and future) rules will follow this general timeline.

1. RXB will agree on the concept for rules revisions, and post for member input.

2. RXB will examine all member input and, if applicable, forward the change to the SCCA Rally and Technical Departments for specific wording.

3. If applicable, the specific wording will be forwarded to the SCCA Board of Directors for approval. The majority of rule changes for the subsequent year will typically be sent to the BOD for consideration at the BOD's August meeting.

As some changes may need additional time for consideration by the RXB, the membership, or the BOD, these rule changes would be sent to the BOD for consideration by their early November meeting.

4. Rules will be published with a stated effective date.

D. Duties of the RXB members shall include:

1. Chairman: Organize the efforts for strategic planning for the sport. Schedule and chair RXB meetings, assigning tasks to board members as needed.

2. Other tasks that will be assigned annually to members of the RXB include Competitor Liaison, Organizer Liaison, and Secretary.

3. Subcommittees will include a Technical Advisory Committee and any other Committee the RXB deems necessary.

E. The RXB shall further be responsible for the development and maintenance of a uniform plan, requirements and procedures regarding event, competitor, marshal, spectator and general participant safety in their capacity as the RallyCross Safety Committee.

Rally Cross Board 2006

Position	Appointee	Year Appointed	Planned Succession Date
Chairman	Tom Nelson	2005	2006
At Large	Mark E Walker	2006	2008
At Large	Mark Utecht	2006	2008
At Large	John Barnett	2006	2007
At Large	Position Open		

ARTICLE 3 DIVISIONAL RALLYCROSS STEWARDS

3.1 One **RallyCross** Steward per division is appointed by the RXB, subject to the approval of the BOD. The **RallyCross** Stewards are responsible to the RXB for developing, supervising, and administering a program of **RallyCross** events in their respective divisions in accordance with the rules, standards, and procedures established for **RallyCross** programs. The Divisional **RallyCross** Steward must be a current SCCA member.

3.2 RESPONSIBILITIES

General duties and tasks are outlined in the **SCCA Operations Manual**. Their specific duties are as follows:

A. Responsible to the RXB for the supervision and administration of SCCA policies, rules and standards with respect to SCCA **RallyCross** events conducted within their division. Responsible for developing, supervising and administering a program of **RallyCross** events. Such a program may include a formal Divisional Series that includes drivers points in their respective Divisions in accordance with the rules, standards and procedures established for the **Rally Cross** program.

B. Additionally, maintain liaison with the RXB Board and its advisors, appropriate SCCA officials within the Division, event organizers, and competitors.

C. Coordinate scheduling of events within the Division and with other Divisions in order to maintain an orderly and successful calendar for **RallyCross** participants. This will be done in coordination with the National Office Rally Department.

D. If Divisional fees are established, the Divisional Steward must submit a complete, detailed description of said fees at the beginning of the season and a financial statement at the end of each season to the RXB for each season that the fees are in force.

E. Review event applications and safety plans for all **RallyCross** events held in the Division.

F. Review and issue final approval for issuance of SCCA sanction when standards have been appropriately met for event regulations.

G. Assign an Event Steward for each event or act in that particular capacity as required. Event Steward (or designee) duties include heading up the Protest Committee if appropriate.

H. Assign a Safety Steward for each event or act in that particular capacity as required (but not as the Event Steward simultaneously). The Safety Steward duties include review of the event Safety Plan and supervising the course and spectator safety the day(s) of the event.

I. Promote the growth of the sport in the Division by assisting event organizers in the maintenance and improvement of event quality.

J. Make recommendations to the RXB for the improvement or general development of **RallyCross** Rules and program.

K. Make recommendations to the RXB for annual awards.

L. Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.

Appointee	Position	Year Appointed	Planned Succession Date
Sasha Lanz	SWDIV	2003	n/a
David Rudy	GLDIV	2005	n/a
Breon Nagy	CENDIV	2003	n/a
Jeff Templeton	MIDDIV	2003	n/a
Scott Beliveau	NEDIV	2003	n/a
Ben Bradley	NORPAC	2003	n/a
Karl Sealander	RMTN	2006	n/a
David Brooks	SEDIV	2004	n/a
Eli Gilbert	SOPAC	2006	n/a

ARTICLE 4 MANDATORY PROVISIONS

4.1 Sections 1 (all), 2 (all) and 3 (all), 4.1, 5 (all), 6.1, 6.2.b, 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

Variations from the remaining non-mandatory sections of these rules are allowed for regional events and must be included as requested sanction exceptions on the sanction application and must be in the National Office no later than a minimum of 14 days prior to said event. See Article 5.6 (Sanction Requirements) for further details.

ARTICLE 5 RALLYCROSS RULES

5.1 COMMON SENSE AND RallyCross COURSES

RallyCross events are non-speed events under the rules of the SCCA. The normally expected maximum speeds for straights and turns are described in the course safety and layout section (Article 5.3). However, speed alone is not the operative factor in determining what is and is not a proper **RallyCross** event.

Safety is the operative word and hazards on the course must not exceed those encountered in legal non-paved road travel. For example, if there are two identical 30 mph turns, one bordered by a 50-foot drop off or a solid row of trees some 20 feet away, and the other turn is bordered by 50-feet of flat, obstacle-free area, the hazards involved are much different. The former is clearly not permissible for a **RallyCross** event and the latter clearly is an acceptable turn.

No event will place additional hazards on the event course. This includes steel supports for course arrows, signage, and related items.

A **RallyCross** event is also open to novices in any vehicle that can pass safety inspection. Course designers must take this into consideration when developing the course for any event. It would be possible to set extremely strict and rigid limits on **RallyCross** events regarding speed and/or course dimensions; however, it is not the intent of these rules to outlaw event sites that cannot accommodate a course of certain stated dimensions. Similarly, it is not the intent to create the impression that so long as some safe but arbitrary speed limit is not exceeded, these rules are adhered to. A course can be designed to have slow, technical corners that require not getting out of first gear or a moderate speed where there are many turns and the competitor is always being challenged. The first course will present additional concerns as the corners likely develop ruts during the running of the event. The second course will be more likely to last longer and be more easily modified for safety reasons as well as providing the perception of greater speed to the competitors.

Basically, **RallyCross** event speeds are limited to what is "reasonable and prudent for the conditions encountered," subject to the constraint that top speeds be within an allowable range described in the course safety and layout rules section. Laying out a course that will comply with the safety requirements defined in these rules calls for the exercise of good judgment and common sense.

5.2 EVENT OPERATING RULES

A. All SCCA sanctioned events must be insured for event liability and participant accident coverage by the SCCA Master Plan. A valid insurance certificate for the event must be posted at registration on the Notice Board before the event may begin and must remain posted until the conclusion of the event. The steward(s) shall delay the beginning of the event until he is satisfied that the insurance required under this Article has been provided. All events will have a Notice Board available for the competitors to review at registration. At a minimum this board will contain the SCCA Insurance Certificate that includes the event sanction number. Additional information may be posted at the discretion of the organizers. Once competition begins, the board may be relocated to a location specified in the event Supplemental Regulations or a place mutually agreed upon by the committee and posted on the board at registration.

B. Drivers must possess a currently valid automobile driver's license. Any license or permit that requires another licensed driver in the vehicle (learners permit) is not acceptable. Minor drivers under 18 years of age must be able to show that they have permission to operate the vehicle in the event. **Drivers at Divisional or National events must be current SCCA members.**

C. One (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (6.3A-N) and is registered for competition on that day. The passenger must be no younger than twelve (12) years of age and has met all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the DOT/Snell requirements for competition use as recognized by the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (6.3H).

Participant waivers:

The individual (parent/guardian, as appropriate) has completed and signed the required participant waiver(s). In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run. However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, an individual would be allowed at Regional events where a passenger is permitted. Passengers are not allowed during competition runs in Divisional or National Events.

D. All vehicles shall be subject to a strict safety inspection based on the RXR. See Article 6.3 for these rules, including vehicle configuration restrictions during course runs.

E. The method of scoring the event (all runs, dropping one or more runs, fastest run only, etc.) and the penalties for course deviations and course marker displacement shall be posted and available to all competitors. Additionally, this information must be included in the supplementary regulations submitted with the sanction application (Article 5.6).

F. Vehicle classifications to be used, minimum class size, class merger plan, and distribution of awards shall be established prior to the event and available to all competitors.

G. An Event Steward must be appointed by the Divisional **RallyCross** Steward to supervise the running of the event. This person must be an SCCA member.

H. All participants, including competitors, workers, crew, members, and guests, must sign the SCCA waiver form. Spectators should sign the waiver.

I. Any participant considered by the Event Chairman or Steward to be under the influence of alcohol or narcotics shall be removed from the event. The Divisional **RallyCross** Steward, **RallyCross** Board, and SCCA National Rally Department will be notified as soon as possible after the event if the person is an SCCA member.

J. Competitors driving in an unsafe manner at or near the event location or displaying unsportsmanlike conduct may be disqualified.

K. It is required for emergency purposes that a public telephone, cellular telephone, or ham radio be available at the event site or at a known nearby location. It is recommended that the event chairman (or designee) contact local authorities if the location is in a rural area to inform them of the event. It is recommended that all events have an ambulance and/or an EMT onsite.

L. Each driver will be provided an opportunity to walk or drive through the course or to have a parade lap prior to the first official run.

M. Car/Driver Limits:

1. A driver may enter an event only once.

2. A given car may be entered by no more than two drivers in the same class.

3. If, during the event, a vehicle experiences mechanical problems resulting in its permanent withdrawal from the day's competition the driver may finish his/her runs in another car legal in that class.

N. An entrant is defined as a person who has fulfilled the necessary requirements to enter the event.

5.3 COURSE SAFETY AND LAYOUT RULES

When laying out a course, the size of the vehicles competing should be taken into consideration. The dimensions specified in the following rules are only minimums. Courses must be tight enough to allow vehicles to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Rally Stock category vehicles and should not normally exceed 60 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for Rally Stock category vehicles; however, the maximum speed in turns for any vehicle should not normally exceed 40 mph. The fastest portions of the course shall be those most remote from spectators and obstacles. In addition, the course design should allow for periodic changes to accommodate developing ruts or hazards. See Article 5.1 for further information regarding RallyCross course safety.

The course, as laid out, must contain no large holes, deep ruts, or other dangerous features. Dips or berms that could get a vehicle airborne must not be included. The course boundary shall not normally pass closer than 25 feet from solid objects. Negative cambered turns must be avoided. A long straight (over 100 feet) must not terminate in an extremely sharp turn (i.e., a short radius "U- turn"). The event Safety Steward must continually monitor course conditions. If conditions deteriorate to a point that the course no longer complies with these rules, competition will be halted and the course altered to comply with the rules. Competitors should be aware, that with the emphasis on safety, the course may change during the event at any time. To the extent possible, these changes should be made at times during the event that will allow minimum inconvenience to the competitors.

All corners shall be negotiable without reversing by any vehicle entered. The course shall be well marked with pylons or other "markers." The base of each marker may be outlined to permit accurate replacement if displaced. Vehicles should leave a gate/turn headed generally in the direction of the next gate/turn.

Course markers should mark the inner limits and may mark the outer limits of turns and corners, displacement of which results in a time penalty. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn.

Vehicles on the course simultaneously shall not run in close proximity to each other.

All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line. If this is not possible, the Safety Steward will determine if the course meets the intent of the rule. It is preferred that the Safety Steward be able to view all of the course, but it is acceptable for the Safety Steward to have radio communications with those parts of the course not visible from his position.

Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible and the finishing straight tightly defined. Competitor vehicles should not be required to come to a complete stop immediately following the finish line. It is preferred that vehicles be required to slow to a walking speed within a controlled area when leaving the course.

In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing vehicle from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazards and spectators.

Spectators must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, spectator areas must be in an area defined by banner or similar marker. The **RallyCross S**afety Steward (RXSS) shall have the authority to set minimum spectator distances from the course but such minimum distances may not be less than 75 feet from the course edge in unprotected areas (areas without barrier protection such as concrete or tire walls).

Video or still cameras are not permitted at course worker positions or other locations within the course area. The Safety Steward may grant exceptions for media relations purposes. This permission may be given only if the location is acceptable to the Safety Steward and if the photographer is accompanied by a spotter to warn of approaching vehicles. The spotter may not be a course worker at that location.

5.4 EVENT OFFICIALS - DUTIES

A. The Event Steward and the Event Safety Steward shall be SCCA members and will be appointed by the Divisional RallyCross Steward with jurisdiction in the area the event is being conducted. Members filling these two positions may not serve in any other official capacity.

B. The Event Steward (Chairman) shall be the chief planner and organizer of the event. The Event Steward shall design and establish, or oversee development of, all necessary event administrative process including:

1. Establishing event administration procedures that achieve compliance with all applicable RXR and supplementary regulations, including a waiver signing system.

2. Formulating procedures to implement the Divisional RallyCross Steward's plans for ensuring spectator, driver and worker safety.

C. The Event Safety Steward duties shall concern the safety of spectators, workers and driver's safety relative to course design. Control over course design extends only to such issues as course safety and not to design philosophy. This includes course security, which is defined as maintaining control over spectator access to the course.

1. Verify that the Certificate of Insurance is present at the event site and correct before the event begins. If this is not in order, the Event Safety Steward must confirm corrections or issuance of the certificate with SCCA Risk Management prior to the start of the event. If outside of business hours, the Event Safety Steward Steward must call the Insurance/Incident Emergency Number, 1-800-770-9994.

2. Verify that the Event Steward has a system in place to assure that persons at the event site have signed the release and waiver forms.

3. The Event Safety Steward's final recommendations(s) for the control of spectators, driver or worker safety (relative to course design), becomes mandatory. It is the responsibility of the host region to implement safety controls to the satisfaction of the Event Safety Steward. Failure of a region to implement these controls can cause the cancellation of the event for safety reasons, which includes loss of insurance coverage.

D. The Event Technical Inspector shall ascertain that the vehicles comply with the RXR and any supplementary regulations. Competitors are directed to Article 7.3.D for claims information regarding class eligibility.

E. The Event Registrar must be a SCCA member (or a member must be present to witness waivers are signed). The registrar's duties include accepting and verifying entry information and assuring that all participants sign the SCCA Waiver and Release Form.

F. The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them conspicuously during the event, and preparing the official results.

5.5. INSURANCE

A. Event Liability / Participant Accident coverage

All SCCA sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be found in the current copy of the SCCA Risk Management Department. The Event Chairman shall not let the event begin until assured by the receipt of an appropriate insurance certificate that the insurance requirements have been met and the certificate is posted at the event.

If a certificate is not available, call the following number immediately: 800-770-9994

B. Event Insurance Plan Request Form

Each SCCA **RallyCross** Event must submit a SCCA **RallyCross** Sanction/Insurance Application, **RallyCross S**afety Plan and whatever sanction fee is applicable. These forms and the sanction payment must arrive at the SCCA Rally Department at least 14 days prior to the event or an additional late fee will be assessed.

C. Incident Reporting

Any incident resulting in personal injury or needing medical review must be called to the insurance line at 800-770-9994 immediately.

The driver (or owner) of a vehicle participating in a **RallyCross** which is involved in an incident resulting in personal injury or property damage of any kind, must report the incident by submitting a completed SCCA Incident Report Form to the Event Safety Steward or designated representative. This form must be submitted prior to the end of the event or as soon as practical thereafter (see also Article 7 for penalties). The Event Safety Steward or a designated representative is charged with the submission of the completed SCCA Incident Report and/or green card and should file the report within ten days of the incident with the SCCA Risk Management Department.

D. Spectator and Non-Spectator Events

1. A spectator **RallyCross** event is one that encourages the general public to come and watch the event, without signing the SCCA release and waiver form, through wording on flyers or other media such as newspaper advertisements or radio. Events where admission is charged are also automatically considered spectator events. A Region should exercise care in how both the Region and its sponsors advertise an event if it does not apply for spectator event sanction and insurance. Spectator events, their site controls, layout, course, and safety measures must be specifically approved by the Divisional **RallyCross** Steward, and SCCA National Rally Department.

An additional insurance premium must be paid prior to the issuance of an insurance certificate. Confirm specific additional insurance fees with Risk Management as to the amount. Spectator events must employ site and course control barriers.

2. A non-spectator **RallyCross** event may be advertised to the general public for the purpose of informing them of the activities of the SCCA if the following provisions are met:

A. Advertising must be targeted to encourage the public to discover the SCCA and its activities. Examples of acceptable language include: "Car buffs are invited to experience the SCCA" or "Motorsports enthusiasts are invited to come see what the SCCA is all about." The focus of the advertising must be recruitment of possible future participants.

B. Advertising must not be broad based or entertainment oriented. Examples of unacceptable language would include: "spectators welcome", "spectators free", "come see the excitement-slides, spins, screeching tires!" (Entertainment example).

C. All advertising must include a statement on waiver signing such as "everyone entering the event site must sign a release and waiver form".

D. When an event is advertised in the manner above, a plan must be in place to limit access to the event site to those who have signed the release and waiver form and to issue a credential (wristband, etc.) to those having signed the form. This may be done by either limiting physical access to controlled locations or by assigning multiple workers equipped with forms and credentials to continually survey the event site for non-credentialed people.

E. It is highly recommended that a minimum of two Event Safety Stewards be assigned to the advertised event.

F. Sanction application must be received by the National Office at least 21 days prior to the event and must indicate that the event is a non-spectator advertised event.

5.6. SANCTION REQUIREMENTS

A. Sanction

A formal SCCA sanction is required for all **RallyCross** events. Sanction requirements and all documents will be issued by the SCCA National Office. A completed Safety Plan and Suplementary Regulations must accompany the sanction/insurance request form and sanction fee.

B. Supplementary Regulations

1. Each SCCA **RallyCross** shall have Supplementary Regulations covering areas not specified in these Rules and adding to rules contained herein. This will include as a minimum the timing and scoring method to be used and course penalties but may also include information on awards, divisional championships, sponsors of the event, etc. These Supplementary Regulations should be posted on the Official Notice Board.

2. Except in cases where a specific sanction exception has been granted in writing by the Divisional **RallyCross** Steward and the National Office Rally Department, Supplementary Regulations may not alter or contradict the RXR. If such contradictions occur, the RXR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations. A list of Sanctioned Exceptions should be posted on the Notice Board at registration.

3. Organizers will list in the Supplementary Regulations any deviations from the RXR as sanctioned exceptions. However, last minute changes (before and during the event) published in written bulletins on the Notice Board or as written instructions from bona fide officials must be deemed official and correct. If these instructions are not posted on the notice board, the organizers shall ensure that all competitors affected are notified appropriately. A protest may not be based on the fact that last minute changes were not listed as exceptions to these rules providing competitors were notified as above.

ARTICLE 6 VEHICLE CATEGORIES AND PREPARATION

6.1 ELIGIBLE VEHICLES

A **RallyCross** event is open to any fixed-roof production based vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place,

t-tops with factory panels in place) that can pass safety inspection. If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded.

6.2 VEHICLE CLASSIFICATION

A. All vehicle classifications as listed in Article 6 must be offered to entrants at all RallyCross events. However, organizers of Regional or Divisional events may add or combine classes as they deem necessary to meet local demand. Event organizers realize that a dual-scoring system must be used to score events both for local points and for divisional and national championships (when applicable).

B. All items that are not specifically allowed or referred to as unrestricted must be of manufacturer's specification.

C. Rally Stock Category
Stock Rear Wheel Drive (SR)
Stock Front Wheel Drive (SF)
Stock All Wheel Drive (SA)

Preparation allowances:

1. All Cars must be equipped as from the manufacturer, with only factory-installed and port-installed option packages. Options that were only part of a package must be present with the entire package. Complete option packages may be installed after purchase of the vehicle.

2. Tires must be DOT approved. Snow tires are allowed. 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).

"Aggressive" tires are prohibited. A tire will be considered an "aggressive tire" if it meets any of the following criteria:

a. It does not carry a DOT approval.

b. It is marked "For competition only", "Not for street use" or similar verbiage.

c. It is modified or altered from its original tread pattern in any way.

d. The tread gap of the tire is equal to or greater than 0.34" as measured in the space between any tread blocks. This does not apply to any circumferential grooving that may be part of the original pattern of the tire.

3. Any air filter may be used, but it must fit in the stock location.

4. The additions of protective equipment are allowed with the following exceptions:

a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage.

b. Mud flaps may only be made of urethane and other flexible plastic derivatives (i.e. no carbon-Kevlar)

c. Skidplates protecting suspension and drive traincomponents may only be made out of metal or plastic derivatives.

d. Driver restraints and roll cage may be added.

e. Additional or replacement hood and trunk latches are permitted. All latch systems must be secure.

5. Dress-up and convenience items which do not give a performance advantage, reduce the weight of the car, or weigh less than the replaced standard part they are replacing are allowed (i.e. shift knobs, pedal covers).

6. ABS and/or traction control systems may be electronically/electrically disabled but not removed.

7. Vehicle lights may be replaced with alternate bulbs and housing. Auxiliary lights may be added. The total number of lights shall not be less than standard.

8. Any brake pads may be used.

9. Fuel may be any type of unleaded or diesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event RallyCross Safety Steward prior to the event. No alcohol fuels or nitrous oxide are allowed.

10. Any clutch disc or pressure plate may be used provided it fits all the other unmodified, stock components.

11. Exhaust systems from the catalytic converter back may be removed or replaced with the following requirements:

a. The exhaust must exit the body work.

b. The exhaust must exit to the rear of the driver.

c. The exhaust must comply with local noise restrictions

12. Any type wheel may be used provided it complies with the following: Wheels must be of the same diameter and width as the OEM wheel. Wheel offset(backspace) must be within 0.375"(9.5mm) of original equipment wheel offset.

D. Rally Prepared Category

Prepared Rear Wheel Drive (PR)

Prepared Front Wheel Drive (PF)

Prepared All Wheel Drive (PA)

Preparation allowances:

1. All Rally Stock category modifications are allowed.
2. Any sway bars and their mounting may be used or removed.
3. Any brakes may be used except no carbon brakes allowed.
4. Exhaust systems from the cylinder head exhaust ports back May be replaced with any material with the following requirements:
   a. The exhaust must exit the body work.
   b. The exhaust must exit to the rear of the driver.
   c. The exhaust must comply with local noise restrictions.
   d. Downstream there must be at least one functioning catalytic converter in the exhaust system on cars originally equipped with a catalytic converter.
5. The intake system upstream from the throttle body may be replaced with any material. Under no circumstances may forced induction components be changed or added (turbochargers, superchargers, intercoolers).
6. Short shift kits are allowed.
7. Front and/or rear strut tower bars are permitted.
8. Any dampers may be used but the damper must mount to the original mounting position using unmodified mounting points. Springs may also be replaced, but they must be of the same type and use original mounting points. Threaded collars and camber plates are allowed.
9. Electronic engine controls may be modified or piggybacked, but not replaced.
10. Any tire is allowed except homebuilt studded tires.
11. Any front seat may be used, provided the seating surface is fully upholstered. This does not permit the substitution of a passenger's seat with a child or miniature seat of any type. Any substituted passenger's seat must be sufficiently large and strong to be capable of adequately accommodating an adult, such that it could be used as the driver's seat. Cars may have no fewer than the original number of seats. Seat belts are required in all cars; however; the number of attachment points may not be less than originally equipped. Installation of shoulder and lap belts is strongly recommended. Additional belts must be installed per the belt manufacturer's recommendations.
12. Any non-metallic bushing is allowed.
13. Wheels are unrestricted.

E. Rally Modified Categories

Modified Two Wheel Drive (M2)

Modified All Wheel Drive (M4)

Preparation allowances:

1. All Rally Prepared category modifications are allowed.
2. Any Electronic engine controls may be used.
3. Any replacement hood may be used.
4. Any clutch may be used.
5. Any car that is 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. Glass, with the exception of the front windshield, may be replaced with lexan or equivalent.
7. Any engine may be used but must be internal combustion.
8. Any drive train may be used
9. Any suspension may be used. This allows changes to all components and geometry.
10. Body work may be added or substituted with any material.
11. The interior components may be completely removed and/or replaced.

12. Additional chassis braces and seam-welding are permitted.

13. All log booked race cars that meet entry requirements are legal for the proper Modified class.

14. Any fuel system may be used provided gasoline or diesel fuel is used.

15. Catalytic converters are not required.

6.3 VEHICLE/DRIVER SAFETY

All vehicles must pass safety inspection on the following points prior to competing. This applies at each event entered. Entry fees, if already paid, will be refunded if a car fails to pass the safety inspection. A safety inspection is not concerned with class compliance.

A. All loose items, inside and outside the car (including the trunk and storage areas), must be removed.

B. Snap-on hubcaps, detachable fender skirts and trim rings must be removed.

C. Convertible, targa, or t-top vehicles must have their factory hard top or panels securely in place during course runs.

D. Sunroofs must be fully closed unless vehicle is equipped with a net at the opening and/or the driver is wearing arm restraints.

E. The driver's window may not be down more than 1" during course runs unless the vehicle is equipped with a window net and/or the driver is using arm restraints. The same restriction applies to the passenger window if there is a passenger.

F. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present, installed correctly and functional.

G. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.

H. Seat lap belts are required in all cars. Installation of shoulder and lap belts is strongly recommended. Seat/shoulder belts must be properly installed with attaching hardware secure and tight. Additional belts must be installed per the manufacturer's recommendations.

I. Throttle return action shall be safe and positive.

J. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.

K. Steering wheel "spinner" knobs are not permitted.

L. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks and shall be operational at all four wheels. The vehicle must have a working parking/emergency brake system.

M. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.

N. All batteries (on board power supplies) shall be attached to ensure that the battery and/or power supply will remain in place. If a lead-acid (wet cell) type battery is located in the drivers/co-drivers compartment it must be equipped with leak-proof caps and enclosed in a non-conductive, marine-type box. Dry cell batteries, commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries, are not required to be in a marine-type box. The hot terminal must be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle.

O. Roll cages are strongly recommended in all cars. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies.

P. Snell 1995 (SA95, M95, or K98) or newer labeled helmets are approved for use. This is a minimum standards for use in **RallyCross**, other approved helmets are:

1. British Standards: BS 6658-85 type A/FR, including all amendments.

2. SFI Foundation, Inc; SFI Spec 31.1

ARTICLE 7 PENALTIES AND CLAIMS

7.1 PENALTIES

A. A 2 seconds penalty will be given if a course marker/pylon is upset or totally displaced.

B. A 10 second penalty will be given for each missed gate. This is called a "gate penalty". A gate is defined as a pair of cones placed opposite each other on the track, or a single cone with a directional cone to indicate a specific way around that cone. If a gate or a pointer cone is placed at the beginning of slalom then the car must go through the slalom on alternating sides of the cones. If no gate is at the beginning then the driver can decide which way to drive through the slalom.

C. An additional time penalty if so specified in the supplementary regulations may be charged for any uncorrected deviation from the course or for unnecessarily delaying the event.

D. The penalties listed in this Article can be regarded as the normal penalty. However, the Event Steward can, at his discretion, apply any of the following as warranted by the offense:

- Reprimand which shall be noted in his or her record within the sponsoring region.
- Fine ($1 to $1000)
- Probation of competition privileges
- Time or Position
- Disqualification from competition
- Exclusion from competition
- Suspension of competition privileges
- Loss of accrued points
- Expulsion from SCCA

E. Contestants are reminded that conduct is evaluated and scrutinized both on the course and within the confines of the event site. Unsportsmanlike conduct will be treated as a serious matter. Endangering other competitors, workers or spectators will be evaluated on a case-by-case basis by the Event Steward and Safety Steward. They shall apply penalties as described in "D" at their discretion as warranted by the offense.

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 and his fellow competitors. To a reasonable extent, these things are part of the chances he takes in entering the competition. A competitor who wishes to file a protest is entitled to do so, but it is recommended that he confer with one of the stewards at the event prior to doing so.

7.3 CLAIMS

The right to file a claim lies with any competitor who may consider himself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event.

A. Types of claims

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, from a competitor to the Protest Committee. A committee of three voting members shall settle all protests. This committee will consist of the Event Steward (or his representative) who will act as chairman and will also select two or three other members.

The Event Steward will chair the meeting and will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held. This meeting should be held at the event, or should this not be possible, in a timely manner.

3. Protests must be submitted to the Event Steward on the official SCCA Protest Form and be accompanied by a $50.00 fee, in cash, per item. These forms will be available from the Event Steward or the organizer. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. 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 claimant. Written witness statements and the committee's decision will be taken during the meeting and kept on file by the SCCA Rally Department.

4. Monies from claims which are denied and which are kept by the Protest Committee shall be collected by the Event Steward and forwarded to the SCCA Rally Department.

B. Claims Against the Conduct of the Event

Claims submitted for situations arising on the course or event procedures must be submitted within 15 minutes of the contestant's finishing his final competition run. Claims prompted by the posting of provisional scores shall be submitted within 10 minutes of the posting of those scores and must be based on information contained in those scores

C. Claims Against Competitors

Claims submitted against the actions of another competitor must be submitted within 15 minutes of the claimant's finishing his final run.

D. Claims Against Vehicles

A claim against the legality or classing of a competition vehicle shall be lodged no later than the start of the first competitor. The Event Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event. The Event Steward shall penalize any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation rules.

The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be a minimum of $200.00.

Upon inspection if the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle is found to be in violation of a rule and the protest is upheld, the penalty imposed on the protested driver will be applied equally to all drivers of the vehicle in that category even if they were not specifically named in the protest.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Protest Committee at the end of an event with the exception of Automatic Penalties (see Article 7.1).

7.4 APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Protest Committee. A written notice of intention to appeal and one half of the appeal fee ($100.00) must be given to the Event Steward within 15 minutes of the announcement of the decision of the Protest Committee. A written notice of appeal, and including the balance ($100.00) of the appeal fee of $200.00, shall be received by the SCCA Rally Department within ten days after the announcement of the Protest Committee's decision.

An appeal will be heard by a Court of Appeals (appointed by the RXB) to consider its merits. The Court of Appeals will render a final decision within 15 days of the receipt of the written appeal. Appeals that are upheld may alter the official results of an event but will not affect the trophies already presented by the event's organizers. Pending the disposition of an appeal, all cash awards affected by the appeal shall be withheld until its resolution. Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee. If the Court of Appeals does not find for the appellant the fee may be forfeited.

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING TECHNICAL BULLETIN

DATE: December 5 and December 14-16, 2006
NUMBER: TB 07-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

Note - Due to time constraints the minutes from these meetings will be published in a later issue of *Fastrack*.

All changes are effective 1/1/07 unless otherwise noted.

GCR

1. Section 9.3.31, clarify by adding to the end as follows: LED assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual LEDs the assembly may contain.

Formula

FA

1. Section 9.1.1.A.1.c, clarify by changing to read as follows: The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding.

FC

1. Section 9.1.1.B.1.d.10, the required SCCA Club map has been changed for the Zetec powered FC cars. This updated map, available from the SCCA website: http://www.scca.com/Club/Index.asp?reference=techforms, is required effective 1/1/07.

2. Section 9.1.1.B.1.d.12, change the third sentence to read as follows: The restrictor internal diameter is 1.295 inches. This value cannot be exceeded in any measurement of the diameter.

3. Section 9.1.1.B.1.k, change the third line to read as follows: Zetec Engine - 1220 lbs.

Sports Racer

1. Section 9.1.9.A.2.d.3.d. clarify by changing the first sentence to read as follows: Cockpit: The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding (except for those closed cockpit cars specifically homologated by the SCCA). Add to the end as follows: The cockpit opening of non-metallic chassis shall be designed to meet FIA F3 homologation requirements (Article 275).

2. Section 9.1.9.A.2.i, clarify by changing to read as follows: All gear changes must be initiated by the driver. Mechanical gear shifters, direct-acting electric solenoid shifters, air-shifters and similar devices are permitted. Electronically controlled differentials and devices that allow pre-selected gear changes are prohibited.

CSR

1. Section 9.1.9.A.2, CSR engine table, change line "V" to read as follows: Carburetion or Fuel Injection: One 2-bbl automotive-type carburetor w/44mm choke(s) or one 2-bbl. Fuel injection w/ 44mm restrictors located within 4" of the throttle plates; balance tube not permitted, Notes: Intake manifold shall have individual runners connecting one throttle plate/butterfly to one rotor, only.

DSR

1. Section 9.1.9.A.2.b. add a new line to the DSR engine and weight restrictions table as follows: Type: Automotive-based 4 cycle 4 valves per cylinder max., Size: Any GTL engine prepared to GTL engine specifications, with individual runner restrictors or SIR, if required.

Grand Touring

GT2

1. Chevrolet Monza 2.7L (75-80), p. 259, add to the specs as follows: Engine Type: V-6, Bore x Stroke(mm): 89.0 x 84.0, Displ.(cc): 3136, Carburetion: 3136cc: 38mm SIR, Weight(lbs): 2280.

GTL

1. Honda Civic (1992), p. 282, add to the specs as follows: add the 93-95 model years, Notes: Hood bulge permitted, no openings.

Improved Touring

1. Clarify the fifth sentence of section 9.1.3.D.6.c by changing to read as follows: Cars with antilock braking systems must disable a minimum of three wheel speed sensors.

2. Clarify section 9.1.3.D.9.j by changing the first sentence to read as follows: Audio systems may be removed in their entirety.

ITR

1. BMW 325i/is (92-95) p. 307, correct by adding to the Notes as follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

2. BMW 328i/is (96-99) p. 307, correct by adding to the Notes as follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

3. BMW 330i (00-02) p. 307, correct by adding to the Notes as follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

4. BMW M3 (88-91) p. 307, correct by adding to the Notes as follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

5. Porsche 944S2 (89-91) p. 309, correct the specs as follows: Gear Ratios: 3.18, 2.00, 1.44, 0.91, 0.78.

6. Porsche 968 (93-97) p. 309, correct the specs as follows: Gear Ratios: 3.50, 2.06, 1.40, 1.03, 0.83, 0.78.

ITS

1. BMW 325i/is (87-91), p. 310, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

2. BMW 325i/is (2&4 door) (92-95), p. 310, correct by changing the forst sentence of the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

ITA

1. BMW 318 (E36) (92-94), p. 315, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

2. BMW 318ti Sport (96-99), p. 315, add the i/is models to the spec line.

3. BMW 325e/es (2&4 door) (84-87), p. 315, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

4. Volkswagen Jetta GLI (91-92) p. 322, correct the spec line as follows: Brakes Std.(mm): (F)256 Disc (R)245 Disc.

ITB

1. BMW 318i (84-86), p. 324, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

2. BMW 320i 1.8 (80-83), p. 324, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

3. BMW 320i 2.0 (77-79), p. 324, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

Production

1. Clarify section 9.1.5.D.6.d.4 by adding the following after the first sentence: Such reinforcement does not permit additional material to be used for the purpose of moving the mounting location beyond the limits of the original mounting ear/tab.

2. Clarify section 9.1.5.D.7.a by adding as follows: **Components:** Original calipers shall be retained. Alternate discs or drums may be fitted as long as they are the original diameter, width and design. Alternate discs must be of the original material but alternate drums may be made of the original material or aluminum.

Cars with rear drum brakes may convert to disc brakes; this supersedes the rear brake requirements of the vehicle spec line. Rear rotors shall be no larger in diameter than the maximum specified size of the front rotors, solid *(undrilled, non-slotted)* and of ferrous material. Rear rotor hubs may be of ferrous material or aluminum and may be a part of the rotor. Rear calipers and mounting brackets are restricted to ferrous or aluminum.

FP

1. Volkswagen Golf 1.8 (85-87), p. 412-413, add the 88-92 model years.

GP

1. Volkswagen Scirocco 1715 (82-84) p. 422-423, add the 81 model year.

Showroom Stock

SSB

1. Ford Mustang V6 (2005) p. 465, add the 06-07 model years.

2. Classify the Mazda MX-5

Add new spec line to SSS p. 466, Mazda MX-5 (2007), Bore x Stroke(mm) / Displ.(cc): 87.38 x 83.06 / 1999, Wheelbase(mm): 2329, Track(F&R)(mm): 1491 / 1496, Wheel Size(in) / Mat'l: 16 x 6.5, Tire Size(stock): 205/50, Gear Ratios: 3.14, 1.89, 1.33, 1.00, 0.81, Final Drive: 4.10, Brakes(mm): (F)289.6 Vented Disc (R)279.4 Solid Disc, Weight(lbs): 2630, Notes: Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation.

3. Pontiac Solstice (2006) p. 467, change the specs as follows: add the 07 model year, Gear Ratio: 3.75, 2.26, 1.37, 1.00, 0.73, or 3.75, 2.26, 1.51, 1.00, 0.73, Weight(lbs): 3050.

SSC

1. Chevrolet Cobalt SS Coupe (2006) p. 468, add the 2007 model year.

2. Mazda 3s (04-06), p. 469, add the 2007 model year.

3. Mini Cooper (05-06) p. 470, add the 2007 model year.

4. Classify the 03-07 Scion tC

Add new spec line to SSS p. 471, Scion tC (03-07), Bore x Stroke(mm)/ Displ.(cc): 88.5 x 96.0 / 2326, Wheelbase(mm): 2700, Track F&R(mm): 1506(F), 1506(R), Wheel Size(in) / Mat'l.: 17 x 7, Tire Size(stock): 215/45 (F&R), Gear Ratios: 3.54, 2.05, 1.33, 0.97, 0.78, Final Drive: 4.24, Brakes(mm): (F) 275 Vented Disc, (R)269 Solid Disc, Weight(lbs.): 3025.

5. Toyota Celica GT (02-05) p. 471, change the specs as follows: Weight(lbs): 2580.

6. Classify the 06-07 Volkswagen Rabbit 2.5 liter

Add new spec line to SSS, p. 472, Volkswagen Rabbit (06-07), Bore x Stroke(mm)/ Displ.(cc): 82.55 x 92.71 / 2481, Wheelbase(mm): 2578.1, Track F&R(mm): 1540(F) 1519(R), Wheel Size(in) / Mat'l.: 15 x 6 / Alum, Tire Size(stock): 195/65(F&R), Gear Ratios: 3.78, 2.12, 1.36, 1.03, 0.77, Final Drive: 3.65, Brakes(mm): (F)228 Vented Disc (R)260 Solid Disc, Weight(lbs): 3050.

7. Classify the 2007 Pontiac G5 GT

Add new spec line to SSS, p. 471, Pontiac G5 GT (2007), Bore x Stroke(mm)/ Displ.(cc): 88.0 x 98.0 / 2385, Wheelbase(mm): 2628, Track F&R(mm): 1492(F) 1475(R), Wheel Size(in) / Mat'l.: 17 x 7 / Alum, Tire Size(stock): 205/50 (F&R), Gear Ratios: 3.58, 2.02, 1.35, 0.98, 0.69, Final Drive: 3.94, Brakes(mm): (F)296 Vented Disc (R)270 Solid Disc, Weight(lbs): 3100.

Touring

T1

1. Chevrolet Corvette C6 Coupe (05-06), p. 548, add the 2007 model year, change the specs to read as follows: Weight(lbs): 3280.

2. Dodge Viper SRT-10 Incl. Coupe (03-06) p.549, Competitors are reminded that the intro to the TCS section states that mistakes or errors that occur in the TCS does not allow you to modify your vehicle to obtain the specific spec. The specs listed in the factory repair manual shall take precedent. Although the compression ratios have been removed from the GCR the CRB would like to point out the 2006 GCR incorrectly listed the SRT-10 Viper compression ratio at 10.0:1 when the correct number should have been 9.6:1.

Change the second sentence of the Notes to read as follows: Throttle restrictor between each throttle body and plenum is mandatory; .060" flat steel plate with one ~~53.0mm~~ *45.0mm* hole.

3. Ferrari 360 Modena & Challenge (00-02) p. 549, change the specs to read as follows: Tire Size: 235/45(F), 315/30(R)(max), Notes: This max tire size supersedes TCS rule 9.1.10.D.7.b.

4. Porsche 911/996 (98-03) p.550, correct the spec line by adding as follows: Bore x Stroke(mm)/ Displ. (cc): 100.1 X 76.5 / 3600.

T2

1. Classify BMW Z4 M Coupe

Add new spec line to TCS p. 553, BMW Z4 M Coupe (2007), Bore x Stroke(mm) / Displ.(cc): 87.0 x 91.0 / 3246, Wheelbase(mm): 2497, Wheel Size(in): (F)18 x 8 (R)18 x 9, Tire Size: (F)225/45 (R)255/40, Gear Ratios: 4.35, 2.50, 1.67, 1.23, 1.00, 0.85, Final Drive: 3.62, Brakes(mm): (F)345 Vented Disc (R)328 Vented Disc, Weight(lbs): 3500.

2. Classify BMW 335CI (2007)

Add new spec line to TCS p. 553, BMW 335CI (2007), Bore x Stroke(mm)/ Displ.(cc): 84.0 x 89.6 / 2679, Wheelbase(mm): 2761, Wheel size(in): 18 x 8(F) 18 x 8.5(R), Tire Size: 225/40(F) 255/35(R), Gear Ratios: 4.055, 2.396, 1.582, 1.192, 1.000, 0.872, Final Drive: 3.08, Brakes(mm): (F)348 Vented Disc (R)336 Vented Disc, Weight(lbs): 3680, Notes: ZSP suspension package is allowed. Sport Seat package permitted.

3. Cadillac CTS-V (04-05) p. 553, add to the specs as follows: Notes: The following GM parts are allowed: Front Spring (550lb) #25534467, Rear Spring (550lb) #25534468, Front Roll Bar (36mm) # 25534469, Front Isolator #25534470, Rear Roll Bar (24mm) #25534471, Rear Isolator #25534472, F&R Links #25534473.

4. Cadillac CTS-V (2006) p. 553, add to the specs as follows: add the 2007 model year, Notes: The following GM parts are allowed: Front Spring (550lb) #25534467, Rear Spring (550lb) #25534468, Front Roll Bar (36mm) # 25534469, Front Isolator #25534470, Rear Roll Bar (24mm) #25534471, Rear Isolator #25534472, F&R Links #25534473.

5. Chevrolet Camaro Z-28 (98-02) p. 554, change the specs as follows: Weight(lbs): 3530

6. Ford Mustang Coupe GT (05-06) p. 554, add to the specs as follows: add the 2007 model year and the Mustang Shelby GT model to the spec line, Gear Ratio: 3.73, Brakes(mm): (F)355 Vented Disc, Notes: Cars may update and backdate among the model years listed within this spec line. Correct the following in the Notes: sway bar part numbers 5490-A (front and rear), spring kit 5300-K (front and rear), 18000-A damper kit (front and rear), Ford brake duct package M-2004-A.

7. Ford Mustang Mach 1 (2003) p. 555, add the 04 model year.

8. Infiniti G35 Coupe (03-06) p. 555, add to the specs as follows: Notes: Track option Aero package allowed.

9. Classify the Lotus Exige (06-07)

Add new spec line to TCS, p. 555, Lotus Exige (06-07), Bore x Stroke(mm)/ Displ.(cc): 82.0 x 85.0 / 1796, Wheelbase(mm): 2301, Wheel size(in): 16 x 6.5(F), 17 x 7.5(R), Tire Size: 195/50(F), 225/45(R), Gear Ratios: 3.12, 2.05, 1.48, 1.17, 0.92, 0.82, Final Drive: 4.53, Brakes(mm): (F)288 Vented Disc, (R)288 Vented, Weight(lbs): 2190, Notes: Elise Sports Suspension allowed: front spring part #122C0008H, front damper #122C0007H, front assembly #123C0001F, rear spring #122D0006H, rear damper 122D0008H, rear assembly #123D0002H, front sway bar #111C0111F. An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed.

10. Classify the Mazdaspeed 3 (2007)

Add new spec line to TCS p. 555, Mazdaspeed 3 (2007), Bore x Stroke(mm) / Displ.(cc): 87.5 x 94.0 / 2260, Wheelbase(mm): 2639, Wheel Size(in): 18 x 7, Tire Size: 215/45, Gear Ratios: 3.54, 2.24, 1.54, 1.17, 1.09, 0.85, Final Drive: 1-4: 3.94, 5-6: 3.35, Weight(lbs): 3250.

11. Mitsubishi Lancer EVO 8/9 /RS /GSR / MR (03-06) p. 555, add to the notes: AMS brake cooling kit #AMS041 allowed.

12. Nissan 350Z Track/Touring/Standard (03-06) p. 555 add the 2007 model year.

13. Pontiac Firebird Formula & Trans Am (98-02), change the specs as follows: Weight(lbs): Formula =3530 Trans Am =3730.

14. Classify the Pontiac Solstice GXP (2007)

Add new spec line to TCS p. 556, Pontiac Solstice GXP (2007), Bore x Stroke(mm)/ Displ.(cc): 85.30 x 86.1 / 1998, Wheelbase(mm): 2415, Wheel size(in): 18 x 9.5 (F&R), Tire Size: 275/35 (F&R)(max), Gear Ratios: 3.75, 2.26, 1.51, 1.00, 0.73, Final Drive: 3.73, Brakes(mm): (F)296 Vented Disc, (R)278 Solid Disc, Weight(lbs): 2950, Notes: Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. Suspension option Z0K and Rear Spoiler (D52) allowed. This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.

T3

1. Audi TT Quatro Coupe (03-05) p. 558, change the specs as follows: Wheel Size(inch): 18 x 8 (F&R), Weight(lbs): 3340. Add to the specs as follows: Notes: Radiator from 3.2L is allowed.

2. Chevrolet Cobalt SS (05-06) p. 558, add the 2007 model year.

3. Mazda RX8 (04-06), p. 559, add the 2007 model year.

4. Mini Cooper S (02-06) p. 559, add the 2007 model year.

5. Saturn Ion Redline (04-06), p. 559, add the 2007 model year.

ST

1. Chevrolet Corvette C6 Z06 (06-07), p. 561, add to the specs as follows: Wheel Size(inch): 18 x 12(F) 18 x 14(R), Tire Size: 335(F) (max), 355(R) (max), Notes: The following parts are allowed: GM T1 suspension kit #12480062, Ron Davis radiator #1-16CV0500, Phoenix Performance Fan Shroud part #1005422, GM trans cooler #12480080, B&M differential cooler #70298, Doug Rippie brake duct kit: 12-101. Wrapping of the tie rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is permitted up to a depth of 3.9cm. The maximum allowed camber is -3.5 (F) and -2.5(R). Calibration of the electronic brake control module is allowed.

2. Dodge Viper SRT-10 Incl. Coupe (03-06) p.561, add to the specs as follows: Wheel Size(inch): 18 x 12(F), Notes: Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. The following parts are allowed: Dodge differential and trans. coolers, part # 4510173, Ron Davis radiator # 18VP03, Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Dodge brake duct kit part # P5153250, Trans. mount # P4510179, Hypercoil springs #188A0750 (F) and 188A0800 (R), Dodge Motorsports T1 suspension kit part # P5153251, Phoenix brake duct kit #DVIPBDH002. Rear parking brake calipers may be removed. Updating and backdating within models and years listed in this classification is permitted.

3. Classify the Ferrari 430 Challenge (06-07)

Add new spec line to TCS p. 561, Ferrari 430 Challenge (06-07), Bore x Stroke(mm) / Displ.(cc): 92.0 x 81.0 / 4308, Wheelbase(mm): 2600, Wheel Size(in): (F)19 x 8 (R)19 x 10.5, Tire Size: (F)225/35 (R)285/35, Gear Ratios: 3.20, 2.10, 1.60, 1.20, 1.00, 0.80, Final Drive: 4.44, Brakes(mm): (F)398 Vented Disc (R)350 Vented Disc, Weight(lbs): 2950, Notes: Original OMP built - factory installed roll cage is permitted with accompanying FIA certification label. Cars may be prepared to 2006 Ferrari Challenge specs except as follows: DOT tires per TCS are required, Weight per GCR.

JUDGEMENT OF THE COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Bob Burns vs. SOM

COA Ref. No. 06-45-CE

November 15, 2006

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 3 race conducted September 30, 2006 at O'Reilly Raceway Park, Chad Murfin, driver of ITA #71, filed a protest. Mr. Murfin protested the fact that Darryl Hale, driver of ITA #39, was shown a black flag during their race but did not report to the pits. Mr. Murfin cited violation of GCR 9.4.2.F & G (Black Flag and Mechanical Black Flag) as the basis for his protest. The Stewards of the Meet (SOM) Jeff Jankiewicz, John Pfetzing and Bob Martin, Chairman, upheld Mr. Murfin's protest and assessed Mr. Hale a one (1) minute time penalty and three (3) penalty points.

Assistant Chief Steward Bob Burns, the operating steward for this race, is appealing this decision.

DATES OF THE COURT

The Court of Appeals (COA), Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, met on November 2 and 9, 2006, to review the evidence and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Bob Burns dated October 6, 2006.
2. Observers Report and related documents received October 30, 2006.
3. E-mail memo from Bob Burns to the COA dated October 29, 2006.
4. E-mail memo from Chief Steward Ken Patterson to the COA dated October 30, 2006.
5. E-mail memo from Bob Martin, Chairman SOM, to the COA dated October 27, 2006.

FINDINGS

During the Group 3 race, car #39 was reported by two stations to have no visible window net. Assistant Chief Steward Bob Burns called for a Black Flag for car #39.

Apparently, through some confusion, a mechanical black flag was displayed rather than a black flag on at least one of the black flag stations. Mr. Hale, driver of car #39, acknowledged the flag at start/finish, slowed, and re-attached his net. As the problem had been corrected, Assistant Chief Steward Burns called for the black/mechanical black flags to be withdrawn. This decision was conveyed over the radio flag net.

Following the race, Assistant Chief Steward Burns prepared a Chief Steward's Action (CSA) to penalize Mr. Hale one position in class for failure to pit for a black flag. When Mr. Burns and Chief Steward Ken Patterson met with Mr. Hale at impound, they discovered the discrepancy regarding which flag (black flag vs. mechanical black flag) was displayed. Additionally, they learned that when the black flag was withdrawn the pit/tech worker monitoring the communications network in pit lane told the crew of car #39 that the black flag had been withdrawn. The pit/tech worker further advised Mr. Hale's crew that Mr. Hale did not need to pit. The crew of Mr. Hale conveyed this information to him over his in-car radio.

The Assistant Chief Steward and Chief Steward determined it was not appropriate to penalize the driver due to the incorrect flag being displayed and an unauthorized, but probably well-meaning, directive from the pit/tech worker. They decided that miscommunication on the part of the race officials should not result in punishment for the driver.

Provisional results were posted at 2:40 p.m. At 3:50 p.m. Mr. Murfin submitted his protest after having discussed the issue with the Chief Steward following posting of final results. In a witness statement submitted to the first court, Mr. Murfin stated, "I waited to protest until final results were posted because he was still in impound." The SOM decided to accept the late-filed protest citing extenuating circumstances even though Mr. Murfin willfully filed the protest outside the times permitted by the GCR. The COA notes it is unclear what the SOM determined to be extenuating circumstances.

The first court based their decision on the failure of Mr. Hale to enter the pits after the black (mechanical) flag was displayed for him at station 5. The flag log entry indicates the black flag was requested at 2:12 PM and at 2:12 PM station 5 reported # 39 did not acknowledge the flag. At 2:13 PM Start/Finish reported # 39 acknowledged the black (mechanical) flag. In addition, a witness statement from Steven Linn, driver of ITA #6, obtained by the first court, stated he was running in second place behind # 39 when the black flag was displayed for # 39 at S/F. Mr. Linn makes no mention of seeing the black flag (or mechanical black flag) at station 5. This omission raises a question as to whether station 5 was able to get the mechanical black flag displayed in time for car # 39 to see it at 2:12 PM. The flag log clearly shows the flag was called for and displayed to # 39 within the same minute. If the flag was visible to # 39 it should have been visible to # 6. The first court failed to resolve this discrepancy and the omission raises doubt as to # 39's failure to obey the flag displayed by station 5 at 2:12 PM.

DECISION

The Court of Appeals overturns the decision of the SOM. Mr. Hale's finishing position is restored and his penalty points removed. The flawed information conveyed to the driver during the race, including the instructions by an official that he did not need to pit, are the principal basis for this decision. The specific authority of the pit/tech official to convey flag network communications to the driver are outside the bounds of what the driver and crew would be expected to challenge during a competition. Mr. Hale's actions were deemed reasonable and prudent based on the information conveyed to him during the competition.

Race officials are reminded that the operating steward has responsibility for ensuring a safe and fair competition. Race officials must proceed with great discretion and obtain confirmation from the proper authority before conveying information such as was provided to the driver and crew in this instance.

Assistant Chief Steward Bob Burns' appeal is considered well founded, and his appeal fee shall be returned.

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES|SPORTS CAR CLUB OF AMERICA, INC.| *December 11, 2006*

The RxB met in conference call December 11, 2006. Members in attendance were Tom Nelson (Chair), John Barnett, Mark Utecht, Mark Walker, Pego Mack (Rally Manager), Howard Duncan, and BoD Liaison Howard (Duck) Allen.

The 2007 rules have been submitted to the BoD for approval.

The RxB set the schedule for the 2007 rules process. The following schedule will be used:

January 1st – April 15th, 2007, Open for general membership comment.

April 16 – May 16, 2007, Rules committee prepares first draft.

May 16 – June 15, 2007, Preliminary draft sent to membership for comment.

June 16 – July 1, 2007, Final review by the rules committee.

July 1st, 2007, Proposed rules for 2008 sent to RxB.

July 31st, Rules submitted to BoD for review/approval.

The RxB has received a number of applications for the RxB. The RxB is still accepting applications and will make a decision at the January RxB conference call.

The RxB is reviewing the Rallycross Policy and Procedures manual and will be sending it to the BoD for approval.

The RxB created the Divisional Rallycross Program of the Year award and the Regional Rallycross Program of the Year. The RxB has chosen recipients for the 2006 awards.

The RxB discussed a number of sanction exception requests from the National Office.

RALLYCROSS MEMORANDUM

The RallyCross Board is currently accepting applications for a position on the RallyCross Board. Please submit your rally resume to rxb@scca.com.

If you have previously submitted an application please resend it and mark it as a December 2006 application.

ROADRALLY MINUTES

ROADRALLY BOARD MINUTES|SPORTS CAR CLUB OF AMERICA, INC.| *December 6, 2006*

The RoadRally Board (RRB) met via conference call on December 6, 2006.

Attending were: Tim Craft, Chairman; members Rick Beattie, Ron Ferris, Kevin Poirier, and Lois Van Vleet; Duck Allen, Board of Directors Liaison;

and Pego Mack, National Office, and Charles Edwards, Guest and Acting Secretary.

Steve Gaddy, Secretary was unable to attend.

Chairman Craft called the meeting to order at 8:33 pm CST.

The final version of the November 2006 Minutes was accepted (/).

Proceedings

1. Discussion: Pego Mack presented information about the SCCA National Convention and reported that road rally items will occur on Friday, Saturday, and Sunday. Tim Craft and Kevin Poirier will work out a conference report off line. Road Rally presentations should be over by noon on Sunday.

2. Discussion: Members were reminded that rallies after the USRRC but before October 31 are eligible for inclusion in points calculations of two years.

3. Discussion: Bruce Gezon will be RRB liaison with the Arizona Rallies. Class changes should be in the general instructions.

4. Discussion: Regional and divisional awards discussion was postponed.

5. Discussion: The Robert Ridges Memorial award was discussed. Pego Mack will ask for nominations. One name was offered but the recipient will be finalized in January.

6. Discussion: The USRRC scoring was discussed. The scores are final. The official answer sheet will be posted as a PDF.

7. Discussion: The Old Dominion Rallies had a rookie class car entered. National awards will not be offered for rookie class in 2007. Rallymasters may have sub-classes to E, L, and S. Such sub-classes would include Great Race Class and Rookie Class. Sub-classes are not required and competitors who enter a sub-class must also be scored in E, L, or S.

8. Discussion: Thanks to Lois Van Vleet for being the RRB's "Calendar Girl". Lois has been maintaining the rally schedule for 2007.

9. Discussion: Lois Van Vleet and Charles Edwards expressed interest in being secretary.

Action items

- 1, 4, 5, 9.

Next meeting

January 3, 2006, at 8:30 pm CST via conference call.

The meeting was adjourned at 10:01 pm CST (/).

Submitted by Charles Edwards, RRB Acting Secretary

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED February 2007

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | *Jan. 8, 2007*

The Board of Directors, Sports Car Club of America, Inc. met via teleconference January 8th, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahnert, Vice President of Finance also participated.

The December 9th, 2006 minutes are revised as follows:

1. National Administrators
F&C: Ann Hefty

2. Road Rally Board
Kevin Poirier - Chairman
Charles Edward - Secretary
Lois Van Vleet
Rick Beattie
Tim Craft

MOTION: To approve the minutes of the December 8th, and 9th, 2006 meetings as amended, and the minutes of the December 12th, 2006 e-mail meeting. (Porterfield/Allen) PASSED, Unanimous

FINANCIAL REPORT
Jeff reported on the November financials, and predicted positive year end financials.

PRESIDENTS REPORT
Jim reviewed planning for the 2007 National Convention.

LIASON REPORTS
CLUB RACING BOARD - Mike Sauce and Bob Lybarger

The CRB met in Orlando Florida during the PRI Show. They were focused on the challenges that face them in 07 and beyond. The Roll Cage rule issues and progress on the Strategic Plan implementation are the top priorities before the Convention.

The creation of a Roll Cage Rule is by far their steepest challenge yet. It is understood that the rule must not be exclusionary, but must provide a baseline for safety. The CRB will have an outline of the Roll Cage Rule for the BOD to discuss at the Convention meeting. If the discussion is positive the CRB will bring the Rule to the August face to face for final approval.

The Strategic Plan is being implemented in every meeting moving the general theme forward. The CRB will have a report for the BOD on the Strategic Plan and its progress.

The normal large amount of letters was addressed for all the car categories.

This meeting centered on activity from the Performance Racing Industry Show. Manufacturers of motor sports equipment from all over the world come to Orlando Florida every year to showcase their new products. This setting allows the CRB to become more aware of the latest technology.

The meeting adjourned Sunday at 12:00.

The BOD Liaisons would like to thank Brian Culbertson and John Martinsen for their dedication and service to the CRB.

NEW BUSINESS
The Board discussed several issues of interest, but took no formal action.

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

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CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | *Dec. 15-17, 2006*

The Club Racing Board met at the PRI show in Orlando, FL, December 15-17, 2006. Participating were John Martinsen, Chairman; Bob Dowie, Vice-Chairman; Stan Clayton, Brian Culbertson, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were Mike Sauce, BoD Liaison; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-02, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board. All proposed rules changes are for next season (effective 11/1/07).

GCR

Item 1. Effective 11/1/07: Add the following new section 3.1.3 and renumber the remaining sections of 3.1:

3.1.3 A *dual* national is two events on one weekend at a track where regions in at least two divisions regularly sanction events. The purpose of a dual national is to provide entrants with one in-division and one out-of-division national event during one weekend at one location. A dual national must meet the following criteria:

- Each sanctioned national meets all the rules of a national event.
- Each national is sanctioned separately by two different regions, each one in a different division.
- Each national runs separately, under separate sanctions, applications, and fees.

Entrants may enter one or the other event or both. The entrant must make application to each national separately, as if they were single nationals.

Touring

Item 1. Effective 11/1/07: Add the following to section 9.1.10.D.1.h.1 after the first sentence:

The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged.

Showroom Stock

Item 1. Effective 11/1/07: Reclassify the SSB Subaru Impreza to SSC at 3,135 lbs.

Formula

Item 1. Effective **2/1/07**: Change section 9.1.1.A.5.9 to read as follows:

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 *or 4 Penske shocks, Part # WM1180090. Same type on all four corners.*

b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.

c. ~~*The only adjustment will be at the spring perch.*~~ *Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.*

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

Sports Racer

Item 1. Effective **2/1/07**: Change section 9.1.9.C**. SPEC RACER FORD SPECIFICATIONS CHASSIS** as follows:

F. Tires: Dry: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. Wet: ~~Yokohama A008 Spec Racer or A021, size front: 185/60R13, rear: 205/60R13; or~~ Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2524.

Item 2. Effective **2/1/07**: Change section 9.1.9.G.9 to read as follows:

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 *or 4 Penske shocks, Part # WM1180090. Same type on all four corners.*

b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.

c. ~~*The only adjustment will be at the spring perch.*~~ *Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.*

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

GCR

All CRB regulations and specifications are intended to be "as raced."

NEW CAR CLASSIFICATIONS

None

REFERRED or TABLED

Production

1. P – Clarify brazing/welding on throttle bodies and carburetors (various – 4 letters). Tabled for further research.
2. P – Clarify the intent of LP suspensions (Flesher/Maple). Tabled for further research.
3. P – Clarify spoilers and grill openings (Brightwell). Tabled for further research.
4. FP – Reclassify the 1984-87 Honda Civic CRX 1.5L, 12V to GP (Gillespie). Tabled for further research.

Grand Touring

1. GT1 – Allow the wing to be level with the roof (Grant). Tabled for further research.
2. GT2 – Allow any fuel injection on the Nissan L-28 (Winter). Tabled for further research.
3. GT3 – Add the 1984-87 Honda CRX body, as well as the Honda 1342cc and 1488cc engines, to GT3 (Olson). Tabled for further research.
4. GT3 – Reduce the weight of carbureted engines by 5 percent (Agnifilo). Tabled for further research.

Touring

1. T1 – Reclassify the Acura NSX to T2 (various – 3 letters). Tabled for advisory committee input.
2. T2 – Allow a sway bar package for the GTO (Brannon). We will consider the part after it has been submitted to the national office per section 9.1.10.C.7.
3. T3 – Allow an alternate top on the Honda S2000 (Costello). We will consider the part after it has been submitted to the national office per section 9.1.10.C.7.

Improved Touring

1. IT – Reclassify the 1988-91 Civic DX to ITB (Basile/Giles). Tabled for further research.
2. IT – Clarify the model years intended for classification for the Eclipse/Talon/Laser (Amy). Tabled for further research.

Spec Miata

1. Check compression and cam compliance at regional races (Lendrum). Tabled for advisory committee input on a compliance fee to fund such activities.
2. Allow 7^{th} and 8^{th} point attachments to the firewall (Pope). Tabled for further research.

Sports Racer

CSR – Allow alternate camshafts for the Ford Duratec/Mazda MZR 2.3L (Anderson). Tabled for advisory committee input.

NOT RECOMMENDED

Production

1. EP – Reclassify the 1995-98 LP Dodge Neon to FP (Meindl/Sherman). We wish to monitor the car's performance in EP.
2. EP – Reduce the weight of the 240Z by 75 lbs (Ira). The car fits the performance parameters of the class.
3. EP – Reduce the weight of the second generation RX-7 by 50 lbs (Graham/Skorch). The car is properly specified.
4. EP – Reclassify the Lotus 7 Series 4 in FP (Hinkle). The car is classed appropriately.

5. EP – Reduce the weight of the 1990-97 Miata 1839cc (Heintzman). The car is properly specified.

6. FP – Reduce the weight of the Saab 900s 1985cc (Walters/Miller). We will continue to monitor the car's performance.

7. GP – Reduce the weight of the MGA by 75 lbs (Prather). The car is properly specified.

Grand Touring

1. GT1 – Reclassify the Viper Comp Coupe to GT2 (Robbins). The car is eligible for the B Prepared class.

2. GTL – Allow a larger SIR for added weight penalties (various – 7 letters). A tiered system is under consideration as more data becomes available on SIRs.

Touring/Showroom Stock

1. T – Extend the vehicle eligibility (Berkeley). The current rules are adequate, as the manufacturers support cars and parts for approximately 10 years.

2. T1 – Allow 18" wheels on the Corvettes (Aquilante/Berkeley). Specifications are adequate as written and there is no proven need.

3. T1 – Allow removal of the interior (various – 3 letters). There is no proven need.

4. T1 – Combine the C5 and C6 spec lines (Aquilante). The C5 and C6 are different cars, and we cannot specify them on the same line.

5. T1 – Remove the restrictor plate from the Ferrari 360 (Zabinski). The car is competitive as specified.

6. T1 – Allow alternate brakes for the Corvette (Berkley/Buttermore). Alternate brakes are outside the Touring philosophy.

7. T2 – Allow F-bodies 17x9 wheels, 275/40/17 tires, and 1LE suspension (various – 8 letters). We have made changes and wish to monitor the results.

8. T2 – Help the Dodge SRT-4 (Biskup). The car is competitive as classified.

9. T2 – Allow an alternate intercooler for the Solstice (Buttermore). Alternate engine components are not allowed in Touring.

10. T3 – Allow a wider wheel and tire for the Cobalt SS (Aquilante/Wilson). We will continue to monitor the car's performance.

11. T3 – Allow alternate suspension pieces for the Mustang GT and Bullitt (Vracar). We wish to monitor the car's performance.

12. T3 – Allow alternate coil springs and sway bars for the Subaru Legacy GT (Faitz). We will continue to monitor the car's performance.

13. SS – Rescind the mandatory requirement for the additional side protection (Aquilante). The rule is adequate as written.

14. SSB – Add weight and a restrictor to the Honda and the Acura (various – 3 letters). We will continue to monitor the performance of these cars.

15. SSB – Keep the restrictor and/or weight on the Mini (Ng). We will monitor the car's performance.

16. SSB – Remove the suspension kit from the Solstice (Olson/Ng). The suspension package is an option that comes on the car. It is not a "kit" that can be removed.

17. SSB – Reclassify the 2001-5 Miata to SSC (Mead). We will continue to monitor the car's performance.

18. SSB – Allow the limited slip in the Mini Cooper S (Hagerty). We wish to monitor the car's performance.

19. SSB – Reclassify the 2004 Chrysler Crossfire to SSB (Lipperini). We will continue to monitor the car's performance.

20. SSC – Reclassify the 2000+ MR2 Spyder to SSC (Lipperini). We will continue to monitor the car's performance.

21. SSC – Remove 100 lbs from the Cobalt SS (Aquilante/Buttermore). The car is competitive as specified.

Spec Miata

1. Allow the Centerforce clutch kit (Hill/Kogan). The current rules provide options for clutches.

2. Increase the 1999+ restrictor to 45 mm (Luckritz). We have made performance changes and wish to monitor the results.

3. Equalize the 1.6L and 1.8L (various – 9 letters). We have made performance changes and wish to monitor the results.

4. Require the 1.6L cars to run a true cone style air filter (Steward). The rules are adequate as written.

Formula

F500 – Allow front and rear wings (Pottinger). F500 is a non-wing class.

Sports Racer

1. SR – Combine tunneled, carbon, and high tech cars with CSR (Dyckman). The rules are adequate as written.
2. DSR – Increase the weight of the DSR (Horn). The car is properly specified.

Previously Addressed

Addressed in Technical Bulletin 06-10 or the October 2006 FasTrack:

FF – Clarify the floor pan language (LaRue).

No Action Required

GCR

1. Opposition to new classes (various – 3 letters). Thank you for your input.
2. Opposition to head and neck restraint language (various – 5 letters). Thank you for your input.
3. Support for adding recommendation for inspections to the Chief Steward as part of the duties of the Chief of Tech, changing the annual tech inspection to a 12-month basis, removing the requirement for measuring track, and right side nets (Williams). Thank you for your input.
4. Opposition to clarifying who controls the distribution of logbooks (Williams). Thank you for your input.
5. Opposition to window net rule (various – 5 letters). Thank you for your input.
6. Opposition to full width cages (Hess). Thank you for your input.
7. Opposition to the optional inside net (Hess). Thank you for your input.
8. Opposition to three-digit numbers (various – 12 letters). Thank you for your input.
9. Opposition to "notification of disqualification" on results language (various – 3 letters). Thank you for your input.
10. Support to "notification of disqualification" on results language (various – 6 letters). Thank you for your input.
11. Opposition to the "finisher" definition (various – 9 letters). Thank you for your input.
12. Input for finisher in class language and three-digit numbers (Peplowski). Thank you for your input.
13. Opposition to technical and safety inspection language (Fisher). Thank you for your input.
14. Opposition to 24 classes at the Runoffs (various – 11 letters). Thank you for your input.
15. Support for competitor visual inspections (various – 2 letters). Thank you for your input.
16. Opposition to competitor visual inspections (various – 3 letters). Thank you for your input.
17. Keep the participation number at 3.5 (Garza). Thank you for your input.
18. Hydrocarbon encapsulators input (Corby). Thank you for your input.
19. Car classification input (Broring). Thank you for your input.
20. Opposition to minimum weight decal language (various – 12 letters). Thank you for your input.
21. Nominations for Club Racing awards (Barnes). Thank you for your input.
22. Make the GCR easier to read (Bennett). Thank you for your input.
23. Do not hold the GTL race on Saturday, October 13, 2007 (Gerstein). Thank you for your input.
24. Adopt similar roll cage rules across all classes (various – 3 letters). The CRB is working on a proposal for roll cages in all fender and door classes.

Production

1. P – Opposition to roll cage language (Nesbit) Thank you for your input.
2. P – Opposition to dry sumps for limited prep cars (Travers). Thank you for your interest.
3. P – Roll cage input (Bond/Krantz). Thank you for your interest.
4. P – Add throttle body/carburetor sizes to spec lines (Maple). Thank you for your input. The advisory committee is working to collect the specifications.
5. FP – Opposition to 100 lb weight increase for the Lotus (various – 4 letters). Thank you for your input.

Grand Touring

1. GT2 – GT2 class structure input (Goughary). Thank you for your input.
2. GT2 – Do not restrict aircooled, 2-valve 6 cylinders (Jacolone). Thank you for your input. Aircooled 2 valves up to 3.6 are classed without restriction.
3. GT2 – Opposition to GT2 proposal (Gilles). Thank you for your input.

Touring/Showroom Stock

1. T – Name the new Touring class "Super Touring" (various – 5 letters). Thank you for your input.
2. T – Support for Super Touring class (Pettiford). Thank you for your input.
3. T – Opposition to the new T1 (various – 6 letters). Thank you for your input.
4. T – Allow removal of the catalytic converters in all Touring classes (various – 5 letters). We are evaluating the effects on forced induction cars.
5. T/SS – Allow more than 2 degrees of camber on a case-by-case basis (Aquilante). Thank you for your input. We have done this in the T1 class.
6. T1 – Support for removing catalytic converters in T1 (Berkley/Henderson). Thank you for your input.
7. T1 – Do not remove the Viper from T1 (Pintaric). Thank you for your input.
8. T1 – Reclass the Viper to the new ST (Aquilante/Wilson). Thank you for your input.
9. T1 – In which class will the Viper compete next year (Robbins)? Thank you for your input.
10. T1 – Do not penalize the Viper immediately (Robbins). Thank you for your input.
11. T1 – Keep the Cayman S in T1 (Meindl). Thank you for your input.
12. T1 – Classify the 2005+ Ford GT (Lipperini). Thank you for your input.
13. T1 – Slow the Viper and Ferrari (various – 4 letters). Thanks for your input.
14. T1 – Class input (White). Thank you for your input.
15. T1 – Classify the Mustang Shelby GT500 (Lipperini). Classification will be considered for 2008 pending receipt of the VTS sheets.
16. T2 – Do not penalize the EVO because the Subaru did well (Grand). Thank you for your input.
17. T2 – Removing the cats does not increase hp on turbo cars (Grand). Thank you for your input.
18. T3 – Give T3 a chance (Ellis). Thank you for your input.
19. T3 – Take weight off the Z4 and increase the restrictor size (Ng). The weight has been reduced, and the restrictor removed.
20. SS – Support for allowing alternate brake lines (Lipperini). Thank you for your input.
21. SSB – Delay the reclassification of the Z4 to T3 (Maas/Tippens). Thank you for your input.
22. SSB – Allow the Z4 to stay in SSB (various – 5 letters). Thank you for your input.
23. SSB – Opposition to the Solstice hardtop (Olson/Maas). Thank you for your input.
24. SSB – Take a good look at the Solstice and Mini (Mead). Thank you for your input.
25. SSB – Will the Solstice be penalized (Demers)? Refer to other sections of this set of minutes.
26. SSC – Opposition to reclassifying the Mini Cooper S to SSB (Frye). Thank you for your input.
27. SSC – Support for reclassifying the Mini Cooper S to SSB (various – 5 letters). Thank you for your input.
28. SSC – Mini Cooper S input (Davis/Theen). Thank you for your input.

Spec Miata

1. Spec a minimum clutch weight (Walter). Thank you for your input.
2. Spec the minimum flywheel weights (Garza). Thank you for your input.
3. Support for the rear end update (3 letters). Thank you for your input.
4. Opposition to rear end update (Disque/Kucera). Thank you for your input.
5. Support for the clutch rule (4 letters). Thank you for your input.
6. Opposition to the clutch rule (Moore). Thank you for your input.

7. Clutch input (12 letters). Thank you for your input.
8. Support for all SM changes (5 letters). Thank you for your input.
9. 1994 vs. 1995 flywheel input (Coalwell/Garza). Thank you for your input.
10. Support for the cam rule (Lendrum). Thank you for your input.

Improved Touring

1. IT – Support for FWD adders (Fox). Thank you for your input.
2. IT – Do not allow rotary engines an overbore of .040" (Robertson). Thank you for your input.
3. IT – Allow dual classifications (Patullo). Thank you for your input.
4. IT – Allow oxygen sensor simulators (Sirota). We will continue to monitor programming and piggyback technologies.
5. ITR – Input on the new class (various – 2 letters). Thank you for your input.
6. ITS – Opposition to the removal of the BMW E36 from ITS (Selby). Thank you for your input.

Formula

1. FA – Opposition to the 25 lb weight penalty for non-metallic vehicles (Liebich). Thank you for your input.
2. FF – Support for a spec tire (10 letters). Thank you for your input.
3. FF – Opposition to a spec tire (16 letters). Thank you for your input.
4. FV – Support for electronic ignition (13 letters). Thank you for your input.
5. FV – Opposition to electronic ignition (5 letters). Thank you for your input.
6. FV – Support for disc brakes (11 letters). Thank you for your input.
7. FV – Opposition to disc brakes (32 letters). Thank you for your input.
8. FV – Opposition to spec tires (Davis). Thank you for your input.
9. FV – Support for the 90 degree divert (Davis). Thank you for your input.
10. FSCCA – Make FSCCA a national class (23 letters). Thank you for your input.
11. F1000 – F1000 input (Tandy). Thank you for your input.

Sports Racer

SRF – Opposition to multiple rain tires (Breton). Thank you for your input.

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: January 2, 2007
NUMBER: TB 07-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 2/1/07 unless otherwise noted.

GCR

1. Section 6.2.2. Safety Car Procedures, p. 52, correct the section number to 6.3.2.

Grand Touring
GT3

1. Classify the Honda CRX in GT3.
Add new spec line to GTCS p. 269, Honda CRX (84-87), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 74.0 x 86.5, Displ.(cc): 1488, Head Type: Alum. Crossflow, Valves per Cyl.: 3, Carburetion: 33mm SIR, Wheelbase(mm): 86.6, Weight(lbs): 1900, Notes: Alt. heads #12100-PE3-000 or 12100-PE7-000.

Improved Touring
ITS

1. Mazda MX-6 (1993), p. 19, change the specs to read as follows: Weight(lbs): 2570. Note – this was added in TB 06-12 but inadvertently omitted from the 2007 GCR.

Production
EP

1. Austin-Healey 3000 Mk I, II, III, p. 26-27, add to the specs as follows: Carb. No. & Type: (3) 2" SU carbs. Note – this was added in TB 06-12 but inadvertently omitted from the 2007 GCR.

Showroom Stock
SSC

1. Mini Cooper (05) p. 470, correct the model years to include 04-07.

Touring
T3

1. Mini Cooper S (02-07), p. 559, correct the specs to read as follows: Wheelbase(mm): 2467, Wheel Size(in): 17 x 7.

COURT OF APPEALS

Subject: Court of Appeals Procedures
From: The National Court of Appeals

The General Competition Rules provide a means for an individual to appeal an action by Stewards of the Meeting (SOM) in which they are a named party. The SOM action will have been initiated at a Competition event sanctioned by the Club Racing Department of the SCCA. The following is an explanatory guide to the appeal process for reference only.

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. The date of your appeal is determined by the U.S. Post Office cancel date on the envelope. You may also send your appeal by Express Mail and/or by fax. All appeals should be addressed to the Court of Appeals c/o SCCA Club Racing. If you fax your appeal, include a Visa or Master Card account number for your appeal fee to be billed. Your ten (10)-day period normally starts with the week-end 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 (10)-day period would start from the date the Chairman, SOM, advises 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.

Secondly, 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 stating you intend to appeal and "details to follow" is NOT an appeal under the rules contained in Section 8.4 of the GCR. You will need to submit all materials you wish the Court to consider within the ten (10)-day period allowed by the GCR. You will normally not be contacted by the Court for additional information. The Court presumes you have provided all the information you feel is important at the time you appeal. If you feel other individuals can provide information that could be beneficial to your case, it is your obligation to contact those individuals and see that the Court receives their statements within the time allowed.

Third, your rights to file an appeal do not contain any rights to be 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.

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 to the case.

Fifth, in appeals involving alleged violations of car preparation specifications, the Court will maintain confidentiality of all specifications to insure that a competitor does not learn preparation "secrets" of another competitor by filing a tear-down protest or appeal. All materials distributed, as part of the appeals process, will have measurements, specifications, etc. deleted.

Sixth, videotapes are frequently part of the appeals process. The Court can only accept unedited tapes. Tapes 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 individuals in reviewing the appeals process so that you can proceed in the most effective manner. These individuals are listed in various Regional or Divisional publications. If you do not know who these individuals are in your Division, contact your Divisional Executive Steward to obtain this data.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *Nov. 29, 2006*

The Solo Events Board met by conference call November 29th. Attending were SEB members Dick Berger, Marcus Merideth, Chris Dorsey, Tina Reeves, Jason Isley, Andy Hollis, Charlie Clark and Kay Fairer of the BOD, and Doug Gill of the National Staff.

SOLO GENERAL ITEMS

The SEB selected recipients for the Driver of the Year, Rookie of the Year, Driver of Eminence, Solo Cup, and Divisional of the Year awards. These are to be presented at the upcoming SCCA National Convention.

MEMBER ITEMS NOT RECOMMENDED

- Z4 classing (ref. 06-289)
- Mercedes 190E classing (ref. 06-328)

TECH BULLETINS

1) Stock: per the SAC, the Lotus Sport Elise has been added to the Stock exclusion list.

2) Stock: per the SAC, the normally-aspirated Lotus Exige ('06+) is added to class SS (ref. 06-208).

3) Stock: the following new listings, effective immediately on publication, are added per the SAC:

Audi RS4	AS (ref. 06-224)

4) Stock: per the SAC, a model conversion must be complete; the requirements of section 13.0 are not met by simply pulling a fuse to disable a feature which distinguishes one model from another (ref. 06-291).

5) Stock: the Technical Service Bulletin# 06-06-04-051 regarding engine recalibration (i.e. an ECU reflash) of the Z0K Solstice and Cobalt SS is not legal for Stock category use since it is specified for competition purposes and thus does not meet the requirements of sections 13.0, 12.4, and 3.8.A (ref. 06-337).

The competition-only steering knuckles for the Cobalt, G5, and ION, as specified in Service Information Document #1864485, also do not meet the requirements of the Stock category (ref. 03-363).

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *Jan. 3, 2007*

The Solo Events Board met by conference call January 3rd. Attending were SEB members Marcus Merideth, Chris Dorsey, Tina Reeves, Jason Isley, Donnie Barnes, Steve Wynveen, Andy Hollis; Kay Fairer of the BOD; Howard Duncan and Doug Gill of the National Staff.

SOLO GENERAL ITEMS

- Steve Wynveen has joined the SEB as the Central Division representative, as a result of the creation of the Great Lakes Division which is represented by Marcus Merideth.
- Donnie Barnes has joined the SEB from the Southeast Division. The Board thanks Steve Hoelscher for his service to the Club as an SEB member.
- A Divisional Solo Safety Steward is needed for the Central Division, now that it is separate from the Great Lakes Division. Members from CenDiv who are interested in this position should submit their qualifications in writing to the SEB via the National Office.
- Katie Elder has stepped down as the Northern Pacific Divisional Solo Events Steward. The SEB thanks her for her service to the Club in this capacity. Members from NorPac who are interested in this position should submit their qualifications in writing to the SEB via the National Office.
- Dave Whitworth has stepped down as the Midwest Divisional Solo Events Steward, and the SEB thanks him for his service to the Club. Members from MidDiv who are interested in this position should submit their qualifications in writing to the SEB via the National Office.
- The following specialty subcommittee members are stepping down from their respective committees, as noted. The SEB thanks all of them for their years of service to the Club as committee members:

  Rob Foley – SAC
  Jason Rhoades – STAC
  Sam Strano – SPAC
  Bruce Dickey – MAC
  Tom Harrington – KAC

- Various specialty subcommittees now have or will soon be having openings. Members interested in working on the SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, or SSC should submit their qualifications in writing to the SEB via the National Office.
- The BOD liaisons to the SEB for 2007 will be Kaye Fairer and Charlie Clark.

STOCK CATEGORY

The SAC is proposing the following class change, effective 1/1/2008, and is seeking member comment: Move from AS to FS, the Pontiac Firebird WS6 and Chevrolet Camaro SS, with listings in FS as below:

Chevrolet Camaro SS 1998-2002
Pontiac Firebird WS6 all

NOTE: Excluded from this proposal are: 1996-1997 Camaro SS, Level 2 suspension Camaro SS and SS/WS6 with LT4 motor.

MEMBER ITEMS NOT RECOMMENDED OR WITHDRAWN

- Steering wheels in ST (ref. 06-285)
- Tire/wheel sizes in STX (ref. 06-309)
- Supra classing (ref. 06-344)
- Disabling ABS (ref. 06-362, withdrawn)
- Various reclassification proposals (ref. 06-630)

TECH BULLETINS

1) Stock: per the SAC, the following new listings are added, effective immediately upon publication:

   Ford Shelby GT350, T82 and 54U factory option package only FS

NOTE: “Shelby” add-ons beyond T82/54U are considered “dealer installed” and are not stock legal.

2) Street Touring: per the STAC, 14.10.E.1 is clarified to read as follows:

   14.10.E.1 Reprogrammed ECU (via hardware and/or software) may be used in the standard housing.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | *Jan. 3, 2007*

The *RoadRally* Board (RRB) met via conference call on January 3, 2007. Attending were: Kevin Poirier, Chairman; Chuck Edwards, Secretary; members Rick Beattie, Steve Gaddy, Tim Craft, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Pego Mack, National Office. Ron Ferris, member, was unable to attend.

Chairman Poirier called the meeting to order at 8:38 pm CST.

The final version of the 2006 minutes was accepted (/).

Proceedings

1. Robert Ridges Award

Discussion: A recipient was unanimously accepted, but the name will remain confidential until the convention in San Antonio. Tim Kraft will ask the recipient to attend the convention.

2. Regional Achievement Award

Discussion: A region was unanimously designated the recipient.

3. Divisional Achievement

Discussion: A Division was unanimously designated as the recipient.

4. RRB to meet with SCCA board at 11 AM Sunday

Discussion: Pego needs documents so please send them to her as soon as possible. A template will be furnished but it's not yet available.

5. Social Events don't count

Discussion: Charity events will count for championship points if they meet criteria (60 miles, 4 controls) – but only one charity sanction per year per region. Social events won't count for championship points.

6. Elkhart Lake event has scheduling problems

Discussion: The Land O'Lakes Region is working to schedule a national rally for the weekend of September 22-23. The date was chosen to dovetail with an existing vintage race weekend at Road America. The organizers want the event to be promoted as a Great Race event. Pego will coordinate this.

7. Appendix D

Discussion: Appendix D needs editing in the third paragraph but this will be done via email communication among the RRB.

8. Rally Awards

Discussion: Motion: 2007 awards are to be given to the top 3 competitors in each category with a minimum of 50 points. It's expected this will total twenty-seven awards.

9. DVDs for RRSS instruction are available

10. Table RFOs for convention

Forthcoming Rules For Organizers will be discussed by the RRB at the convention.

11. Changes of class

Discussion: The RRB will ask the Rules Committee to research allowing change of class by a competitor after the entry form has been sent to a registrar. The RRB feels that class changes are allowable under current rules.

12. Board Liaison

The RRB feels that members of (1) the RRB, (2) the Rules Committee, and (3) sub-committees of either group are acceptable RRB Liaisons. Bruce Gezon, a member of a sub-committee of the Rules Committee, will be asked to be the liaison with the Arizona rallies.

13. Appreciation for service

The RRB thanks Steve Gaddy for his service to the RRB, most recently as secretary.

Next meeting

The next meeting will be at the SCCA National Convention in San Antonio, Texas.

The meeting was adjourned at 10:20 pm CST (/).

Submitted by Chuck Edwards, 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/Club/index.asp?reference=schools

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: http://www.scca.com/Club/index.asp?reference=clubforms

Technical Forms: http://www.scca.com/Club/index.asp?reference=techforms

Scrutineer's Forms: http://www.scca.com/Club/index.asp?reference=scrutineering

Vehicle Homologation Forms: http://www.scca.com/Club/index.asp?reference=homologation-forms

General Competition Rules (GCR): http://www.scca.com/Club/index.asp?reference=gcr

SOLO

Forms: http://www.scca.com/Solo/index.asp?reference=soloforms

Rulebook: http://www.scca.com/Solo/index.asp?reference=rules

RALLY

Forms: http://www.scca.com/Rally/index.asp?reference=rallyforms

Rulebook: http://www.scca.com/Rally/index.asp?reference=carsandrules

EVENT CALENDAR: http://www.scca.com/Event

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED March 2007

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | *Jan. 31-Feb. 4, 2007*

The Board of Directors, Sports Car Club of America, Inc. met in San Antonio, January 31st, through February 4th, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Michael Sauce, and K.P. Jones. Jim Julow, President, Jeff Dahnert, Vice President of Finance, Eric Prill, Vice President Marketing and Communications, Peter Lyon, Risk Management, Howard Duncan, Vice President Rally/Solo, Terry Ozment, Director of Club Racing, Ken Patterson, Chairman of the Stewards, Bob Dowie, Chairman, Club Racing Board, Marcus Merideth, Chairman, Solo Events Board, Mark Walker, Chairman, RallyCross Board, Kevin Poirier, Chairman Road Rally Board, Jeremy Thoennes, Technical Services Manager, also participated.

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

MOTION: To approve the minutes of the January 8th, 2007 meeting. (Christian / Sauce) PASSED, Unanimous.

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PRESIDENTS REPORT

Jim Julow indicated that the National staff is conducting a review of some existing processes and will bring recommended improvements to the Board of Directors in May. He reported on the factors that led to the positive financial performance for 2006. He highlighted some of the activities planned for the National Convention.

FINANCE AND ADMINISTRATION

Jeff Dahnert reported that the SCCA Inc. finished 2006 in the black.

SOLO /RALLY

Howard Duncan reported on Road Rally, RallyCross and Solo plans for 2007. He also highlighted plans for the Street Survival Program.

CLUB RACING

Terry Ozment reported on the 2006 Runoffs participant survey. Information from the survey is being incorporated in plans for improvement to the event in 2007. A summary of the results will be published to the membership.

MEMBER SERVICES

Colan Arnold reviewed items to be presented to the National Convention attendees for their evaluation and input.

CLUB RACING BOARD

Bob Dowie, reported on a number of items under consideration by the Club Racing Board.

MOTION: To approve the following PDX sanction fees; $100 for a stand alone PDX, and $50 for a PDX in conjunction with a SCCA sanctioned Drivers School, Regional or National Race. (Sauce/ Allen) PASSED, Unanimous.

MOTION: To change the fourth line of GCR section 9.1.10 to read as follows:
~~Super Touring~~ ST (ST)
(Sheridan/Sauce) PASSED. Unanimous.

MOTION: To approve the following changes to the GCR as recommended by the Club Racing Board. (Sauce/Allen) PASSED. Abstaining, Porterfield, Christian.

Formula

Item 1. Effective **2/1/07**: Change section 9.1.1.A.5.9 to read as follows:

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 *or 4 Penske shocks, Part # WM1180090. Same type on all four corners.*

b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.

c. ~~The only adjustment will be at the spring perch.~~ Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

Sports Racer

Item 2. Effective **2/1/07**: Change section 9.1.9.G.9 to read as follows:

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 *or 4 Penske shocks, Part # WM1180090. Same type on all four corners.*

b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.

c. ~~The only adjustment will be at the spring perch.~~ Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

MOTION: To approve the following change to the GCR as recommended by the Club Racing Board. (Holtz/Lybarger) PASSED. Abstaining, Porterfield, Christian, Allen.

Sports Racer

Item 1. Effective **2/1/07**: Change section 9.1.9.C**. SPEC RACER FORD SPECIFICATIONS CHASSIS** as follows:

F. Tires: Dry: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. Wet: ~~Yokohama A008 Spec Racer or A021, size front: 185/60R13, rear: 205/60R13; or~~ Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2524.

MOTION: To rescind Touring/SS Item 9 (August BoD meeting). (Sauce/Lybarger) PASSED. Opposed, Jones Abstaining, Porterfield.

T/SS

Item 9. Effective 11/1/06: Remove the BMW Z4 from SSB. Note – the car will remain a T3 car.

NOTE: With the recent shift of the Touring class names above, this car will compete in T4 for 2007.

EXECUTIVE STEWARDS

Ken Patterson reported on the status of the Stewards program.

MOTION: To modify a previous action by the Board as follows: That the Club Racing Department be authorized and directed to release copies of any and all CSA's, RFA's and actions of the SOM, exclusive of witness reports and diagrams, created at an event, to the Race Director and/or RE of the Region responsible for said event, upon their written request for same. (Jones/Fairer) PASSED. Unanimous.

MOTION: To rescind all actions by the Board of Directors regarding the release of CSA's, RFA's and actions of the SOM to the Race Director and/or RE of the Region. (Holtz/Lybarger) PASSED. Voting No, Fairer, Allen, Sauce, Jones

SOLO EVENTS BOARD

Marcus Meredith reported plans to improve the tracking of member requests to the SEB.

MOTION: To approve the following appointments:

Divisional Stewards
Jason Tipple, Great Lakes
Brian Nemy, Northern Pacific
Heywand Wagner, Southeast

Divisional Safety Steward
Aruch Poonsapaya, Central

(Fairer/Clark) PASSED. Unanimous

RALLYCROSS BOARD

Mark Walker reported on plans for expansion of the RallyCross program in 2007.

MOTION: To accept the recommendation of the RallyCross board that Michael Malsed be approved as the SoPac Division RallyCross Steward effective immediately. (Porterfield/Allen) PASSED. Unanimous.

MOTION: Approve the appointment of Jayson Woodruff and Matthew Nichols to the RallyCross Board. (Allen/Sauce) PASSED. Unanimous.

ROAD RALLY BOARD

Kevin Poirier reported on Road Rally growth opportunities for 2007.

SCCA FOUNDATION

Larry Dent reported on the status of the Teen Driving Program.

SCCA ENTERPRISES

The Board of Directors acknowledged that SCCA Enterprises has announced a FormulaCar Magazine Championship for their formula car. The SCCA Board of Directors has no interest in this matter.

OLD BUSINESS

None

NEW BUSINESS

MOTION: The Board of Directors would like to acknowledge and congratulate Eric Prill on his promotion to Vice President, Marketing and Communications and looks forward to working with him in his new capacity. (Introne/ Gordy) PASSED, Unanimous.

MOTION: That Jim Julow investigate the feasibility of those improvements to the Heartland Park Topeka track changes for 2007and 2008 that would not require further commitments from the SCCA, and also opportunities to move the date of the event earlier in the year. (Sheridan/Lybarger) PASSED, Unanimous.

MOTION: To adjourn. (Fairer/Gordy) PASSED.

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | *Feb. 1-4, 2007*

The Club Racing Board met at the National Convention in San Antonio, TX, February 1-4, 2007, and by conference call February 6, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were and Bob Lybarger and Mike Sauce, BoD Liaisons; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-03, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board.

GCR

Item 1. Effective 11/1/07: Add the following to section 4.4.4.E:

Licenses accepted in section 3.1.4 paragraphs 1 and 3 shall be accepted in lieu of requirements as listed in section 4.4.4.A.1 and 2 for issuance of a Regional Competition License.

Item 2. Effective 11/1/07: Add the following to section 9.3.27:

Swaged or pressed-in carburetor and fuel pump fuel fittings must be replaced with threaded fittings. The carburetor body and/or fuel pump may be drilled and tapped to accept threaded fittings.

Formula

Item 1. Effective 11/1/07: Change section 9.1.1.C.5.i as follows:

Ignition points *or drop-in ignition triggering module (e.g., Pertronix).*

Item 2. Effective 11/1/07: Replace section 9.1.1.C Formula Vee Preparation Rules with the following:

1. Background

A. History and philosophy of the class

Formula Vee was recognized by SCCA in 1963. The class is highly restricted, originally requiring the use of genuine VW parts "from the standard Volkswagen 1200 Sedan Series type 1, US model sedan as imported by VW" in the engine, drivetrain and suspension. Over the years, the rules have changed slowly to maintain parts availability and allow a gradual evolution of the class. However, the focus remains the same: to provide a cost effective, highly competitive class that, through consistent and tightly controlled component and preparation rules, emphasizes driver ability rather than technological development of the car. Today, as throughout its long history, FV is one of the most highly subscribed classes in SCCA. The goal of these rules is to maintain both the competitiveness and cost effectiveness of the class.

B. Definition

A formula for single-seat, open-wheel racing cars based on standard Volkswagen 1200 series Type 1, U.S. model sedan (imported by VW) components, and restrictive in specifications so as to emphasize driver ability and preparation rather than design and technology of the car.

Formula Vee 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.

No component of the engine, power train, front suspension, brakes shall be altered, modified, or substituted unless specifically authorized. Mass-produced, direct replacement components may be substituted for the following as long as they are of the same material and dimensionally identical to the original VW components they replace:

- VW transmission components
- Rear axle components
- Front suspension
- Brake components

These replacement parts must be generally available to all competitors and must offer no competitive advantage over the original VW parts. Replacement engine components are allowed as described in section C.5.

Any external surface of the suspension, brakes, and transmission/ rear axle may be painted, plated, or anodized.

Engine components shall be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or other official VW guides is allowed provided that tolerances, dimensions, and specifications stated in the GCR are met.

2. Weight and Dimensions

Minimum weight as qualified or raced, with driver: 1025 lbs.

Wheel base, minimum: 81.5”

Wheel base, maximum: 83.5”

Track, front: Standard VW – maximum 52.5” (no spacers allowed)

Track, rear: 49-13/16” + 7/8” - 5/8”

Overall length, minimum: 123” (includes exhaust)

Overall length, maximum: 127” (includes exhaust)

Body height at firewall
(bottom of frame to top of bodywork),
minimum: 25”

3. Suspension

A. The front suspension and steering shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. The following modifications are allowed:

1. Removal or modification of spring packs including the use of ride height adjusters incorporated into the front beam provided they are not adjustable from the cockpit. At least one spring pack shall be retained as the primary spring media for the front suspension.

2. The use of any anti-sway bar(s), mounting hardware, and trailing arm locating spacers.

3. The use of any direct acting, tube type shock absorber(s) mounted in a longitudinal, vertical plane and acting through the standard mounting points. Spring shocks and linkage activated shocks are prohibited.

4. Relocation of the steering gearbox to any position utilizing an appropriate mounting structure and replacements of the tie rods. Steering damper mount and/or the steering box locating bumps may be removed.

5. Any desired pitman arm may be used.

6. Steering column may be altered or replaced and any steering wheel may be used.

7. Standard steering arms may be altered or replaced and speedometer cable hole may be plugged. No other modification of the wheel spindle is permitted. Non-VW replacement spindles shall maintain the same bearing dimensions and locations and shall maintain the geometric relationship between the spindle and the king pin bore and boss.

Wheel tethers are recommended. If wheel tethers are used, a hole may be drilled in the spindle for the purpose of attachment.

8. The rubber portion only of the bump stop may be altered or removed.

9. Caster, camber, and toe in/out settings are unrestricted. Clearancing of carrier or trailing arm to eliminate binding is permitted. Offset suspension bushings and alternate locating spacers are permitted.

10. No structure, item, or component (including the battery) other than bodywork, can protrude further forward than ten (10) inches from the front of the lower axle beam tube. Any item protruding further than eight (8) inches must include a vertical safety plate. This plate must be constructed of no less than .060” 6061-T-6 aluminum or no less than 16 gauge steel. The plate shall have a minimum frontal surface area of 42 square inches, and shall have a height of not less than four (4) inches and a width of not less than six (6) inches. The plate may have no more than ½ inch curvature or deflection from the vertical plane, and shall be attached to the chassis (frame) at all four corners. The lower braces shall not exceed a 15-degree upward angle when measured from the horizontal plane of the lower frame tubes.

If a vented lead acid battery is mounted in front of the axle beam, it shall be encased in a marine-type container.

It is recommended that the front area of the nose be filled with foam to aid in impact absorption.

B. The rear axle assembly shall be standard VW sedan as defined herein with axle location provided by a single locating arm on each axle.

1. The rear axle tube may be rotated about its axis.

2. Coil spring(s) shall provide the primary springing medium, with telescopic shock absorber(s) mounted inside the spring(s). Cables, straps, or other positive stops may be used to limit positive camber. An anti-roll bar or camber control device may also be used. When said anti-roll bar or camber control device is removed, the required coil springs shall continue to perform functionally.

3. The shock absorber mounts may be modified.

C. Wheels shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein, or any steel (15) inch X 4.5J wheel within the track dimensions of C.2. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip-on). Hub cap clips shall be removed.

D. Any tire size may be fitted, except that ungrooved radial race tires (radial slicks) are not allowed.

4. Brakes

A. Brake drums, backing plates, and wheel cylinders shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. Ribbed-type rear drums (VW Part # N113-501 615 D or ICP Part # 113 501 615 D) may be used in place of the 1200 series rear brake drums. Rear backing plates may be from any Type 1 model year.

B. These cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels. Any master cylinder(s) may be used.

C. A separate hand brake (emergency brake) is not required. Removal of the hand brake and operating mechanism is permitted.

5. Engine

A. The engine shall be a standard VW power plant, as normally fitted to VW sedans as defined herein. Any engine part(s), listed by the manufacturer (VW) as a current, superseding, replacement part for the standard VW 1200 series, Type 1, U.S. model sedan and interchangeable with the original part(s), may be used. Turbocharging is not permitted.

B. The engine/transmission shall be mounted in the chassis with the transmission to the rear.

C. The following component parts may be replaced with that of other manufacture, provided said part is of the same material, is dimensionally identical, and meets all other tolerances and specifications stated in the GCR.

1. Engine Case – Type I or Type III style single or dual relief cases only
2. Cylinder Heads
3. Cylinders (an O-ring for centering is permitted).
4. Pistons and wrist pins - minimum combined weight without clips or piston rings = 330.0 grams
5. Cam followers - Minimum weight = 60.0 grams
6. Connecting rods with bolts and small end bushing - minimum weight = 425.0 grams
7. Oil pump - exact replica of any standard VW oil pump
8. Distributor
9. Ignition points
10. Distributor cap
11. Fuel pump - any standard type VW fuel pump which can be fitted without modification of any other part
12. Crankshaft - minimum weight sixteen (16) lbs.
13. Crankshaft gear
14. Flywheel - minimum weight twelve (12) lbs.
15. Pressure plate, or alternate SACHS 211 141 025 DAM pressure plate
16. Clutch disc – 180mm nominal diameter only
17. Throw out bearing
18. Push rods
19. Push rod tubes

D. Allowed Modifications

1. Replacement of standard exhaust system with any exhaust system terminating one (1) to three (3) inches behind the rearmost part of the body.

2. Lightening of the flywheel to a minimum of twelve (12) lbs.

3. Balancing of all moving parts of the engine, provided such balancing does not remove more material than is necessary to achieve the balance except on those component parts where weights are specified.

4. The crankshaft may be ground and the case may be machined to accommodate the use of standard factory oversize/undersize crankshaft bearings, provided the crankshaft location is not changed.

5. Where minimum weights are specified, any lightening is permissible provided the original part complied with the dimensional restrictions set forth.

6. The following standard dimensions and tolerances of engine components are included as information and shall be

observed:

a. Maximum bore: 3.040 inches

b. Stroke: 2.520 inches +/- 0.005 inch.

c. Minimum capacity of combustion chamber in head: 43.0cc (Polishing and/or tooling is prohibited.)

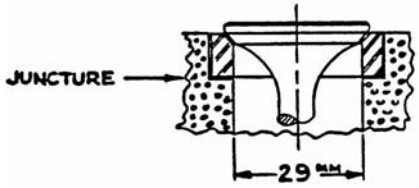
d. Minimum depth, top of cylinder barrel to top of piston: 0.039 inch.

The above dimensions may be achieved by machining any previously machined surface, provided that the total surface is machined on the same plane as the previously machined surface. The above dimensions shall be the average of all four (4) cylinders.

7. Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing. Fan belt origin is unrestricted. The use of a fan belt is optional.

8. Installation of a spark plug hole repair utilizing standard thread repair methods, such as Helicoil or welding and rethreading is permitted providing that the spark plug centerline is not changed. The original size and shape of the combustion chamber must be maintained.

9. Polishing of the intake and exhaust ports, provided such polishing does not enlarge the intake port beyond 29mm (1.142") inside diameter and the exhaust port beyond 33mm (1.299") inside diameter. The measurements are to be taken at the juncture of the seat insert and the aluminum port material, and at the manifold face. Valve seat angles shall be machined as specified in the official VW Workshop Manual.



10. Replacement of intake and exhaust valve seats is allowed for the purpose of repair only. Valve Seats may not be moved from their original position. Welding is allowed to facilitate repair and installation of replacement seats. The original size and shape of the combustion chamber must be maintained. Installed seats may neither be proud or recessed of the combustion chamber surface.

Seat Dimensions				
	VW O.D. (inches)	Max O.D. (inches)	Max I.D. (inches)	Max Depth (inches)
Intake	1.385	1.445	1.142	0.375
Exhaust	1.265	1.315	1.299	0.375

Inside diameter of intake seat shall be 1.142" at the juncture of the seat to the aluminum on original seats, or a depth of 0.340" from the combustion chamber on replacement seats. This is to allow blending of the seat to the port. Valve seat angles may not be larger than the outer diameter of the original VW seat (1.385" intake, 1.265" exhaust).

11. The following standard dimensions are included for information only and must be observed:

a. Exhaust valve diameter: 1.102 or 1.18 inches

b. Intake valve diameter: 1.18 or 1.24 inches

c. Reprofiling of valves is not permitted.

12. Alternate exhaust valves are allowed provided the dimensions and materials are the same as standard (VW) exhaust valves.

13. In addition to the original VW manufactured valve, any mass produced, replacement intake valve may be used provided the material, profile, and finish remain essentially identical to the original VW valve, including the prominent lip at the inner edge of the valve seat. The valve must also meet the following dimensions:

- stem diameter: 0.305 inches minimum, measured just below the keeper grooves
- head diameter 1.24 inches maximum
- length 4.450 inches maximum
- valve face width 0.090 inches minimum

- distance from combustion chamber face to seat surface (including any chamfer at valve head) 0.020 – 0.090 inches

- stem diameter within 1.25 inches of the head of the valve 0.293 inches minimum.

14. Valve springs are unrestricted providing:

a. No more than one spring shall be used per valve.

b. Any steel spring cap and retainers may be used.

c. Spring shall be made of steel.

d. Valve spring shims may be used.

15. Rocker arms may be lightened to a minimum weight of 80.0 grams. VW parts must be used, from 1200, 1300, 1500 or 1600 Type 1 engines; 1:1 or 1.1:1 ratios only.

16. Rocker arm shafts may be modified or replaced by those of other manufacture, including shafts that replace the stock clips with a solid center spacer and bolt on end caps/washers. Wave type spacer washers may be replaced by solid steel type flat washers.

17. The rocker arm shaft assembly may be shimmed out on the cylinder head mounting studs by placing appropriate shims between the cylinder head mounting boss and the blocks on the rocker arm shaft assembly.

18. Valve covers are unrestricted and may be bolted on.

19. Fitting of any standard Solex 28 PCI or 28 PICT carburetor and any jets may be used. Any venturi of standard VW/Solex dimensions may be fitted without alteration to the carburetor body. The venturi shall be fitted in the standard position, but its internal diameter may be machined. The carburetor may be rotated 180 degrees about its vertical axis. Modification of the float is allowed as long as no change is made to the float chamber and/or float valve.

The carburetor must remain untouched with the following exceptions:

a. No material shall be added.

b. Bead-blasting is permitted for cleaning only.

c. Throttle shaft - Shall be a minimum of 0.185” with throttle plate installed. Machined sides shall remain flat and parallel with no chamfering or radiusing.

d. Throttle Plate - Shall be a minimum of 0.053”, flat and parallel with no chamfering or radiusing. Diameter shall be a minimum of 1.095 inches.

e. Carburetor Top - The junction of the bowl and bore may be radiused. The bore beneath the radius shall be a maximum of 1.120 inches. Accelerator pump boss shall remain original. The orifice in the base of the accelerator pump boss shall not allow a #56 (0.046 in.) drill bit to pass through (maximum hole diameter shall be less than 0.046 in.).

f. Carburetor Body - The removal of flashing from internal surfaces is permitted, but no additional material is to be removed from the casting in the area of the bore, emulsion tube carrier, or any carrier supports. Bore diameter from throttle shaft down shall not exceed 1.110 inches.

g. Carburetor air cleaner and choke mechanism may be removed. Choke shaft holes may be plugged. Plugs may not protrude into the choke bowl.

20. 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.

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.

c. The manifold shall not weigh less than 24 ounces.

d. All exterior surfaces shall be in original condition and unpainted but may have a thin, transparent coat of rust proofing material.

e. Matching of manifold flanges is permitted.

21. Voltage regulator, generator, and/or generator stand may be removed.

22. Fitting of any standard VW distributor (not restricted to 1200, series) may be used. Use of any standard 6- or 12-volt non-transistorized ignition coil is allowed. Coil mounting location is unrestricted.

23. A VW "D" camshaft, Part Numbers 113-109-015D,113-109-017D, 113-109-019D, 113-109-021D,113-109-023D, 113-109-025D, 13-109-027D, or an exact replica of the same material and dimensionally identical shall be used. The maximum lift at the valve spring collar with zero valve clearance is as follows:

a. Intake .354" + 0.000"

b. Exhaust .3365" + 0.000"

The camshaft profile shall match those which are specified by the official SCCA camshaft plots, plus or minus .002 inch. It is permitted to regrind the camshaft to duplicate the official SCCA profile. In so doing, the relationship between the centerlines of peak lift at the exhaust/intake lobes shall remain at 214 degrees fifteen (15) minutes, plus or minus 1degree. (Reference the Official SCCA Camshaft Checking Procedure). The camshaft timing may be changed in relationship to the crankshaft by utilizing an offset key at the crankshaft timing gear. Camshaft timing is unrestricted within the restrictions provided under 5.1 or as authorized above. The camshaft profile shall be checked using the official procedure published by the SCCA.

24. The crankcase may be machined to permit the use of standard VW camshaft bearing inserts, provided that camshaft location is not changed.

25. Crankshaft pulley is unrestricted and may be fitted with an oil seal. The engine case may be machined to facilitate the installation of an oil seal.

26. The installation of baffles housed completely within the original oil sump and crankcase.

27. The use of any oil temperature indicating device.

28. The oil pump cover may be modified or replaced.

29. 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.

30. Replacement of oil galley plugs with threaded plugs.

31. A single standard automotive oil filter of not more than one quart total capacity, and a suitable mounting bracket and by-pass valve may be installed. Modification to the lubrication system to facilitate installation of the oil filter is permitted. All components shall be contained within the body to the rear of the firewall.

32. Any oil cooler is allowed. Oil coolers shall be mounted completely inside a plumb line extending downward from the outermost edge of the bodywork.

33. An alternate oil pressure regulator spring and/or shims may be used.

34. The standard clutch operating arm may be modified to allow its attachment in any appropriate position. Dowel pinning of the clutch pressure plate to the flywheel is permitted.

35. The use of any starter is permitted provided it can be fitted without any modification to the engine/transmission.

6. Transmission/Rear Axle

A. The transmission/rear axle assembly shall be standard VW sedan, as defined herein.

B. The synchromesh components shall be in place and operating on at least three gears.

C. Reverse gear shall be operable from the driver's seat.

D. Transmission shall not be installed in an inverted position.

E. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.

F. Allowed modifications:

Installation of any standard VW gear set which can be fitted without modification of any component of the transmission or of the gear set itself and the transposing of the ring gear to provide proper axle rotation. Permanent attachment of the synchro sleeve to 3rd and 4th gears is permitted.

Fully synchromeshed transmission

Gear	Part Number	# of Teeth	Ratio
1st	113 311 251A	10:38	3.8
2nd	113 311 261	17:35	2.06
3rd	113 311 275	22:29	1.32
	113 331 275B	23:29	1.26
	113 331 275A	23:28	1.22
4th	211 311 341	28:23	0.82
	113 311 341	27:24	0.8
Ring & Pinion	211 517 143A	8:35	4.375
	311 517 143B	8:33	4.125

Partly synchromeshed transmission:

Gear	Part Number	# of Teeth	Ratio
1st	113 309 251	10:36	3.6
2nd	113 309 261A	17:33	1.94
	113 309 261	17:32	1.88
3rd	113 309 275	23:28	1.22
	113 309 275A	22:27	1.23
4th	113 309 341A	28:23	0.82
Ring & Pinion	113 517 141A	28:23	0.82
	113 517 141B	7:31	4.43

There are different part numbers for various gears in addition to the ones listed here. This in general indicates changes on the parts such as:

Gear	Part Number	Ratio	Comment
4th	113 311 341	0.82	with key way
	113 311 341A	0.82	with splines
Ring & Pinion	113 517 143	4.125	6 mgt bolts
	113 517 143	4.125	8 mgt bolts

However, there are no other standard ratios than the ones listed here. A gear removed from a transmission can be identified by the number of teeth.

7. Ballasting

Ballasting is permitted, per GCR.

8. Frame

A. The frame/chassis shall be constructed of steel tubing of a maximum diameter or width of 4 inches and be of a safe and suitable design.

B. The driver's feet shall not extend beyond the rear of the front axle beam tubes.

C. There shall not be frame/chassis rigidity or strength derived by means other than the frame tubes. Stressed skin, monocoque, or semi-monocoque construction is not permitted, except that:

The firewall panel and undertray(s) may be rigidly attached to the frame tubes.

D. The undertray (belly pan) from the nose to the rear roll hoop shall not be wider than the bodywork at the bottom of the frame rail or no more than 1/4 inch wider (on each side) than the frame rail when the undertray has an upward turned edge that facilitates mounting the undertray to the chassis or that facilitates mounting the body to the chassis.

E. Engine bay undertrays shall be no wider than the frame rails in this area or no more than 1/4 inch wider (on each side) than the frame rail when the undertray has an upward turned edge that facilitates mounting the undertray to the chassis or that facilitates mounting the body to the chassis.

F. Any undertray(s) between the axle center lines shall be rigidly attached to the frame provided the curvature of said tray(s), measured vertically from the lowest point to the highest point at their attachments to the frame rail members at their sides, shall not exceed 1 inch and have no downward turned edges.

G. Transmission undertrays for cars with a rear subframe shall be no wider than the subframe or no more than 1/4 inch wider (on each side) than the subframe when the undertray has an upward turned edge that facilitates mounting the undertray to the subframe or that facilitates mounting the body to the subframe or 16 inches, whichever is wider. For cars without a subframe, the tray shall be no wider than 16 inches and shall not deviate more than 1 inch from the horizontal plane. Undertray must be firmly attached and have no downward turned edges.

H. The area between the upper and lower main frame tubes, or at least 14 inches above the floor pan whichever is greater, 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 18 gauge steel, attached outside of the main frame tubes.

2. Reinforced body - at minimum, consisting of a double layer, 5 ounce bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame.

For either method, fasteners shall be no closer than an average of 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.

9. Body

A. The chart (figure - Section C.12) illustrates both the intended minimum frontal area and car configuration.

B. The rear bodywork shall enclose the engine by surrounding it from a point no higher than the lower edge of the intake manifold and extending from the front of the engine to its rear on each side.

C. The rear bodywork must have the ability to enclose the original Volkswagen fan shroud mounted in its stock location (see illustration in Section C.12).

D. The top of the rear bodywork shall extend from the back of the firewall to a point at least 16 inches to the rear of the centerline of the rear axle.

E. Any bodywork forward of the center of the torsion bar tubes shall have a maximum width of 31.75 inches (80.645cm).

F. No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires.

G. Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.

H. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.

I. Wings (airfoils) are prohibited.

J. Floor and safety equipment shall conform to Section 9 of the GCR.

K. A firewall to prevent passage of flame and debris between the engine area and driver's compartment shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height.

L. Air ducting may be attached to the carburetor and/or the engine.

M. Forward facing air ducts may be installed for the purpose of delivering cooling air directly to the engine, cylinder heads, oil cooler, and/or carburetor. If these ducts are within the profile area defined in Section C.12, then the ducted air must make a 90 degree bend within the bodywork.

N. Air duct openings may be located within the cockpit area, and/or penetrate the firewall, provided the duct is baffled or the firewall is extended to prevent flame and debris from reaching the driver. Any shape may be used to form firewall extension. Any other firewall inlet shall also prohibit passage of flame and debris. (Recommended: **All** of this extension be the same width as the firewall, allowing for bodywork contour limitations, and extend in a horizontal plane back 2 inches, minimum, past the carburetor body.)

O. The bottom of any bodywork that extends below the frame members shall be on the same flat plane as the undertray (ref. C.8) and shall not deviate from that flat plane by more than 1 inch front to rear effective for any newly registered cars after January 1, 1983.

P. The rear locating arm(s), coil spring(s), and shock absorber(s) shall not be faired in and shall be visible from the side without removal or manipulation of any part or panel.

Q. The front suspension upright(s) (shock absorber mounts), shock absorbers, and/or trailing arms shall not be faired in by covering or shrouding away from the air-stream except that the front shocks may be mounted behind the shock uprights.

10. Non-Standard Parts

The use of the following non-standard replacement parts is permitted provided that no unauthorized modification of any other component results.

A. Fasteners (nuts, bolts, screws, etc.)

B. Wiring

C. Gaskets and seals

D. Brake lines and fuel line

E. Spark plugs (maximum ½ inch reach)

F. Piston rings

G. Wheel bearings

H. Connecting rod bearings and crankshaft main bearings of same type and size as standard VW

I. Brake shoes and brake lining

J. Valve guides

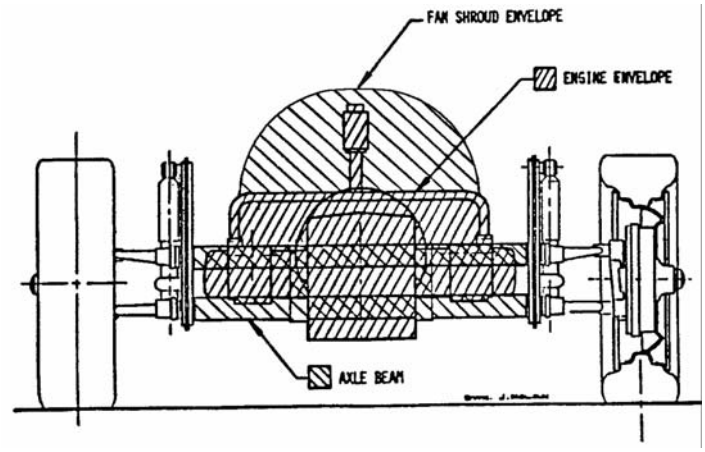
11. Battery

A. The use of any single 6- or 12- volt battery is permitted to power the starter and engine ignition system.

B. Any secondary batteries connected only to gauges, and communications or data acquisition equipment are allowed.

12. Front View

The following illustrates a fan shroud in its stock location.



Grand Touring

Item 1. Effective 11/1/07: add to section 9.1.2.F.4.j.6 to read as follows:

Brake ~~rotors,~~ calipers, and/or drums are unrestricted except as limited by the GTCS for a specific make/model. *Brake rotors shall be ferrous material but are otherwise unrestricted.* Brake rotors/drums shall be located in the original position (e.g. inboard vs. outboard). ~~Carbon brake rotors are prohibited.~~

Item 2. Effective 11/1/07: Add a new section G to section 9.1.2.F.4.i.5 as follows:

G. GT cars using fuel injection must carry a weight penalty of 2.5 percent of the weight as listed on the spec line.

Note: The minimum vehicle weight must be rounded to the nearest pound.

Item 3. Effective 11/1/07: All cars in GTL with an intake restriction must use an SIR. Delete section 9.1.2.F.4.i.10 in its entirety.

Improved Touring

Item 1. Effective 11/1/07: Move the Honda Civic DX (sedan and HB) from ITA to ITB at a new spec weight of 2,240 lbs.

Production

Item 1. Effective 11/1/07: Reclassify the 84-87 Civic / Civic Si and 84-87 CRX / CRX Si 1.5L 12V from FP to GP at 2,200 lbs.

Item 2. Effective 11/1/07: Reclassify the 84-87 limited prep CRX/Si and 84-87 Civic/Si from GP to HP at 1,850 lbs.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

Formula

1. The CRB has received input on the issue of a spec tire for the FF class. Based on this input the CRB will not be implementing a spec tire at this time. We will continue to monitor the tire situation.

2. The CRB has received input on the issue of an alternate engine for the FF class. Based on this input the CRB will not be considering alternate engines at this time. We will continue to monitor the supply and cost issues associated with the current engine.

Improved Touring

The CRB and the ITAC wish to get member feedback on a modification of the existing rules regarding the ECU (Engine Control Unit) allowances in Improved Touring.

The existing rule, known as the "inside the stock housing" rule, creates an arbitrary situation that allows some, but not all cars, to modify or replace their ECUs at varying degrees of cost and complexity. As it stands, the wording of the existing rule constrains certain cars from doing anything, while allowing others to run complete engine management systems, including, in some instances non stock sensors.

Significantly, all cars in IT are classed using a process that includes presumed gains from the ECU change. As not all cars can affect those changes, competition inequities result.

Increasingly, more and more cars are delivered with complex and interwoven systems that interfere with racing by limiting engine rpms, top speed, stability management as well other issues, some as yet unseen.

Therefore, the CRB would like to solicit member response to three options:

1. **Keep the current rule and wording.** In this case, there would be no changes to the existing wording.

2. **Allow chip replacements and reprogramming of stock chips.** The intent with this option is to eliminate the practice of replacing the stock ECU with aftermarket control systems. Chips may be removed and replaced or reflashed. All modifications must be done through the original chip solder points. This will give options, but the complexity of such changes and the availability of commercially available solutions will vary from car to car. The intent with this option is to simplify the possibilities, but the performance parity may suffer compared to other options.

   9.1.3.D.1.6 :

   ECUs may be altered by reprogramming the stock chip(s), or by removing the stock chip(s) and replacing with any assembly using the same connection points. Any assembly must fit within the stock ECU enclosure. Installation of fixed resistors is allowed between the sensor and the OEM wiring harness. Adjustable fuel pressure regulators are allowed.

3. **Allow open engine control system replacement.** The current state of electronics has spawned a number of inexpensive EMS (Engine Management Systems) that are more *approachable* to the average racer. For these reasons, it seems prudent to open up the existing rule by removing the "in the box" clause, so as to allow the substitution of these systems. Furthermore, as some systems operate better with certain sensors, specific sensors will be allowed to be added.

   However, the existing Air Flow Meter (AFM) or equivalent device, must be retained and operate as delivered from the factory completely unaltered.

   By opening up the ECU rule to aftermarket systems, it is felt that more racers will be able to achieve "process power" and at lesser price points. As the IT classing process already presumes ECU gains, no performance increase is anticipated over what is currently achievable or predicted.

   9.1.3.D.1.6

   Altering or replacement of the engine management computer is allowed. The addition or substitution of a throttle position sensor and/or a MAP sensor and the associate wiring is permitted. Existing sensors, excluding the stock air metering device, may be substituted. Adjustable fuel pressure regulators are permitted.

Where possible, wording has been removed that reminds competitors of things not permitted, such as the modification of the stock ECU box. As the category is based on the cornerstone principle that nothing may be modified unless specifically authorized, the extra wording can be counter productive.

Please forward your comments to the CRB.

NEW CAR CLASSIFICATIONS

GT3 – Nissan/Datsun 240-Z / 260-Z / 280-Z

GTL – Nissan 240SX (S13/S14)

ITR – BMW 325i/ci E46 (01-02)

ITR – BMW 328i/ci E46 (99-00)

ITB – Mini Cooper (2002)

FP – Volkswagen Jetta (85-92)

REFERRED or TABLED

GCR

1. Clarify the double yellow flags (Walther). Tabled for committee input.
2. Homologate the Allison Legacy race cars (Chapin). Tabled for the requestor to submit an engineer's report for the alternate cage.
3. Change the language in section 8.4.8 to National races held 31 days before the Runoffs to 40 days (Entriken). Tabled for committee input.
4. Modify the fuel requirements for cost reasons (Richter). Tabled for committee input.
5. Change the passing after an incident language (Treffeisen). Tabled for committee input.
6. Add language regarding participant conduct (Sprecher). Tabled for committee input.
7. Recommendations for medical safety (Butler). Tabled for committee input.
8. Lower the minimum competition license age (Brunelli). Tabled for committee input.

Formula

FA – Allow the 13B engine in FA (Drummond). Tabled for committee input on the specifications.

Grand Touring

GT3 – Classify the Porsche 911 3.0 liter (Jacalone). Table for further research.

Improved Touring

1. IT – Define "valance" (Sirota). Tabled for further research.
2. IT – Eliminate the allowance of hardtops in the spec lines for consistency (Robertson). Tabled for committee input and language.
3. IT – Allow alternate ECUs (Jones). Tabled for further research.
4. IT – Correct the Saturn classifications (Keller). Table for VTS sheet.
5. ITA – Classify the 1992-95 Honda Civic EX (Arnold). Tabled for further research.
6. ITA – Reclassify the 1983-84 Shelby Charger to ITB (Hoffman). Tabled for review of the VTS sheet.

Production

1. P – Review the carburetor and manifold specs for the VW Scirocco (Coffin). Tabled for further research.
2. P – Approve the use of CIS type FI for all engines in VW chassis (Coffin). Tabled for further research.
3. EP – Classify the 240SX (S13/S14) in EP (St. Clair). Tabled for further research.
4. EP – Classify the 1988-89 Porsche 944s (Sanda). Tabled for VTS sheet.
5. EP/FP – Correct the 1973 Volvo 1800 transmission specs, and reclassify the Volvo 1800 with fuel injection to EP (Rose). Tabled for further research.
6. EP/FP – All aluminum sun roof panels (Ligon). Tabled for further research.
7. HP – Correct the Datsun 510 valve size (Meller). Tabled for further research.

Touring/Showroom Stock

T2 – Correct 350Z sway bar part number (Powers). Tabled for further research.

Spec Miata

Allow the 1990-97s to use either sway bar (Zimmerman). Tabled for further research.

NOT RECOMMENDED

GCR

1. Allow passing only after the competitor passes the start/finish line (Gauzens). The rule is adequate as written.

2. Require cars with rear axles to have safety chains (Dowd). Competitors are free to add retention devices to axles and/or uprights, but requiring them on all cars with rear axles is not practicable.

3. Require tow hooks be mounted to a solid structure (Dunias). The rule is adequate as written.

4. Insert more flexibility into the practice and qualifying time requirements (Gazara). The rule is adequate as written.

5. Change the rear view mirror language (Mercurio). The rule is adequate as written.

6. Require low mounted tow hooks (Kolpack). The rule is adequate as written.

Grand Touring

1. GT – Allow non-butterfly type throttle blades (Zekert). The rule is adequate as written.

2. GT – Define roof/rear window shapes – can they be square, rectangular, or circular? The rule is adequate as written.

3. GT1 – Allow the wing to be level with the roof (Grant). The rule is adequate as written.

4. GT3 – Reclassify the 12A RX-3 in GTL (Biesterfeldt). The car's potential performance is outside the GTL parameters.

5. GTL – Allow the 1980 VW Rabbit to use the 27mm SIR (Banha). We will monitor the car's performance.

6. GTL – Increase the SIR size of the 1488cc A15 to 26mm (Birk). The car is properly specified.

7. GTL – Classify the Pro Challenge race car in GTL (Litzinger). The car's potential performance is outside the GTL parameters.

Improved Touring

1. IT – Classify the 2002 Mini Cooper S (Waterhouse). Induced induction is inconsistent with the class philosophy.

2. IT – Amend the ITCS to eliminate the "create a model" prohibition and "two VIN numbers requirement clauses (Knestis). Creating a non-existent model is inconsistent with the class philosophy.

3. ITA – Reduce the weight of the Neon DOHC (Cao). The specs fit within the current classification process.

4. ITA – Allow the 1.8 rear end on the 1.6 Miata (MacLean). Replacement of rear ends is inconsistent with the class philosophy.

5. ITA – Dual classify the ITA RX-7 in ITA and ITB (Patullo). The car is properly classified.

6. ITB – Review the classification of the 1992-95 Honda Civic DX, 3 and 4 door (Knestis). The car is properly classified.

7. ITS – Reduce the weight of the Achieva (Fox). The car is properly specified.

8. ITS – Reclassify the Porsche 944 8V to ITA (Alphin). The car is properly classified.

Production

1. EP – Allow the Caterham limited prep engine rules (Fox/Leigh). The current specifications fit the performance parameters.

2. EP – Reclassify the Elva Courier to FP (Prather/Kraftson). The car is properly classified.

3. EP – Allow the Porsche 944 increased preparation (Sanda). We have recently made changes to the car. We wish to monitor the results.

4. EP – Adjust the weight of the MR2 (Ligon). We will monitor the car's performance.

5. EP – Reclassify the Volvo 142 to FP (Broring). We have recently made changes to the car and wish to monitor the results.

6. FP – Allow alternate front and rear brakes on the VW Scirocco (Coffin). We will continue to monitor the car's performance.

7. FP – Please remove your heads from your asses (Johnson). Inconsistent with class philosophy.

8. FP – Reduce the weight of the Miata by 50 lbs (Prather). The car is properly specified.

9. GP – Reduce the weight of the Mini Cooper to 2,050 lbs (Waterhouse). The car is properly classified. We will monitor the car's performance as it is developed.

10. HP – Allow a 7 inch wheel on the VW (Barrack). The car is properly specified.

Touring/Showroom Stock

1. T – Allow more camber in Touring (Kramer). We will consider allowing camber beyond TCS 9.1.10.D.5.a on a model-by-model basis.

2. T – Allow removal of catalytic converters (various – 9 letters). We will consider removal of catalytic converters in all Touring classes when a systematic way that best assures the absence of unfair surprises is established.

3. T – Allow the removal of interiors (various – 14 letters). Removal of interiors would fundamentally alter the class philosophy. Touring cars may compete in the Prepared classes without interiors.

4. T2 – Allow alternate lower rate springs for the Mitsubishi Evolution (Moses). The car is competitive as equipped. We will continue to monitor the car's performance.

5. T2 – Allow an alternate manifold for the M3 since the converter is integral to the manifold (Turner). We currently require T2 cars to use catalytic converters.

6. T2 – Allow an alternate sway bar for the Mitsubishi Evolution (Grand). The car is competitive with the current equipment and allowances.

7. T2 – Classify the Shelby GT500 in T2 (McManus). We will consider the Shelby GT500 classification for 2008 pending receipt of the VTS sheet.

8. T3 – Allow an alternate tire size for the Cobalt (Wilson). We will continue to monitor the car's performance.

9. SS – Allow removal of the passenger seat (Manning). Removal of interior components is inconsistent with the class philosophy.

10. SSB – Slow the Mini before adding it to SSB (Czacki). We will monitor the car's performance in SSB.

11. SSB – If you slow the Solstice, also slow the RX-8 (Aquilante). We will continue to monitor the car's performance.

12. SSC – Allow a TRD suspension package for the Scion tC (Lipperini). We consider factory-installed option packages available through the model's dealer network.

13. SSC – Allow the Scion tC an 18x7 wheel (Lipperini). Wheel sizes are limited to those specified and available from factory option packages.

14. SSC – Change the weight of the Scion tC to 2,800 lbs (Lipperini). We will consider revisiting the competition weight formula based upon apparent additional weight of "equipment that may be removed" creep, as delivered from the factory.

Spec Miata

1. Allow 7th and 8th point attachments to the dash beam (Pope). The cage rules are adequate as written.

2. Change the 1996-97 restrictor from 45mm to 47mm (various – 3 letters). We have recently made changes, and wish to monitor the results.

3. Allow the 1994-97s to use a 47mm restrictor (Zimmerman). We have recently made changes, and wish to monitor the results.

4. Allow computer reflashing in the 1994-97s (Zimmerman). Reflashing is inconsistent with the class philosophy.

5. Delay the clutch rule until December 2007 (Bockman). The decision has already been made.

6. Allow re-valving of Bilstein shocks (Watkins). Inconsistent with the class philosophy,

7. Allow the removal of the vent window (Devinney/Cutler). The current specifications are adequate as written.

8. Allow fuel cells (Zwolle). Fuel cells are inconsistent with the class philosophy.

Previously Addressed

Addressed in Technical Bulletin 07-03 or the March 07 FasTrack:

CSR – Allow alternate camshafts for the Ford Duratec/Mazda MZR 2.3L (Anderson).

CSR – Allow a sealed engine for the EMT DP02 (Lewis).

CSR – Do not further restrict the Ford Duratec (Jacobsen).

SSB – Keep the Z4 in SSB (Jeffords).

Addressed in Technical Bulletin 07-02 or the February 07 FasTrack:

GCR – Publish separate FasTracks (Garza).

Addressed in Technical Bulletin 07-01 or the January 07 FasTrack:

FC – Choose a year when the Zetec will have 5-7 more horsepower (Williams).

GTL – Reconsider larger SIRs to with reduced weight (Patten/Stout).

SSC – Remove 50 lbs from the 2003 Celica GT (McCaughey).

Addressed in Technical Bulletin 06-12 or the December 06 FasTrack:

SM – Allow the 1994-97s to run the 1995 flywheel (Zimmerman).

No Action Required

GCR

1. Allow single-digit numbers (Entriken). See GCR section 9.3.28.A.
2. Opposition to the DNS language for Runoffs determination (Entriken/Davis). Thank you for your input.
3. Opposition to decision on disqualified drivers on results (Ragan). Thank you for your input.
4. Nominations for the John McGill award (Barnes). Thank you for your input.
5. Issues with the Washington D.C. Regional series (various – 3 letters). Thank you for your input.
6. Give the drivers more time to discuss non-class specific topics at the Runoffs (Zekert). Thank you for your input.
7. Revisit the Hatsoff system (Kolpack). Thank you for your input.

Formula

1. FF – Support for a spec tire (various – 14 letters). Thank you for your input.
2. FF – Opposition to a spec tire (Mercuro). Thank you for your input.
3. FF – Maintain the current engine and tire rules (Lindstrand). Thank you for your input.
4. FV – Support for disc brakes (various – 3 letters). Thank you for your input.
5. FV – Opposition to disc brakes (various – 10 letters). Thank you for your input.
6. FV – Support for electronic ignitions (various – 3 letters). Thank you for your input.
7. FV – Opposition to electronic ignitions (various – 5 letters). Thank you for your input.

Grand Touring

1. GT – GT input (Lentz). Thank you for your input.
2. GT2 – Allow any fuel injection on the Nissan L-28 (Winter). The rules allow for fuel injection. A stock-based fuel injection system had been approved in the past as a allowance, not a requirement.
3. GT2 – Support for wings and splitters (Banazek). Thank you for your input.
4. GTL – Opposition to a larger SIR for added weight penalty (Fouse). Thank you for your input.
5. GTL – Opposition to weight added across the board (Stout). Thank you for your input.
6. GTL – Support for a tiered approach to assigning SIRs (Stout). Thank you for your input.

Improved Touring

IT – Make IT classes eligible for national classes (Sirota). Thank you for your input.

Production

1. P – Updated roll cage input (Tucker/Bartell). Thank you for your input.
2. P – Support for the allowance of EFI on modern cars (Coffin). Thank you for your input.
3. FP – Opposition to Lotus penalty (various – 3 letters). Thank you for your input.

Touring/Showroom Stock

1. T2 – Do not allow removal of interiors (Moses). Thank you for your input.
2. T2 – Do not allow removal of catalytic converters (Moses). Thank you for your input.
3. T2 – Do not restrict turbo cars if catalytic converters are removed (Grand). Thank you for your input.
4. T2 – I have no issues with retaining interiors (Grand). Thank you for your input.
5. T2 – Reclassify the Firebird WS6 and Camaro SS (McManus). Both cars are ineligible for positive adjustments.
6. SSB – Do not penalize the Solstice (various – 2 letters). Thank you for your input.

Spec Miata

Opposition to a spec clutch (Kogan). Thank you for your input.

Resumes

IT – Edward Funk. Thank you for your resume. We will keep it on file.

P – Don Barrack. Thank you for your resume. We will keep it on file.

SM – Jim Drago. Thank you for your resume. We will keep it on file.

SM – David Jones. Thank you for your resume. We will keep it on file.

SM – Charlie James. Thank you for your resume. We will keep it on file.

SM – Mike Collins. Thank you for your resume. We will keep it on file.

SM – Dave Wheeler. Thank you for your resume. We will keep it on file.

SM – Pat Newton. Thank you for your resume. We will keep it on file.

SM – Al Bell. Thank you for your resume. We will keep it on file.

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

SM – Antonio Garza. Thank you for your resume. We will keep it on file.

SM – Mike Backus. Thank you for your resume. We will keep it on file.

SM – Tim Evans. Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE: February 1-4, 2007
NUMBER: TB 07-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 3/1/07 unless otherwise noted.

GCR

1. Section 3.7.2, p. 15, clarify the section by changing the last sentence to read as follows: Additionally, the organizers shall provide Official Race Results *(printed or photocopied)* for each entrant either during the event, or *shall mail photocopied results, at the event organizer's expense,* within seven (7) days after the conclusion of the event.
2. As approved by the BoD in this FasTrack; change the fourth line of section 9.1.10, p. 69, to read as follows:
ST ~~Super Touring~~ (ST)
3. Section 9.3.53, p. 87, change the first sentence to read as follows: Windshield safety clips and rear window straps shall be installed on all closed cars (except Showroom Stock, Spec Miata, Touring, Improved Touring, and *Prepared.*
4. Appendix B. Glossary, clarify the definition for a Traction Bar by adding to read as follows: Traction Bar – A *longitudinal* link to an axle housing or hub carrier which resists torque reaction from the *driven* wheel(s) by acting in compression or tension.

Formula

FA

1. Section 9.1.1.A.1.a.2, p. 161, change the Pro Formula Ford 2000 specs to read as follows: Engine: 2.0L Zetec prepared to FC rules except that cams and ECU map are unrestricted. An intake restrictor is not required. Aerodynamics: See current FA Rules, Gear Ratios: Up to 5 Forward Gears, Limited Slip and Locked Differentials allowed (sequential trans carries a 25 lb Weight Penalty), Weight(lbs): 1230 / 1255 w/ sequential.

FE

1. Effective 2/1/07 as approved by the BoD in this FasTrack; Change section 9.1.1.A.5.9 to read as follows:
   9. Shocks
   a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 *or 4 Penske shocks, Part # WM1180090. Same type on all four corners.*
   b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.
   c. ~~The only adjustment will be at the spring perch.~~ Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.
   d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.
   e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

FC

1. Section 9.1.1.B.1. F-2000 SPECIFICATION, p. 179, correct item D. Exhaust height measured from the ground as follows: 20-60cm. Note – this was corrected in TB 06-08 but inadvertently omitted from the 2007 GCR.

Sports Racer

CSR

1. Effective 2/1/07 as approved by the BoD in this FasTrack; Change section 9.1.9.G.9 to read as follows:
   9. Shocks
   a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 *or 4 Penske shocks, Part # WM1180090. Same type on all four corners.*
   b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.
   c. ~~The only adjustment will be at the spring perch.~~ Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.
   d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.
   e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.
2. Section 9.1.9.A.2.a, p. 491, add to the section as follows: *Elan DP02 Sports Racer in CSR see 9.1.9.H.*
3. Section 9.1.9.A.2, CSR engine table, delete line "X" Ford Duratech 2.3L in its entirety.
4. Add new section H. to 9.1.9 to read as follows:

H. Elan Van Diemen DP02 Sports Racer Classed in CSR

Homologation is required for all cars.

1. Definition

A one design, fixed specification, open cockpit, single seat sports racer as supplied by Elan Motorsports Technologies (EMT).

2. No Modifications

No modifications are allowed to any part of the car as delivered by EMT except as permitted in these specifications. Adjustments of suspension components and air foils within the delivered range of adjustment is allowed. Maintenance, repair and painting are allowed. Instrumentation is free. Bodywork may be modified within the CSR rules (9.1.9.A.2.d).

3. Engines

The only engine allowed is the Ford 2.3 liter Duratec as supplied by Elan Power Products (EPP). No modifications are permitted. The engine must have the four (4) EPP numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by EPP.

4. Wheels and Tires

Thirteen (13) inch diameter wheels with a maximum rim width of 9 inches front and twelve (12) inches rear are the only wheel sizes permitted. Material is unrestricted providing it is metal.

5. Minimum weight

Minimum weight is 1425 lbs. The CRB may adjust the minimum weight at any time.

SRF

1. Effective 2/1/07 as approved by the BoD in this FasTrack; Change section 9.1.9.C. **SPEC RACER FORD SPECIFICATIONS CHASSIS** as follows:

F. Tires: Dry: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. Wet: ~~Yokohama A008 Spec Racer or A021, size front: 185/60R13, rear: 205/60R13; or~~ Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2524.

Grand Touring

1. Section 9.1.2.C.2, p. 225, change the last sentence to read as follows: Any classified engine may be used in a classified chassis within the same manufacturer as shown on the specification line (*GT3 and* GTL only).
2. Clarify section 9.1.2.F.4.i.5.B, p. 257, to read as follows: Intake manifold shall be of the individual runner type, unless using an SIR or otherwise notes on the vehicle spec line. Cars using an SIR may use any manifold type.
3. Clarify section 9.1.2.F.4.i.5.C, p. 257, to read as follows: Only butterfly-type throttle control, one per cylinder or rotor, is permitted, unless using an SIR. Cars using an SIR may use <u>any</u> 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. <u>SIR location is unrestricted so long as all SIR criteria are met.</u> Restrictors shall be a minimum .060" thickness and of the specified diameter.

GT2

1. Nissan 350Z, p. 262, add to the specs as follows: Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 89.0 x 96.0, Displ.(cc): 2389, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Carburetion: 37mm SIR, Weight(lbs): 2080.
2. Pontiac Fiero 2.8L V-6, p. 263, change the specs to read as follows: Carburetion: Unrestricted or 39mm SIR.
3. Toyota Celica (RWD only) (00-05), p. 265, add to the specs as follows: Bore x Stroke(mm): 95.0 x 86.0, Displ.(cc): 2438, Carburetion: 2438cc: 37mm SIR, Weight(lbs): 2438 @ 2080.

GT3

1. In order to simplify the GT3 classifications the current spec pages are being replaced with the following. This new format incorporates the following classifications and competition adjustments: 1) classification of selected Nissan and Porsche engines from the GT2 classes; 2) positive weight adjustment for engines under 2.0L and the 12A rotary.

GT3 A Cars - ACURA

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Integra	(-93)	2dr	FWD	96.5	
2	Integra	(94-)	2dr	FWD	101.2	
3	RSX	(02-05)	2dr	FWD	96.5 / 101.2	

Engines - ACURA

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
4	D16A	SOHC	74.9 x 89.9	1590	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	1900	
5	B16A	DOHC	81.0 x 77.4	1595	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	2000	
6	B18C	DOHC	81.0 x 87.2	1797	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	2000	
7	B18B	DOHC	81.0 x 89.0	1834	Alum, Crossflow	4	(2) 45mm w/ 38mm choke(s).	2100	
8	K20A	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	31mm SIR	2100	
9	K24	DOHC	87.0 x 99.0	2354	Alum, Crossflow	4	33mm SIR	2180	

GT3 B Cars - ALFA ROMEO

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	GTV 1750 / 2000	NA	2dr	RWD	92.5	
2	Sport Sedan	NA	2dr	RWD	98.8	

Engines - ALFA ROMEO

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		DOHC	80.0 x 88.5	1779	Alum, Crossflow	2	Unrestricted	1800	Alt. Head: 19510-01053-04 (twin plug), w/ 100 lb. penalty.
4		DOHC	84.0 x 88.5	1962	Alum, Crossflow	2	Unrestricted	2000	Alt. Head: 19510-01053-04 (twin plug), w/ 100 lb. penalty.

GT3 C Cars - AMC

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Gremlin	(-78)	2dr	RWD	96	
2	Spirit	(79-)	2dr	RWD	96	

Engines - AMC

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		OHV	95.3 x 88.9	2537	Iron, Crossflow	2	Holley 5210/2V	2380	
4		OHV	95.3 x 88.9	3805	Iron, Crossflow	2	Carter YF-1V, Holley 500 CFM 2bbl.	2600	

GT3 D Cars - AUDI

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	TT Coupe	NA	2dr	FWD	95.6	

Engines - AUDI

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
2		SOHC	82.5 x 92.8	1984	Alum, Crossflow	2	(2) 50mm w/ 50mm choke(s).	1800	Alt. Eurospec Sports cyl. head may be used.

GT3 E Cars - BMW

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	2002 / 2002ti/tii	NA	2dr	RWD	100.5 / 98.5	
2	318 Coupe	(92-)	2dr	RWD	106	
3	318i	(83-91)	4dr	RWD	101.2	
4	318i / 320i	(77-82)	4dr	RWD	100.9	
5	E46	(00-)	2, 4dr	RWD	106.0 / 101.2 / 100.9	
6	Z3	NA	2dr	RWD	96.3	Windshield and hardtop required.

Engines - BMW

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
7		SOHC	89.0 x 71.0	1767	Alum, Crossflow	2	Unrestricted	1800	
8		DOHC	84.0 x 81.0	1796	Alum, Crossflow	4	(2) 45mm w/ 45mm choke(s).	2010	
9		DOHC	85.0 x 83.5	1895	Alum, Crossflow	4	(2) 45mm w/ 45mm choke(s).	2010	
10		SOHC	89.0 x 80.0	1991	Alum, Crossflow	2	Unrestricted	1810	

GT3 F Cars - CHEVROLET

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Vega	NA	2dr	RWD	97	
2	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.
3	Cavalier Z-24	NA	2dr	FWD	101.2	

Engines - CHEVROLET

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
4		SOHC	86.0 x 86.0	1998	Alum, Crossflow	2	Unrestricted	2000	
5		DOHC	88.9 x 80.3	1998	Alum, Crossflow	4	Unrestricted	2300	
6		SOHC	88.9 x 92.1	2287	Iron, Non-Crossflow	2	Unrestricted	2180	
7		OHV	87.4 x 74.7	2689	Alum, Crossflow	2	(2) Weber 40 IDT or IDA 3C, 3CI w/ 36mm choke(s), or (4) Rochester 7025023 &	2225	

GT3 G Cars - CHRYSLER/DODGE/PLYMOUTH

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Neon	NA	2, 4dr	FWD	104	
2	Daytona	(84-88)	2dr	FWD	97	
3	Daytona	(89-)	2dr	FWD	97.3	
4	Horizon	NA	2dr	FWD	96.7	
5	Laser	(84-88)	2dr	FWD	97	
6	Laser	(89-)	2dr	FWD	97.3	
7	Omni 024	(79-82)	2dr	FWD	96.6	
8	Shelby Charger	(79-82)	2dr	FWD	96.6	
9	Shadow	NA	2dr	FWD	97	

Engines - CHRYSLER/DODGE/PLYMOUTH

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
10		DOHC	85.0 x 88.0	1997	Alum, Crossflow	4	(2) 45mm w/ 34mm choke(s).	2150	
11		SOHC	85.0 x 88.0	1997	Alum, Crossflow	2	(2) 45mm w/ 45mm choke(s).	1900	
12		SOHC	87.5 x 92.0	2213	Alum, Non-Crossflow	2	(2) 45mm w/ 45mm choke(s).	2030	

GT3 H Cars - FIAT

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	131 Coupe & Sedan, Brava	NA	2, 4dr	RWD	98	

Engines - FIAT

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
2		DOHC	84.1 x 89.9	1995	Alum, Crossflow	2	Unrestricted	2000	

GT3 I Cars - FORD

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Capri	NA	2dr	RWD	100.8	
2	Mustang II	(74-78)	2dr	RWD	96.2	
3	Mustang	(79-93)	2dr	RWD	100.4	
4	Mustang	(94-98)	2dr	RWD	101.2	
5	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-
6	Probe	NA	2dr	FWD	99.0 / 102.9	

Engines - FORD

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
7		SOHC	91.0 x 77.0	1993	Iron, Crossflow	2	Unrestricted	1900	
8		SOHC	96.0 x 79.4	2301	Iron, Crossflow	2	Unrestricted	2080	Alt. Head: SVO #M-6049-A230 w/45mm choke(s).
9		SOHC	86.0 x 86.0	1998	Alum, Crossflow	2	(2) 48mm w/ 42mm choke(s).	1900	
10		SOHC	86.0 x 94.0	2189	Alum, Crossflow	3	(2) 45mm w/ 38mm choke(s).	2080	

GT3 J Cars - HONDA

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Civic	(88-91)	3dr	FWD	90.6	Hood bulge permitted, no openings.
2	Civic Coupe	(92-95)	2dr	FWD	98.4	
3	CRX	(84-87)	3dr	FWD	86.6	
4	CRX	(88-91)	3dr	FWD	90.6	Hood bulge permitted, no openings.

Engines - HONDA

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
5	EW	SOHC	74.0 x 86.5	1488	Alum, Crossflow	3	33mm SIR	1820	Alt. Heads: #12100-PE3-000 or #12100-PE7-000.
6	D15B	SOHC	75.0 x 84.5	1493	Alum, Crossflow	4	(2) 45mm w/ 45mm choke(s).	1900	
7	D16A	SOHC	75.0 x 90.0	1590	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	1900	
8	B16A	DOHC	81.0 x 77.4	1595	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	2000	
9	B18C	DOHC	81.0 x 87.2	1797	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	2000	
10	B18B	DOHC	81.0 x 89.0	1834	Alum, Crossflow	4	(2) 45mm w/ 38mm choke(s).	2100	
11	K20A	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	31mm SIR	2100	
12	K24	DOHC	87.0 x 99.0	2354	Alum, Crossflow	4	33mm SIR	2180	

GT3 K Cars - MAZDA

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	626	(83-87)	4dr	FWD	98.8	
2	MX-3	NA	2dr	FWD	96.3	
3	MX-5 / Miata	(-05)	2dr	RWD	89.2 / 91.0	Windshield and hardtop required.
4	MX-5	-2006	2dr	RWD	91.7	Windshield and hardtop required.
5	MX-6	(88-)	2dr	FWD	99.0 / 102.8	
6	RX-2	NA	2dr	RWD	97.3	
7	RX-3	NA	2dr	RWD	91	
8	RX-7	NA	2dr	RWD	95.3 / 95.5 / 95.7	Non-tube frame track: 63.2 (F), 62.8 (R).
9	RX-8	NA	2dr	RWD	98	
10	Protégé	NA	4dr	FWD	98.4	

Engines - MAZDA

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
11	B6D	DOHC	78.0 x 83.6	1597	Alum, Crossflow	4	(2) auto-type w/ 42mm choke(s).	1900	
12	BP	DOHC	83.0 x 85.0	1839	Alum, Crossflow	4	(2) auto-type w/ 38mm choke(s).	2020	
13		SOHC	86.0 x 86.0	1998	Alum, Crossflow	2	(2) auto-type w/ 42mm choke(s).	1900	
14	MZR	DOHC	87.38 x 83.06	1999	Alum, Crossflow	4	29.5mm SIR	2000	
15		SOHC	86.0 x 94.0	2189	Alum, Crossflow	3	(2) auto-type w/ 38mm choke(s).	1980	
16	12A	Street Port		2292			(1) auto-type 2bbl w/ 42mm choke(s).	2000	Engine setback from the front spindle centerline to the front spark plug is 4.5"
17	12A	Bridge Port		2292			(1) auto-type 2bbl w/ 38mm choke(s).	2000	Engine setback from the front spindle centerline to the front spark plug is 4.5"
18	13B	Street/Bridge /Peripheral		2616			35.5mm SIR	2180	Engine setback from the front spindle centerline to the front spark plug is
19	Renesis	Street/Bridge /Peripheral		2703			35.5mm SIR	2180	Engine setback from the front spindle centerline to the front spark plug is

GT3 L Cars - MERCURY

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Capri	(79-86)	2dr	FWD	100.4	
2	Cougar	(99-02)	2dr	FWD	103.0 / 106.4	

Engines - MERCURY

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		SOHC	91.0 x 77.0	1993	Iron, Crossflow	2	Unrestricted	1900	
4		SOHC	96.0 x 79.4	2301	Iron, Crossflow	2	Unrestricted	2180	Alt. Head: SVO #M-6049-A230 w/ 45mm choke(s).

GT3 M Cars - MITSUBISHI/EAGLE

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Talon	NA	2dr	FWD	97.3	
2	Eclipse	NA	2dr	FWD	97.3	

Engines - MITSUBISHI/EAGLE

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		DOHC	85.0 x 88.0	1997	Alum, Crossflow	4	(2) 45mm w/ 34mm choke(s).	2150	
4		SOHC	85.0 x 88.0	1997	Alum, Crossflow	2	(2) 45mm w/ 45mm choke(s).	1900	
5		SOHC	87.5 x 92.0	2213	Alum, Non-Crossflow	2	(2) 45mm w/ 45mm choke(s).	2030	

GT3 N Cars - NISSAN

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	200-SX / S10	(77-79)	2dr	RWD	92.1	
2	200-SX / S11	(80-83)	2dr	RWD	94.5	
3	200-SX / S12	(84-88)	2dr	RWD	95.5	
4	200-SX SER	(95-97)	2dr	RWD	95.7 / 99.8	
5	240-SX / S13	NA	2dr	RWD	97.5	Hood bulge permitted, no openings.
6	240-SX / S14	NA	2dr	RWD	99.4	Hood bulge permitted, no openings.
7	240Z / 260Z / 280Z	NA	2dr	RWD	90.7	
8	300-ZX	NA	2dr	RWD	91.3 / 96.5 / 101.2	
9	350Z	NA	2dr	RWD	95.3 / 98.4 / 104.3 / 94.5 / 92.1 / 95.3 / 97.5 / 99.4 / 104.3	
10	710	NA	2, 4dr	RWD	98.4	
11	PL510		2, 4dr	RWD	95.3	
12	Sentra SER Spec V	-2002	4dr	FWD	95.7	

Engines - NISSAN

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
13	L18	SOHC	85.0 x 78.0	1770	Alum, Non-Crossflow	2	Unrestricted	1800	Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-
14	L20	SOHC	85.0 x 86.0	1952	Alum, Non-Crossflow	2	50mm w/ 50mm choke(s).	1780	Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-
15		SOHC	84.5 x 88.0	1974	Alum, Crossflow	2	50mm w/ 50mm choke(s).	1900	
16	SR20DE/VE	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	33mm SIR	2000	High port (89-94) and low port (95-01) versions allowed.
17	L20 w/ Z22 block	SOHC	87.0 x 86.0	2045	Alum, Non-Crossflow	2	50mm w/ 50mm choke(s).	1850	
18	NAPZ	SOHC	87.0 x 92.0	2188	Alum, Non-Crossflow	2	50mm w/ 50mm choke(s).	2180	
19	L24	SOHC	83.0 x 73.3	2380	Alun, Non-Crossflow	2	33mm SIR	2200	
20	KA24E	SOHC	89.0 x 96.0	2389	Alum, Crossflow	3	(2) 45mm w/ 34mm choke(s).	2180	An SCCA approved F.I. kit of OEM origin is permitted. Contact the SCCA
21	KA24DE	DOHC	89.0 x 96.0	2389	Alum, Crossflow	4	33mm SIR	2180	
22	L26	SOHC	83.0 x 79.0	2565	Alun, Non-Crossflow	2	33mm SIR	2200	
23	L28	SOHC	86.1 x 79.0	2760	Alum, Non-Crossflow	2	33mm SIR	2200	An SCCA approved F.I. kit of OEM origin is permitted. Contact the SCCA
24	VG30	SOHC	86.1 x 83.0	2899	Alum, Non-Crossflow	2	33mm SIR	2200	

GT3 O Cars - PORSCHE

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	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-
2	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
3	924	NA	2dr	RWD	94.5	
4	944	NA	2dr	RWD	94.5	
5	Boxster	NA	2dr	RWD	96.5	Windshield and hardtop required.

Engines - PORSCHE

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
6		OHV	94.0 x 70.9	1968	Alum, Crossflow	2	(2) auto-type carbs w/ (1) throat per cyl.	1800	Intake manifolds: #021-129-705R, Sleeves: Cast Iron, Alt. Head: Type
7		SOHC	86.5 x 84.4	1984	Alum, Crossflow	2	(2) Weber 45 DCOE w/ 42mm choke(s).	2000	Alt. Head: #933-104-302-50.
8		SOHC	80.0 x 66.0	1991	Alum, Crossflow	2	(2) 40 IDA/IDS/IDT 3C, (6) Solex 40 PI, or (2) 46 IDA/IDS w/ 40mm choke(s).	1950	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs.
9		SOHC	84.0 x 66.0	2195	Alum, Crossflow	2	(2) 40 IDA/IDS/IDT 3C, (6) Solex 40 PI, or (2) 46 IDA/IDS w/ 40mm choke(s).	2030	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs.
10		SOHC	84.0 x 70.4	2341	Alum, Crossflow	2	33mm SIR	2200	
11		SOHC	100.0 x 78.9	2478	Alum, Crossflow	2	34mm SIR	2215	Alt. 4 valve head: #944 104 013 03 w/ 33mm SIR.
12		SOHC	100.4 x 78.9	2681	Alum, Crossflow	2	33mm SIR	2200	
13		SOHC	90.0 x 70.4	2687	Alum, Crossflow	2	33mm SIR	2200	
14		SOHC	100.0 x 88.0	2766	Alum, Crossflow	2	33mm SIR	2200	
15		SOHC	92.0 x 70.4	2808	Alum, Crossflow	2	33mm SIR	2200	
16		SOHC	95.0 x 70.4	2994	Alum, Crossflow	2	33mm SIR	2200	

GT3 P Cars - SAAB

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	900	(79-)	2dr	FWD	99.4	
2	99E, CM, EMS, GL, LE	NA	2, 4dr	RWD	97.4	

Engines - SAAB

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		SOHC	87.0 x 78.0	1854	Alum, Crossflow	2	Unrestricted	1900	
4		SOHC	90.0 x 78.0	1985	Alum, Crossflow	2	Unrestricted	2000	
5		DOHC	90.0 x 78.0	1985	Alum, Crossflow	4	29.5mm SIR	2000	

GT3 Q Cars - SCION

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	tC	(05-)	2dr	FWD	93.7	May use any class legal Toyota engine.

GT3 R Cars - TOYOTA

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Celica	94-99	2dr	FWD	99.4	
2	Celica	00-05	2dr	FWD	102.4 / 93.7	
3	Celica Sport, Coupe GT, ST, Liftback GT	NA	2dr	FWD	98.3	
4	Corolla	NA	2, 4dr	FWD	94.5 / 102.4 / 93.7	
5	MR-2	(-89)	2dr	RWD	91.3	
6	MR-2	(99-02)	2dr	FWD	91.3	Windshield and hardtop required.
7	Paseo	(92-99)	2dr	FWD	93.7	
8	Tercel	(91-)	4dr	FWD	95.3 / 93.7	

Engines - TOYOTA

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
9	4AG	DOHC	81.0 x 77.0	1587	Alum, Crossflow	4	48mm w/ 42mm choke(s).	1900	
10		OHV	85.0 x 78.0	1770	Alum, Crossflow	2	Unrestricted	1800	2TG cyl. head allowed.
11	3S	SOHC	84.2 x 90.1	1998	Alum, Crossflow	2	48mm w/ 42mm choke(s).	1820	
12	20R	SOHC	88.5 x 89.0	2189	Alum, Crossflow	2	Unrestricted	2180	
13	2AZ	DOHC	88.5 x 96	2362	Alum, Crossflow	4	33mm SIR	2180	
14		DOHC	95.0 x 86.0	2438	Alum, Crossflow	4	33mm SIR	2180	Alt. head: #11101-75015.

GT3 S Cars - TRIUMPH

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	GT6, GT6+ & Mk III	(-74)	2dr	RWD	83	
2	TR-250 / TR-6	NA	2dr	RWD	88	Windshield may be removed and a low fromt hoop rollcage fitted.

Engines - TRIUMPH

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		OHV	74.7 x 75.9	1998	Iron, Non-Crossflow	2	(3) Weber 40 DCOE w/ 34mm choke(s).	1870	
4		OHV	74.7 x 95.0	2498	Iron, Non-Crossflow	2	(3) 45mm w/ 40mm choke(s)	2080	

GT3 T Cars - VOLKSWAGEN

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Beetle	(98-01)	2dr	FWD	98.9	
2	Corrado	NA	3dr	FWD	97.3	
3	Golf & GTI	NA	3, 5dr	FWD	97.3 / 98.9	
4	Jetta	NA	4dr	FWD	97.3	
5	Rabbit	(75-84)	3, 5dr	FWD	94.5	
6	Scirocco	NA	3dr	FWD	94.5	

Engines - VOLKSWAGEN

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
7		SOHC	79.5 x 86.4	1715	Alum, Non-Crossflow	2	(2) 45mm w/ 45mm choke(s).	1800	
8		SOHC	81.0 x 86.4	1780	Alum, Crossflow	2	(2) 45mm w/ 45mm choke(s).	1850	
9		DOHC	81.0 x 86.4	1780	Alum, Crossflow	4	45mm w/ 38mm choke(s).	2000	
10		SOHC	82.5 x 92.8	1984	Alum, Crossflow	2	50mm w/ 50mm choke(s).	1750	Alt. Eurospec Sports cyl. head may be used.
11		DOHC	82.5 x 92.8	1984	Alum, Crossflow	4	29.5mm SIR	2000	

GT3 U Cars - VOLVO

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	122S	NA	2dr	RWD	102.5	
2	142 / 142E	NA	2dr	RWD	102.5	
3	242 / 244DL	NA	2dr	RWD	104	
4	S40	NA	4dr	FWD	100.4	

Engines - VOLVO

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
5		OHV	88.9 x 80.0	1986	Iron, Non-Crossflow	2	Unrestricted	1930	
6	B20	SOHC	92.0 x 80.0	2127	Alum, Crossflow	2	Unrestricted	2180	
7	B21	SOHC	96.0 x 80.0	2320	Alum, Crossflow	2	Unrestricted	2180	

GTL

1. Fiat 128 Coupe, p. 280, correct the specs to read as follows: Driveline: FWD.
2. Fiat 128, p. 280 correct the specs to read as follows: Driveline: FWD.
3. Classify Ford Zetec 1.8L in GTL

Add new spec line to GTCS p. 281 Engines – Ford, Engine Family: Zetec, Engine Type: DOHC, Bore x Stroke(mm): 80.6 x 88.0, Displ.(cc): 1796, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 1950, Notes: Alternate 2.0L cyl block may be sleeved to specified bore size.

4. Engines – Honda, p. 282, correct the EN series engine specs by adding as follows: 2 valve head: Unrestricted fuel induction.
5. Classify Nissan 240SX bodywork in GTL.

Add new spec line to GTCS p. 285, Cars – Nissan, Model: 240SX (S13/S14), Body Style: 2 dr, Driveline: RWD, Wheelbase(mm): 97.5.

Improved Touring

ITR

1. BMW 328i/is (96-99), p. 307, correct the specs by adding the E36 designation to the listing.
2. Classify BMW 325i/ci Coupe E46 in ITR.

Add new spec line to ITCS p. 307, BMW 325i/ci Coupe E46 (01-02), Engine Type: 6 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 84.0 x 75.0 / 2494, Valves IN & EX(mm): (I)33.0 (E)30.5, Comp. Ratio: 10.5, Wheelbase(inch): 107.3, Wheel Dia(inch): 16, Gear Ratios: 4.23, 2.52, 1.66, 1.22, 1.00, Brakes Std.(mm): (F)286 Vented Disc (R)276 Vented Disc, Weight(lbs): 2800.

3. Classify BMW 328i/ci E46 in ITR.

Add new spec line ITCS p. 307, BMW 328i/ci E46 (99-00), Engine Type: 6 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 84.0 x 84.0 / 2793, Valves IN & EX(mm): (I)33.0 (E)30.5, Comp. Ratio: 10.2, Wheelbase(inch): 107.3, Wheel Dia(inch): 16, Gear Ratios: 4.23, 2.52, 1.66, 1.22, 1.00, Brakes Std.(mm): (F)300 Vented Disc (R)295 Vented Disc, Weight(lbs): 2900.

4. BMW 330i (00-02), p. 307, correct the model years to 01-02.
5. BMW Z3 2.8L Coupe & Rdstr. (97-00), p. 307, correct the specs to read as follows: Gear Ratios: 4.20, 2.49, 1.66, 1.24, 1.00.
6. BMW Z3 3.0L Coupe & Rdstr. (2001), p. 307, add the 2002 model year.

ITS

1. Oldsmobile Calais (88-91), p. 313, correct the model years to 88-89.
2. Classify Oldsmobile Calais 90-91 in ITS.

Add new spec line to ITCS p. 313, Oldsmobile Calais 442 (90-91), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 92.0 x 85.1 / 2263, Valves IN & EX(mm): (I)36.6 (E)31.5, Comp. Ratio: 10.1, Wheelbase(inch): 103.4, Wheel Dia.(inch): 14/15, Gear Ratios: 3.50, 2.05, 1.38, 0.94, 0.72 & 3.50, 2.19, 1.38, 1.03, 0.81, Brakes Std.(mm): (F)247 Disc (R)201 x 46 Drum, Weight(lbs): 2655, Notes: Alternate rear bearing, flange and disc brakes from GM Saturn are allowed. 16" wheel not allowed.

ITA

1. BMW 325e/es (2&4 door) (84-87), p. 315, correct the specs to read as follows: Weight(lbs): 2550. Note – this was added in TB 06-02a but inadvertently omitted from the 2007 GCR.
2. Honda Civic EX Coupe (96-98), p. 318, add the 99-00 model years, change the specs to read as follows: Weight(lbs): 2305.
3. Mitsubishi Eclipse (95-98), p. 320, add the Eagle Talon to the classification.
4. Nissan 200-SX SE-R (95-97), p. 320, add the 1998 model year.
5. Plymouth Laser / Eagle Talon / Mitsubishi Eclipse 2.0L, p. 320, correct the classification by specifying the 90-94 model years.

ITB

1. Honda Prelude Si (1987), p. 326, add the 1986 model year.
2. Classify Mini Cooper in ITB.

Add new spec line to ITCS p. 327, Mini Cooper (2002), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 77.0 x 85.8 / 1598, Valves IN & EX(mm): (I)30.3 (E)23.3, Comp. Ratio: 10.6, Wheelbase(inch): 97.1, Wheel Dia.(inch): 15 / 16, Gear Ratios: 3.42, 1.95, 1.33, 1.05, 0.85, Brakes Std.(mm): (F)276 Vented Disc (R)239 Solid Disc, Weight(lbs): 2500.

3. Volkswagen Golf III (93-97), p. 330, correct the specs to read as follows: Brakes Std.(mm): (F)257 Disc (R)227 Disc or 200 Drum.
4. Volkswagen Jetta III (93-97), p. 331, correct the specs to read as follows: Brakes Std.(mm): (F)257 Disc (R)227 Disc or 200 Drum.

Prepared

1. Clarify the rules by adding a new section B. to 9.1.4 and re-lettering subsequent sections.

B. Eligibility

Vehicles meeting one of the following criterion may compete in the Prepared category:

- Cars built specifically under these Prepared rules
- Currently classified World Challenge cars, using the vehicle's most recent VTS sheets.

  Note: Competitors are responsible for providing the up-to-date VTS.
- GCR listed IT cars, 1990 and newer, under the current IT specifications

  Note: While IT cars may not be competitive in the Prepared category, competition within the category will allow regional competitors to experience a national event.

2. Clarify the second sentence of section 9.1.4.D.1 (formerly C. Chassis) to read as follows: As an alternative, a metallic close out panel may be installed that would simulate the rear package shelf and/or the rear seat back support structure if applicable.
3. Change section 9.1.7.D.9 (formerly C. Chassis) to read as follows: Windshield clips, per GCR section 9.3.53 are permitted and recommended. ~~Three (3) metal safety clips (75mm x 25mm x 3mm) shall be bolted, or riveted, to the body at the top of the~~

~~windshield. Two (2) clips (same dimensions as above) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips must be spaced at least three hundred millimeters 300mm (11.8") apart. If a Lexan windshield is mounted with multiple, evenly spaced, screws around each side of its perimeter, metal safety clips are not required.~~

4. Change section 9.1.7.E.1 (formerly D. Engine) to read as follows: Alternate engines may be used, provided that the manufacturer of the vehicle and engine are the same (e.g. Acura engine installed into a Honda auto). Replacement engines shall have the same number of cylinders/rotors as the original.

5. Change the first sentence of section 9.1.7.E.2 (formerly D. Engine) to read as follows: The ~~connecting rods and~~ crankshaft shall be a stock OEM part for the specific engine, but may be tooled enough to achieve balance. *Alternate connecting rods are permitted.*

6. Change section 9.1.7.E.15 (formerly D. Engine) to read as follows: The intake and exhaust ports~~,~~ may be ported~~ a max. of 25.4mm (1") from the combustion chamber surface. The 25.4mm (1") will be measured down from the center of the port opening~~. The valve guide may be machined as part of this porting.

7. Change section 9.1.7.E.17 (formerly D. Engine) to read as follows: In order to increase the compression ratio, the bottom of the head may be machined. *Alternate pistons are permitted, and/or the pistons may be machined.* Compression ratio is limited to 12.0:1.

8. Change section 9.1.7.0.2 (formerly N. Cockpit) to read as follows: The following items must be removed from the cockpit: ~~Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing~~, tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.

9. Change section 9.1.7.0.3 (formerly N. Cockpit) to read as follows: The following items may also be removed: *Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing,* OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, central looking system, and any other system fitted to the original car solely for the comfort of the driver and/or passengers.

10. Change section 9.1.7.0.3 (formerly N. Cockpit) to read as follows: Stock dash/instrument panel cover (dash pad) must be used. ~~There must be a center console present. The center console is considered to be the piece that surrounds the shifter lever. The center console may be stock; or of alternate origin, but shall cover the same approximate floor area as the OEM piece that surrounds the shifter lever, as a minimum.~~ Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed.

11. Change section 9.1.4.1.A.3.f, p. 352, to read as follows: Weight Requirements – All cars shall meet the required minimum weight *of 3100 lbs. Cars with sequential shift transmissions shall meet the required minimum of 3200 lbs.* ~~*Naturally Aspirated: 2900 lbs, Forced Induction: 3100 lbs, Sequential shift transmissions add 100 lbs.*~~

12. Change section 9.1.4.B.1.a, p. 352, to read as follows: All cars shall use a Single Inlet Restrictor system as defined in Appendix B, *unless noted otherwise*.

13. *Change section 9.1.4.1.B.1.b, p. 352, to read as follows: The following restrictor sizes shall be used:*

2 valve engine – *42mm SIR*
4 or more valve engine – *40mm SIR*
Rotary engine – *44mm SIR*
~~Forced Induction 20mm SIR~~

14. Change section 9.1.4.1.B.1.c, p. 352, to read as follows: Supercharging/Turbocharging is permitted *with an SIR as listed above. The SIR must be positioned upstream of the compressor inlet.*

15. *Add new section d. to 9.1.4.1.B.1 to read as follows: Carburetors are permitted with an SIR as listed above.*

16. Change section 9.1.4.2.A.4, p. 355, to read as follows: Weight Requirements – All cars shall meet the required minimum weight *of 2700 lbs. Cars with sequential shift transmissions shall meet the required minimum of 2800 lbs.* ~~*Naturally Aspirated: 2700 lbs, Forced Induction: 2900 lbs, Sequential shift transmissions add 100 lbs.*~~

17. *Change section 9.1.4.2.B.2, p. 355, to read as follows: All cars shall use a Single Inlet Restrictor system as defined in Appendix B, unless noted otherwise.*

18. *Change section 9.1.4.2.B.3, p. 355, to read as follows: The following restrictor sizes shall be used:*

2 valve engine – *31mm SIR*
4 valve engine – *30mm SIR*
Rotary engine – *33mm SIR*
~~Forced Induction 15mm SIR~~

19. Change section 9.1.4.2.B.4, p. 355, to read as follows: Supercharging/Turbocharging is permitted *with an SIR as listed above,* and shall use the factory original unit (no aftermarket turbo/superchargers). *The SIR must be positioned upstream of the compressor inlet.* Factory turbo/superchargers may not be converted to models that did not originally come equipped with forced induction. Swapping of turbo/superchargers between makes and models is prohibited.

Production

1. To clarify the intent of the throttle body language found on a majority of the limited prep spec lines the CRB is adding the following sentences to each production category spec line that currently state "… w/ stock unmodified F.I. throttle body."
The following may be removed from the throttle body: air bypass, cruise control devices, throttle position switch, heating devices and hoses. The contour of the interface between the throttle butterfly shaft and the butterfly shall remain stock. The throttle butterfly and any throttle butterfly to shaft screws/bolts may be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots may be created in the throttle butterfly for idle adjustment only.

2. Section 9.1.5.D.6.c.1, p. 368, clarify the section by adding the following: *All stock or alternate suspension components shall continue to perform their original design function, and this rule does not permit the removal or modification of other components.*

EP

1. BMW 318is E36 (92-95), p. 387-389, correct the specs to read as follows: Brakes Std.(mm): (F)286 Vented Disc (R)272 Solid Disc.
2. Chevrolet Corvair Coupe (65-69), p. 380-381, add to the specs to read as follows: Carb. No. & Type: Holley 390 CFM w/ center mount, individual runner manifold.
3. Nissan/Datsun SRL 311U Roadster, p. 390-391, change the specs to read as follows: Weight(lbs): 2000.
4. Toyota Corolla GTS (4AG) (84-89), p. 394-395, change the specs to read as follows: Carb. No. & Type: (1) DCOE w/ 36mm choke(s), (2) Auto-type sidedraft w/ 36mm choke(s) on I.R. manifold, or original-type fuel injection.
5. Toyota MR-2, p. 394-395, change the specs to read as follows: Carb. No. & Type: (1) DCOE w/ 36mm choke(s), (2) Auto-type sidedraft w/ 36mm choke(s) on I.R. manifold, or original-type fuel injection.

FP

1. BMW 320i (E21) (77-80), p. 400-401, correct the specs to read as follows: Weight(lbs): 2110 *2163 **2216. Note this was changed in TB 06-03 but was inadvertently omitted from the 2007 GCR. Correct the model years to 77-79, Track (F/R)(mm): 1481/1494 (58.3/58.8).
2. BMW 320i (E21) (81-83), p. 400-401, correct the specs to read as follows: Weight(lbs): 2200 *2255 **2310. Correct the model years to 80-83, Track (F/R)(mm): 1481/1494 (58.3/58.8).
3. Toyota MR-2 1.6L (85-89), p. 410-411, change the specs to read as follows: Weight(lbs): 2075 *2127 **2179.
4. Triumph Spitfire Mk. IV & 1500, p. 412-413, add to the specs as follows: Carb. No. & Type: 1493cc = (1) 1.75" SU.
5. Classify the Volkswagen Jetta 1.8 in FP.

Add new spec line to PCS p. 412-413, Volkswagen Jetta 1.8L (85-92), Weight(lbs): 1950, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Block Mat'l: Iron, Head/PN & Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s). (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold. 32/36 DGV/DGAV, or original-type fuel injection, Wheelbase(mm): 2472, Track (F/R)(mm): 1494/1486, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 x 30 Drum, Brakes Alt.(mm): (F)239 Vented Disc (R)239 Disc, Notes: Original carbureted manifold or alternate manifold is permitted. VW cyl. head #026103351BF or #026103265HX permitted.

6. Volvo 142 / 144 2.0, p. 412-413, change the specs to read as follows: Weight(lbs): 2100 *2153 **2205. Change the first sentence of the Notes to read as follows: Compression ratio limited to 12:0:1 Valve lift limited to .450".

HP

1. Austin-Healey Sprite Mk I, II, III, IV, MG Midget (ALL) (1275), p. 424-425, change the specs to read as follows: Weight(lbs): 1510 *1548 **1586.
2. Nissan/Datsun PL510, p. 430-431, change the third sentence of the Notes to read as follows: Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1".
3. Volkswagen Rabbit 1588 (includes Cabriolet / convertible), p. 432-433, correct the specs to read as follows: Trans. Speed: 4 or 5.

Showroom Stock

SSB

1. Based on the BoD minutes in this FasTrack – Classify BMW Z4 in SSB.

Add new spec line to SSS p. 464, BMW Z4 (03-05), Bore x Stroke(mm) / Displ.(cc): 84.0 x 75.0 / 2494, Wheelbase(mm): 2495, Track F & R(mm): 1473 / 1524, Wheel Size(in)/Mat'l: 16 x 7 Alum, Tire Size(stock): 225/50, Gear Ratios: 4.23, 2.52, 1.66, 1.22, 1.00, Final Drive: 3.46, Brakes(mm): (F)286 Vented Disc (R)280 Solid Disc, Weight(lbs): 3225, Notes: Throttle restrictor between throttle body and plenum is mandatory: .06" flat steel plate with one (1) 51.0mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. Required ballast: 100 lbs. (Car / driver must meet minimum weight with the required ballast).

SSC

1. Toyota Corolla XRS (2005), p. 471, add to the specs as follows: Tire Size(stock): 195/55 or 205/55 max, Notes: Due to the availability of performance tires this max. size supersedes SS tire rule in SSS section 9.1.7.E.7.

Touring

T2

1. Lotus Elise (2005), p. 555, change the specs to read as follows: Weight(lbs): 2300.
2. Lotus Exige (06-07), classified in TB 07-01, change the specs to read as follows: Weight(lbs): 2300.

ST

1. Chevrolet Corvette C6 Z06 (06-07), p. 561, add to the specs as follows: Notes: Floor may be modified to facilitate installation of rollcage mounting plates. Front hoop extension to A-pillar is allowed.

JUDGEMENT OF THE COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
L. Taylor Robertson vs. SOM COA Ref. 06-48-SE
January 18, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On September 2, 2006, Race 1 at Sebring International Raceway, a Southeast Division ECR (Endurance) series race, was shortened due to inclement weather. On November 30, 2006, L. Taylor Robertson, ITS #79, filed a protest against Chief Steward Robert Shafer contending the race clock was allowed to run during a black flag all condition in violation of ECR Series Rule 7.8. The Stewards of the Meet, Norman Esau, Sandy Jung, Barbara Magnuson, and Chairman Peter Magnuson disallowed this protest as not being timely. (GCR 13.3.) Mr. Robertson is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) Bob Horansky, Dick Templeton, and Michael West, Chairman, met on January 18, 2007, to hear, review and render a decision on the appeal.

DOCUMENTATION AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Mr. Robertson dated December 18, 2006.
2. SOM decision letter to Mr. Robertson dated December 11, 2006.
3. Observers report and related documents received January 11, 2007.
4. Email correspondence from Carol Cone, ECR Series Administrator, January 14, 2007.

FINDINGS

Under authority granted by ECR Series Rule 7.9., the ECR race on Saturday, September 2, 2006, was shortened by the Chief Steward due to poor visibility, lightning, and heavy rain. Also due to the extremely inclement weather, the provisional race results were not posted until the next morning (Sunday, September 3, 2006). The provisional results were also posted on the internet on Monday, September 4, 2006. Final results for this race were posted on the Central Florida Region's website on September 5, 2006. In accordance with GCR 13.3., the time limit for Mr. Robertson to protest the action of the Chief Steward was 30 minutes from the completion of competition. (GCR 13.3.F.) The Court finds that Mr. Robertson's protest was not timely.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Robertson's appeal contained no new evidence and was not well founded. Mr. Robertson's appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mark Milazzo vs. SOM COA Ref. No 07-01-SP
February 15, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At Phoenix International Raceway on Friday, January 12, 2007, following the National race for FA cars, the nose of FA # 86, driven by David House, was found to be non-compliant. Scrutineer Greg Lund reported this discrepancy to the Chief Steward, JoAnne Jensen, who issued a Chief Stewards Action (CSA) assessing a time penalty sufficient to move Mr. House to the last overall finishing position and loss of event points. Mike Milazzo, Entrant for FA # 86, protested that decision. The Stewards of the Meet (SOM), Peter Roberts, Jack Brabban, Barbara Munn (SIT), James Malone (SIT), and David Nokes, Chairman, held a hearing, upheld the Chief Steward's penalties, and assessed 3 penalty points against Mr. House's competition license. Mr. Milazzo appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Bob Horansky, Dick Templeton, and Michael West, Chairman, met on February 8 and 15, 2007, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Milazzo, dated January 16, 2007.
2. Email from Joanne Jensen, received January 24, 2007.
3. Observers Report and related documents received February 8, 2007.
4. Email from Jeremy Thoennes, Technical Services Manager, SCCA Club Racing received February 9, 2007.

5. Email from Bob Dowie, Club Racing Board (CRB) Chairman, received February 9, 2007.

FINDINGS

At post race impound, the nose of FA #86 was measured and found to be 130.175 cm wide. The General Competition Rules (GCR) 9.1.1.A.1.a.2, page 161, states the nose width for a Pro Star Mazda entered as a Formula Atlantic is 129 cm maximum.

The Chief Steward received input from the manufacturer stating the nose configuration and width of FA #86 was compliant with the Star Mazda Pro Series rules. The competitor and manufacturer both contended the front nose maximum width listed in the GCR was not correct. Following an exhaustive search the Chief Steward determined there were no Technical Bulletins or GCR omissions that would support the competitor's contention and issued the Chief Steward's Action. The SOM reviewed all the pertinent documentation and disallowed the competitor's protest (affirmed the penalties assessed by the Chief Steward).

An e-mail from Jeremy Thoennes, SCCA Technical Services Manager, confirmed the 129 cm maximum nose width dimension listed in the GCR was obtained in writing from Gary Rodrigues, Star Race Cars, via email dated October 21, 2004. The 129 cm maximum nose width was the dimension approved by the CRB for this car. (GCR 9.1.1., page 161). In addition, Mr. Thoennes and Mr. Dowie confirmed no requests have been submitted to the CRB to amend this dimension.

DECISION

The Court of Appeals upholds the decision of the SOM in it entirety. The penalties assessed David House will stand. Mr. Milazzo's appeal was well founded and his appeal fee, less the amount retained by the SCCA, will be returned.

RALLYCROSS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *Jan. 15, 2007*

The RxB met in conference call on January 15th, 2007. Members in attendance were Tom Nelson (Chair), John Barnett, Mark Utecht, Mark Walker, Pego Mack (Rally Manager), and Howard Duncan (National Office).

The RxB discussed the candidates for the open Steward and Board positions.

Member issues discussed:

(Giles) Are shock absorbers in stock required to be factory units or are equivalent units acceptable? Referred to rules committee.

(Gerber) Eliminate tread gap rule (6.2.C.2.D). Referred to rules committee.

Meeting adjourned at 10:00pm.

RALLYCROSS MEMO

RallyCross Board seeking candidates for RallyCross Divisional Steward in CenDiv. Please forward Rally resume and letter of intent to the rxb@scca.com

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *Feb. 2-4, 2007*

The Solo Events Board met at the SCCA National Convention February 2-4. Attending were SEB members Dick Berger, Marcus Merideth, Chris Dorsey, Tina Reeves, Jason Isley, Donnie Barnes, Steve Wynveen, Andy Hollis; Kaye Fairer of the BOD; and Howard Duncan and Doug Gill of the National Staff.

SOLO GENERAL ITEMS

· The SEB committee liaisons for 2007 will be as follows:

SAC – Isley, Barnes, Wynveen
STAC – Hollis, Barnes
SPAC – Bauer, Hollis, Wynveen
SMAC – Dorsey, Bauer
PAC – Berger, Dorsey
MAC – Reeves, Berger
KAC – Merideth, Isley
SSC – Merideth
EOC – Reeves
Site – Reeves

· Vacancies are anticipated on the SEB for 2008 from the Great Lakes and Midwest Divisions. Interested members should submit their qualifications in writing to the National Office.

· The SEB approved the creation of a Solo National Appeals Committee to handle appeals of protest decisions at National-level events. Art Trier was appointed as the Chair; remaining NAC members are TBD.

· The SEB is seeking members for an ad hoc Solo Trials committee to refine the rules and address marketing aspects. Interested members should submit their qualifications in writing to the SEB via the National Office.

· Vacancies are anticipated on the Site Acquisition Committee. Interested members are requested to submit their qualifications in writing to the SEB via the National Office.

· The Site Committee has made available a CD containing marketing materials for Regions to use in approaching owners of potential Solo sites. Regions should contact the National Office for a copy of this CD.

· The SEB is reviewing a preliminary draft of a national Solo sound control policy, based on an adaptation of one created by the San Diego Region. These measures have been in place for a number of years and have proven to be effective with the least impact on competitive circumstances. Member comment on this proposed policy is invited. The specific dB levels are expected to be assigned by Regions according to the needs of their sites. The policy draft is as follows:

"The competitor shall carry sole responsibility for ensuring their vehicle complies with these Sound Control Standards and Procedures.

Vehicle sound emission is not a constant factor that can be trimmed to barely legal (in the manner of engine displacement or vehicle weight.) Sound emissions may vary significantly from morning to afternoon, and day to day, so the competitor is advised to target any vehicle sound emission level "adjustments" to well under the limit, to allow for variations in conditions.

The intent of the following rules are to truly make our events quieter by limiting the sound level produced by individual vehicles. Competitors are expected to use mufflers as the primary method for sound reduction. Sound measuring stations will be on both sides of vehicles to ensure sound output levels are below limits.

Standard:

o Maximum limit of (XX)db, A weighted, at the measuring point.

Measurement:

o The measuring point will be established during course set up, and approved by the event chair. The course map shall be provided to the chief of sound two days before the event.

o When possible, measurements will be taken at all event sites to provide information for competitors.

o Measurement will be taken at a point on course where the car can reasonably be expected to be at full throttle, under load, and at high RPM.

o The measuring point will be 50 ft from the edge of the course lane, using a coned gate as a reference. More than one measuring point may be established.

Sound Station(s)

o A Sound Station will be established at the measuring point(s) on the course.- At a minimum, an ANSI Type 2 sound with a digital readout will be used.

- The meter will be mounted on a tripod, 3-4 feet above ground level.
- The meter will be positioned perpendicular to the vehicle's direction of travel.
- The meter will be set to "A" weighting, "Slow" Response.
- When possible and practical, the Sound Station(s) will be as far away as practical from inhabited buildings.
- The Sound Station Operator will record the Heat #, Run #, Car # and Class and Sound Reading, on a Log developed for that purpose.
- Sound Logs will be posted on site after each run group, and on the web following the event.
- Sound Logs will be maintained for one year.
- Every car will be measured on every run.
- The Sound Station Operator and the Grid Sound Control worker will be equipped with a radio on the same channel as the Corners, Grid and Control.
- One or more (as required) of the "downstream" corner stations will be equipped with a black flag and dedicated flagger.
- The Sound Control Grid worker will be equipped with a clip board & notepad to record the car number of violators announced by the sound operator, for his reference when the car returns to Grid.

Violations:

- When a vehicle exceeds (XX – 3) dBa, the sound operator will inform the grid sound control worker.
- When a vehicle exceeds (XX + 3) dBa, the sound operator will announce over the radio, "sound flag, sound flag," then state the car number and class, and the measured reading. The Grid Sound Control Worker will record the car number and sound reading.
- The corner station(s) with the black flag will display it when called by Sound Control, so it can be seen by the driver, signifying to the driver that his vehicle has exceeded the (XX + 3)dbA secondary limit.
- The driver must immediately come off the throttle and continue through the course, without either stopping or driving at a competition pace.
- Any run (XX) dBa or over will be scored a DNF.
- The driver will be notified of any measurement over (XX – 3)dBa.
- When a car in violation ((XX) dBa or over) returns to grid, the Grid Sound Control worker will notify the driver of the car's measured sound level. The driver will be given the opportunity for a "mechanical delay" to attempt to reduce the vehicle's sound level. If, in the judgment of the Grid Sound Control worker, the driver has attempted a viable remedy, he will authorize a "second chance run". If the driver(s) declines any "repair" action, or the "repair" is deemed inadequate or inappropriate by the Grid Sound Control Worker, the driver(s) will forfeit all subsequent runs in that vehicle. The Grid Sound Control Worker may offer advice to competitors. This advice, however, shall be in no manner be construed to imply that said suggested corrective action(s) absolves the competitor from complying.
- If the vehicle exceeds either limit on the "second" chance run, the vehicle may be given one "final chance" run if the vehicle meets all the requirements of the previous paragraph (second chance run).
- If the vehicle exceeds the limit on the "final" chance run, all subsequent runs by that vehicle, if any, are forfeited.

Drivers may appeal the decision of the Grid Sound Control Worker to the Event Chair."

· Members are reminded that while Tech Inspectors are not required to be SCCA members, the Chief of Tech is required to be a member, per Section 5.6 of the Solo Rules. This is to help ensure the safety of all Solo events, and Regions should be sure that the Chief of Tech uses strict procedures and well- trained Tech workers.

· The following rule change proposal, effective 1/1/2008, is being published for member review: Change 4.2.C.2, second paragraph, second sentence to read: "…and accompanied by a check or money order in an amount which is twice the current National Tour entry fee, payable to SCCA." Also change the last sentence to read: "The fee will be held by National Office and earmarked for Divisional Solo program use."

· Bryan Nemy was approved by the SEB as NorPac Divisional Solo Events Steward

· Jason Tipple was approved by the SEB as Great Lakes Divisional Solo Events Steward

- Heyward Wagner was approved by the SEB as Southeast Divisional Solo Events Steward
- Aruch Poonsapaya was approved by the SEB as Central Division Solo Safety Steward
- The SEB determined that one-course Pro Solos do not meet the eligibility requirements of 4.2.C.2 (i.e. Nationals eligibility qualifiers).

TIRE RACK SOLO NATIONALS

- The SEB liaison to the Solo Nationals Chiefs will be Tina Reeves
- The SEB selected the following course designers: R.H. Johnson, K.C. Babb. M. Feldpusch will be assisting.
- The SEB reviewed and approved various items for the draft Supplemental Regulations, which will be published in an upcoming issue of Fastrack.
- STS2 and FSAE are the only supplemental classes which will be run at the 2007 Solo Nationals.

SOLO STOCK CATEGORY

- Vacancies are anticipated on the SAC. Interested members are requested to submit their qualifications in writing to the SEB via the National Office.

SOLO STREET PREPARED CATEGORY

- Vacancies are anticipated on the SPAC. Interested members are requested to submit their qualifications in writing to the SEB via the National Office. The SEB thanks Sam Strano for his years of service to the Club as a committee member.
- The following rule change proposal, effective 1/1/2008, is submitted for member comment: Change 15.2.B to read: "Factory rub strips, emblems, and mud flaps may be removed." (ref. 06-353)
- The following listing change proposals, effective 1/1/2008, are submitted for member comment
  - Add the New Beetle 1.8T to the same listing line in DSP as the Golf and Jetta ('99-'05). (ref 07-011)
  - Combine all 1st-gen Toyota MR2's onto one line in CSP. (ref. 06-091)

SOLO STREET MODIFIED CATEGORY

- Vacancies are anticipated on the SMAC. Interested members are requested to submit their qualifications in writing to the SEB via the National Office.

SOLO PREPARED CATEGORY

- Classes DP and GP will both remain National classes through at least 2008.
- Vacancies are anticipated on the PAC. Interested members are requested to submit their qualifications in writing to the SEB via the National Office. The SEB thanks Ken Yeo for his years of service to the Club as a committee member.
- The following rule change proposals, effective 1/1/2008, are submitted for member comment:
  - Change second sentence of 17.10.P.2 to read: "Separate expansion or header tank(s) are permitted, provided they are not mounted in the driver/passenger compartment." (ref. 06-223)
  - Allow unlimited wheel diameters in CP with no weight penalty (ref. 06-928)
  - Allow up to 10" wheel widths in DP and EP with no weight penalty, and allow from 10" to 12" widths with a 100 lb. Weight penalty. (ref. 06-928)

SOLO MODIFIED CATEGORY

- Vacancies are anticipated on the MAC. Interested members are requested to submit their qualifications in writing to the SEB via the National Office.
- This brief proposed revision to B Modified for the 2008 rulebook is put forward by the MAC, as approved by the SEB, to simplify how the rules concerning weights and engines are viewed or interpreted, and try to make things easier for the members to understand. The GCR makes putting all the rules together on permissible engines in all the different cars in B Mod very confusing and perhaps frustrating to those trying to decide to enter or build for this class. Member input is invited on this proposal.

  The revision advises that Sports Racers and open wheel Formula cars using the same engines should run under the same weight formula, and closes some loopholes discovered in the 2007 rules.

  Please note that there is almost no change to the existing BM weight vs. engine breaks; this is mainly an alignment between Sports Racers and open wheeled cars to have equal weight for equal engine.
  - Modified Category, Modified Class "B", C, change to read as follows:

    "C. Sports Racers and All Open Wheel Cars Including Formula Atlantics

1. May use any automotive based 2-valve motor up to 1300cc, any 2-stroke motor up to 900cc, any 4 or more valve motor up to 1005cc. Minimum weight: 1020 pounds.

2. May use any two valve automotive-based production engines up to 1615cc. Minimum Weight: 1110 pounds

3. May use any four-valve engine up to 1615cc. Any 2-stroke up to 1300cc, Mazda 12A rotary with any porting, any carburetion. May use fuel injection without weight penalty as required by the GCR. Minimum weight: 1180 pounds.

4. May use any naturally aspirated engine up to 3000cc. Minimum weight: 1285 pounds.

5. Minimum rim width: none

6. Maximum Rim width 15 inches."

- Leave "D" for Formula 2000 with FA wings at 1090# as it is currently
- Remove sections "E" and "F" and re-letter "G" as "E".

"E. Aerodynamic restrictions for Sports Racers:

The total area when viewed from the top of all wings shall not exceed eight square feet. The current GCR CSR and DSR 45% flat bottom rule and all other aero specifications shall also apply to ASR. Production cars as recognized in DM/EM running in BM as sports racers must have the tires as viewed from above at least ½ covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open wheel in BM)

Shall follow the current GCR, no additional Solo wing limitations."

· The MAC is discussing the possibility of eliminating the "approved clone list" in DM/EM. Additional verbiage would accompany this change and assure parity of all current and future clones. All sports racer tubs would still be excluded by the current minimum floor pan dimensions.

· The following rule change proposals, effective 1/1/2008, are submitted for member comment:

- Add new 1st and 2nd sentences to the current 18.1.A.5, Modified Production-Based Cars, Bodywork: "The location or relocation of a conventional water radiator is unrestricted and bodywork may be altered to accommodate such installation. Ducting to direct the inflow or outflow (entering/exiting in any direction) of cooling air passing through the radiator is also unrestricted."
- Add to 18.1.E.5 as an additional paragraph: **"**Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall not exceed 1 inch deviation from the horizontal in any longitudinal section. Additionally, no side skirt or body side, etc. may extend more then 1cm below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules. Diffuser sideplates and strakes may extend more than 1 cm below the diffuser surface as long they do not attain a definite seal with the ground on level ground." (ref. 06-348)

· The SEB has received multiple member letters asking for various changes to the Solo Vee F Mod preparation rules to make them more competitive in the class. The MAC reviewed all these letters considering the various suggestions offered and felt that the concern of the Solo Vee population had merit. The main goal of recommending these changes is to allow the update of existing Solo Vees with more modern vehicle components and performance options.

As no performance/tuning changes have been made since their origination, the Solo Vees need updates to bring them into the current realm of other cars in the class and the category itself.

The MAC, as approved by the SEB, offers the following recommendations for Solo Vee preparation rule updates for member comment. These rule updates would be effective January 1, 2008:

- Appendix A, Modified Category, Modified Class F:

Reword current section B to read:

B.1. GCR legal Formula V

Add:

B.2. Formula First (FST)

Add:

C.2.u. Limited slip (LSD) or "locked" differentials are permitted

C.2.c. New ending sentence:" This would include aftermarket aluminum heads and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted."

Delete current section D and renumber to F

Add new section D:

"Although the following allowances are generally based upon the FST rule set, they have been altered to better follow the needs and goals of this program and the philosophy of the Solo Vee

D.1. Front Suspension.

The front suspension shall be standard VW Type I sedans H-beam front suspension (i.e., link pin or ball joint), or an exact replica of one of them and dimensionally identical. The following modifications are permitted:

D.1.1. Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

D.1.2. Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coilovers are permitted.

D.1.3. Removal of the shock towers above the upper H-beam tube centerline.

D.1.4. Relocation of the shock dampers is permitted. Shock dampers and their actuation are free

D.1.5. The use of any anti-sway bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Sway bars may not be cockpit adjustable.

D.1.6. Replacement of torsion bar rubbers with spacers of another material

D.1.7. Installation of any ride height adjuster(s)

D.1.8. Removal of the drum brake backing plates

D.1.9. In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, and toe-in and link pin inclination are free.

D.1.10. In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

D.1.11. Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

D.1.12. Steering column may be altered or replaced. Steering wheel is free, and may be detachable. Steering mechanism is free, but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

D.2. Rear Suspension

D.2.1. The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

D.2.2. The rear axle bearing retainer flange mating surface may be machined, or shims may be installed under the rear axle bearing, for the sole purpose of adjusting bearing axial float.

D.2.3. Springs, shock dampers, their actuation, and camber compensating devices are free.

D.3. Braking System

D.3.1. Standard VW Type 1-3 brake components, disk or drum, may be used, including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle or any combination thereof is unrestricted as long as the units chosen are deemed safe.

D.3.2. Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

D.3.3. Any type lining or pad material may be used.

D.3.4. Adapter plates may be fitted to allow mounting of front or rear brake calipers.

D.3.5. Cross-drilling or grooving of rotors is permitted. Cast iron rotors shall be used on both the front and rear of the car.

D.3.6. Rear brake drum assemblies may be removed and replaced with one-piece cast iron brake rotors with machined-in rear axle splines. Caliper mounting is free.

D.3.7. The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

D.3.8. A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted

D.3.9. Brake lines may be of any suitable material, including steel braided lines.

D.3.10. 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

Add new section E:

E. Solo Vees may upgrade their 1600 cc engines in either one of the following two option packages. There shall be no "mixing" of allowances. When chosen as a package, these allowances will override selective limitations in other sections of the Solo Vee rules.

E.1. Increase compression up to and including 10:1 ratio

Carburetion is unrestricted. Fuel injection is prohibited.

Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust

Minimum weight reduction to 975#

OR

E.2. Increase bore up to and including 94 mm maximum per cylinder; total displacement of 1915 cc. All aftermarket parts and machining necessary to accomplish this modification is permitted."

SOLO KART CLASSES

- Brian Garfield was approved as a new member of the KAC.

MEMBER ITEMS REFERRED TO COMMITTEE

STAC – brake allowances for cars in ST and SP.
SPAC – Seat mounting guidelines and seat height requirements for both driver and passenger. NOTE: the committee has been asked to review this issue in order to encourage the use of safe mounting configurations with non-standard seats.
SPAC – Camber allowances for current build conditions on common vehicles.
PAC – Seat mounting guidelines.
PAC – New listings for former BP cars.
MAC – Seat mounting guidelines.

ITEMS UNDER REVIEW

06-170 and 06-343, brake kits and 2-piece brake rotors in SP
06-347, AE86 Corolla classing in SP
Mazdaspeed 3 classing in SP

ITEMS NOT RECOMMENDED

- Exige S ('07+) classing (ref. 07-017; per SAC)
- DS classing of BMW, Infiniti (ref. 07-015; per SAC)
- Choke sizes in GP (ref. 06-287; per PAC)
- Fiat 128 in GP (ref. 06-302; per PAC)
- Factory Five Racing Type 65 in Prepared (ref. 06-281; per PAC)
- Superformance Cobra (ref. 06-301; per PAC)
- Carburetion in GP (ref. 06-303; per PAC)
- Fuel injection in GP (ref. 06-304; per PAC)
- Firewalls/floor pans in XP (ref. 06-322)
- Exige S in FP (ref. 01-017) NOTE: the Exige S is being added to the one-line Exige listing in ASP.
- Spoilers with endplates (ref. 06-316; per PAC)
- DM/EM combination (ref. 06-329, per MAC)
- Street-driven Seven class (ref. 06-333 and 06-354, per MAC)

TECH BULLETINS

1. General: The last sentence of 2.1.B is clarified to read as follows: "surface features (dips, crowns, etc.) which could cause a car to become airborne shall be avoided."

2. General: Change 2.1.E to read: "Special caution should be applied where negative-cambered turns are used."

3. General: Change the third sentence of 2.1.J to read: "The timing finish and course exit should be visually well-defined and

carefully constrained."

4. General: Section 3.3.3.B.1 should be replaced by the following:

   1) All loose items, inside and outside the car, must be removed.

   2) Passenger's seat back and all cushions, bolsters, headrests, etc. must be secured. All allowed aftermarket replacement seats (i.e. driver and passenger) must be securely and safely mounted. Special care should be taken when using other-than-OE mounting points and/or fabricated bracketry.

   3) Video cameras, if installed, must be securely mounted to withstand loads from driving maneuvers. The camera may be installed either inside or on the outside of the car. In either case, the mounting method and position must not interfere with driving or pose an additional hazard to driver, passenger, or course workers.

5. General: Add to the unstable vehicle examples in 3.1, third paragraph: Scion xB. NOTE: The xB is eligible for STS.

6. General: Add new Section 12.15 as follows:"SOLID REAR AXLE – A dependent rear suspension system in which the wheels are mounted at each end of a solid, or undivided, axle or axle housing; includes live axles and beam axles as found on both RWD and FWD cars." Also add to Appendix G: "'Scott Russell' linkages, for example like that found on the rear of an '06 Nissan Maxima, are a form of independent suspension and are not included in the definition of solid rear axle."

7. General: Add new Section 12.16 as follows: "VARIABLE VALVE TIMING — Any system that dynamically alters the timing of valve events while engine is operating."

8. Stock: The competition-only steering knuckles for the Cobalt, G5, and ION, as specified in Service Information Document #1864485, do not meet the requirements of the Stock category (ref. 03-363).

9. Stock: Add new section 13.2.B: "Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no purpose during the run other than real-time display and data recording."

10. Stock: Update 13.10.E as follows: replace references to the five-year/50,000 mile warranty with "…federally mandated warranty period…"

11. Stock: Add new listings, effective immediately upon publication, as follows:

VW Passat W8	GS
Honda Fit	HS
Toyota Yaris	HS

12. Street Touring: Change 14.2.C to read: "Factory rub strips, emblems, and mud flaps may be removed."

13. Street Touring: Remove "Porsche (all)" from the STS2 exclusion list. (ref. 07-023)

14. Street Touring: Add "..and may only provide stiffening along one axis…" to the second sentence of 14.8.M.

15. Street Touring: Change 14.8.H to read: "Solid axle allowances."

16. Street Prepared: Change "spoiler" to "spoiler/splitter" in 15.2.H and 15.2.H.1, and add "splitters may not protrude beyond the bumper." (ref. 07-022)

17. Street Prepared: Change 15.2.A, third sentence: "This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead), (ref. 07-006)

18. Street Prepared: Per 15.10.C.4, ceramic coating of turbochargers is not permitted. Comment: The SP rules do not permit any changes to a turbocharger, and addition of a ceramic coating would alter its performance. (ref. 06-349)

19. Street Prepared: Change 15.8.H to read: "Solid axle allowances."

20. Street Prepared: Change the VW Golf/Jetta listing in DSP to add "('99-'05)" (ref. 07-011)

21. Street Prepared: Change BMW 330 listing line in DSP to read: "330 (E46) (All except M3)"

22. Street Prepared: Add "..and may only provide stiffening along one axis…" to the second sentence of 15.2.C.

23. Street Prepared: Add new listings, effective immediately upon publication, as follows:

Mazda MX-5 ('06+)	CSP (separate line)
Scion tC	FSP
VW Passat W8 4Motion	ESP (ref. 01-012)
Lotus Exige S	ASP (same line as current Exige listing) (ref. 07-017)
Mini Cooper S JCW GP	DSP (same line as current Cooper S listing) (ref. 06-345)
Pontiac Solstice/Saturn Sky	CSP (one line)
Pontiac Solstice GXP/Saturn Sky Redline	ASP (one line)
Mazda 3	FSP (ref. 06-153)

24. Prepared: The Fiat 850 listing in GP should show 14x6.5 wheels, and the alternate part listing for a 903 motor should be removed. (ref. 06-334)

25. Prepared: Add the Mercury Comet ('71-'77) to the Ford Maverick listing in CP. (ref. 06-156)

26. Prepared: Add “n/a” to the FP listing of the Lotus Exige.

27. Prepared: Add to 17.2.P.2: “Spoiler endplates are defined as any vertical (or semi-vertical) surfaces attached in front of the spoiler which have the result of capturing and redistributing air (down force) along all or any portion of the spoiler.”

28. Modified: Per the MAC: In response to recent questions pertaining to the location or relocation of conventional water radiators and the resultant ducting of air flow into and out of the radiator, it is within the intent of the D/E Modified rule set that there is to be no restriction on such placement, ducting, or the direction of air that inflows/outflows from the radiator. Body panels may be altered and air ducting installed to accommodate the installation of the water radiator. (ref. 07-028)

29. Modified: Per the MAC: Clarify 2007 Section 18.1.E.4.c. Aerodynamic Aids, Rear Spoilers to read as follows:

“The spoiler may be no wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The 10/4 inch rule does not apply when measuring spoiler width. The spoiler shall not protrude beyond the overall perimeter of the bodywork as viewed from above.”

30. Karts: Add to 19.0: “Data acquisition systems are allowed in all Kart classes.”

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/Club/index.asp?reference=schools

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: http://www.scca.com/Club/index.asp?reference=clubforms

Technical Forms: http://www.scca.com/Club/index.asp?reference=techforms

Scrutineer's Forms: http://www.scca.com/Club/index.asp?reference=scrutineering

Vehicle Homologation Forms: http://www.scca.com/Club/index.asp?reference=homologation-forms

General Competition Rules (GCR): http://www.scca.com/Club/index.asp?reference=gcr

SOLO

Forms: http://www.scca.com/Solo/index.asp?reference=soloforms

Rulebook: http://www.scca.com/Solo/index.asp?reference=rules

RALLY

Forms: http://www.scca.com/Rally/index.asp?reference=rallyforms

Rulebook: http://www.scca.com/Rally/index.asp?reference=carsandrules

EVENT CALENDAR: http://www.scca.com/Event

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED April 2007

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | *March 5, 2007*

The Board of Directors, Sports Car Club of America, Inc. met via teleconference March 5th, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahnert, Vice President of Finance also participated.

MOTION: To approve the minutes of the February 1, meeting. (Porterfield/Sauce) PASSED, Unanimous

FINANCIAL REPORT

Jeff reported on the January financials.

PRESIDENTS REPORT

Jim reported, on planning for membership growth, National Convention enhancements and feedback from the Regional Executives meeting at the last Convention.

NEW BUSINESS

The Supplemental Regulations for the 2007 Runoffs were reviewed and comments were forwarded to the Club Racing Board for consideration.

MOTION: To authorize Jim Julow, Jeff Dahnert, K.P. Jones and Jim Christian as signers for the investment account. (Sheridan/Lybarger) PASSED. Unanimous.

MOTION: To approve Leo Baker as National Administrator of Emergency Services as recommended by the Club Racing Board. (Sauce/Lybarger) PASSED. Unanimous.

MOTION: To approve the following recommendation of the Club Racing Board.

To allow drivers to earn eligibility to compete in the National Championship Runoffs in multiple classes when the event schedules for the National Events in their area normally combine the classes in which they wish to qualify into a single grouping, the Club Racing Board recommends the following change to the GCR.

Effective immediately, change section 3.9.1.F.4 to read as follows:
Points ~~in one~~ *per* Division. *A driver entering multiple classes may accumulate points toward eligibility in the National Championship Runoffs® in one or multiple divisions. Eligibility for the National Championship Runoffs® may only be earned in one division per class. A competitor may not earn eligibility for the National Championship Runoffs® in one class in more than one division. The driver shall provide confirmation of membership in each region/division he is designating for each class. Such notification and confirmation shall be received, in writing, by the Manager of the Club Racing Department at the National Office, prior to the conduct of the third National Championship event in the relevant division.*
~~A driver entering more than one car shall accumulate all National Points in the same division and shall not accumulate points with one car in one division and another car in another division.~~

(Sauce/Lybarger)

MOTION: To table the Sauce/Lybarger motion. (Jones/Dent) PASSED. Voting No, Clark, Sauce, Lybarger, Allen.

MOTION: To change GCR Section 3.9.2.D.2, to read: "...late fee in the amount of two hundred dollars ($200.00), payable to SCCA..." (Clark/Lybarger) PASSED. Abstaining, Jones.

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MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | *Dec. 15-17, 2006*

The Club Racing Board met by teleconference on March 6, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were and Bob Lybarger and Mike Sauce, BoD Liaisons; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-04, the following decisions were made:

Please address all comments, both for and against, to the Club Racing Board.

GCR

Item 1. Effective 11/1/07: Change section 6.2.2.E as follows:

... It shall proceed at a constant slow speed, the front row drivers having been instructed not to pass the pace car until the ~~green flag has been displayed~~ *pace car pulls off for the start*.

Item 2. Effective 11/1/07: Change Appendix A 8 EXECUTIVE STEWARD as follows:

The individual appointed by the Board of Directors in each division to supervise and administer SCCA policies and standards for ~~designated classes of events and to train SCCA Stewards. The Executive Steward shall assign Stewards for~~ all Club Racing events.

Item 3. To allow drivers to earn eligibility to compete in the National Championship Runoffs® in multiple classes when the event schedules for the National Events in their area normally combine the classes in which they wish to qualify into a single grouping, the Club Racing Board recommends the following change to the GCR.

Effective 6/1/07, change section 3.9.1.F.4 to read as follows:

Points ~~in one~~ *per* Division. *A driver entering multiple classes may accumulate points towards eligibility in the National Championship Runoffs® in one or multiple divisions. Eligibility for the National Championship Runoffs® may only be earned in one division per class. A competitor may not earn eligibility for the National Championship Runoffs® in one class in more than one division. The driver shall provide confirmation of membership in each region/division he is designating for each class. Such notification and confirmation shall be received, in writing, by the Manager of the Club Racing Department at the National Office, prior to the conduct of the third National Championship event in the relevant division.*

~~A driver entering more than one car shall accumulate all National Points in the same division and shall not accumulate points with one car in one division and another car in another division.~~

Grand Touring

Item 1. Effective 11/1/07: Effective 11/1/07: Change section 9.1.2.F.4.a.4 by deleting the last two sentences as follows:

~~As of 1/1/2002, all new model convertibles will be required to compete with a windshield and hardtop. Convertible models classified before 1/1/2002 will be allowed to compete without a windshield and/or top, regardless of logbook issue date, unless specified differently on the vehicle specification line.~~

Production

Item 1. Effective 11/1/07: Change section 9.1.5.D.9.a.11 as follows:

~~Spoilers~~ *Air Dams*: ~~A spoiler~~ *An air dam* may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than 4 inches above the horizontal centerline of the front wheel hubs. ~~The spoiler shall not cover normal grill opening at the front of the car.~~ An intermediate mounting device may be used on cars whose front bodywork is above the 4-inch maximum.

If the air dam, as installed, would cover any portion of the stock grill or exterior radiator inlet, an opening must be created in the air dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grill or inlet that would otherwise be covered. The height of the opening must be equal to or greater than the distance, measured perpendicularly to the ground, between the lowest and highest point of the portion of the grill or inlet that would otherwise be covered. The opening in the air dam must be symmetrically aligned in both planes to the grill or inlet.

Openings are permitted for the purpose of ducting air to the brakes, radiator, and/or oil coolers. Openings may be cut in the front valance to allow the passage of up to a 3-inch ~~diameter~~ duct or a rectangular or square duct with a maximum area of 7 square inches leading to each front brake. These openings shall serve no other purpose.

When bumpers are used or when they are part of the bodywork, the ~~spoiler~~ air dam and bumper/replica bumper shall appear to be two separate parts.

The ~~spoiler~~ air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

Item 2. Effective 11/1/07: Change section 9.3.17 DETACHABLE PANELS/SUNROOFS for clarification:

~~Detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. Movable panels such as sliding sunroofs shall be closed. Glass sunroofs~~

~~must be removed. Metal sunroofs may be retained if bolted in. All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. Note: Specification Books take precedence over GCR rules.~~

Detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. *All glass panels in the roof must be removed. Movable or removable metal or composite panels in the roof may be either removed or positively secured in the closed position. Any openings in the roof resulting from the removal of a panel must be covered with panels of stock contour made of the same material as the stock surrounding roof structure.*

Formula

Item 1. Effective 11/1/07: Replace section 9.1.1.A.5 with the following:

A.5. FORMULA ENTERPRISES PREPARATION RULES

1. Definition

One design, fixed specifications, open cockpit, single seat Formula car with Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises, Inc. All replacement parts are supplied through SCCA Enterprises, Inc., and shall be official SCCA Spec Formula Car parts except where noted in A.5.4.

2. Safety Requirements

Car will be delivered from the manufacturer with approved safety equipment. Replaced items shall be supplied through SCCA Enterprises, except safety harnesses may be replaced by any other that conforms to GCR Section 9.

3. Vehicle Configuration

All SCCA Formula cars to GCR section "Automobiles" with the following exceptions: Section 9.3.1, Accumulators.

4. Maintenance and Repairs

It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are official SCCA Enterprises Formula Car parts. If any official SCCA Enterprises' seal is broken, lost by accident or intent, the procedures outlined under A.5.18., shall be followed. Parts and materials with an Enterprises part number having the prefix "WM10" are considered to be unrestricted, providing their dimensions and materials are comparable. No other parts are to be considered "unrestricted" except where specified.

5. Chassis

NO MODIFICATIONS ALLOWED except as noted in these rules.

a. All cars shall use the stock, as delivered by SCCA Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.

b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed.
Definition of cockpit is: area between the front roll hoop and rear roll hoop.

c. Painting or powder coating of the chassis is allowed.

d. Enterprises foot *drop* box part # WM180020~~J~~ may be installed.

6. Bodywork

NO MODIFICATIONS ALLOWED (except as specified)
If any seal, label, stamp is missing the parts must be returned to SCCA Enterprises for resealing.

a. Bodywork shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, *and tow hooks*. All repair work must match original body dimensions and contours.

b. Bodywork fasteners are free.

c. The car may be painted any color(s), except primer.

d. It is required that all cars display the official sponsors of SCCA Enterprises decals and locations as specified by Enterprises.

~~e. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16" bolts, washers and nuts on both ends of the weight.~~

e. Radiator screens are allowed and recommended.

f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.

g. The front wing main plane, front wing secondary elements, front wing support mounts, and front wing endplates must be used and mounted as delivered from SCCA Enterprises. Any modification to these parts is strictly forbidden. The main wing plane angle is zeroed on the rear upper aft transmission surface measured with a suitable angle gauge, i.e.: digital level on the top main plane 2 inches outward from the nose box mounts. It must meet a minimum measurement of negative .5 degrees (angled down in the back) and a maximum measurement of positive 2.5 degrees (angled up in the back). It is acceptable to shim the main plane to obtain this measurement.

h. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The lower plane angle, zeroed on the rear upper aft transmission surface, measured with a suitable angle gauge. i.e.; digital level on the top surface of the lower rear wing must meet a minimum of –3.0 degrees (angled down in the back) and a maximum of +2.0 degrees (angled up in the back). It is acceptable to adjust the lower rear element to meet these requirements. The upper rear wing element may only be adjusted within the parameter of the endplates and wing adjusters as provided from SCCA Enterprises. No additional holes may be added.

i. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4.1.B. The stock lateral bolsters may be modified *or removed*.

j. SCCA Enterprises windscreen P/N: WM137000 is allowed.

7. Engine and Drive train

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all

fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by SCCA Enterprises. All fluids, except fuel, are unrestricted.
2. SCCA Enterprises, Inc., seals on the engine, ~~gearbox,~~ and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through SCCA Enterprises
3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.
4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.
5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.
6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating is allowed on the exterior or interior of the manifold. ~~Manifolds will be available with engines only.~~
7. Engine Control Unit (ECU): Manufactured by MBE and sealed by SCCA Enterprises. Tampering of the ECU, *ECU program*, seal, wiring or sensors is prohibited.
8. The flywheel weight is ~~18 pounds for the standard flywheel, or~~ a minimum of 2.6 pounds for the SCCA Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.
9. No modification to the crankshaft dampener is allowed.
The following parts must be used:
10. Clutch: SCCA Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston #WM701004A, Throw out bearing #WM701006A, Small O-ring #WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.
11. Spark Plugs, Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEC.
12. Fuel Injectors: Part # WM591929
13. Throttle Body: Part # WM591930
14. Fuel Filter: Part # WM591924
15. Air Filter: Part # WM301020
16. Exhaust systems may be thermal coated or wrapped.
17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.
18. An SCCA Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.
19. An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by
6.5 inches high. No water to oil heat exchanger is allowed.
20. An optional SCCA Enterprise alternator kit is allowed, Part # WM1100101
21. Fuel shall meet the requirements for IT cars per the GCR.

b. Transmission

1. The 5 speed sequential transaxle supplied by SCCA Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.
2. The servicing, replacement and modification of internal components is permitted by the competitor. With the following exceptions:
    a. All components must be ferrous metal, except for bearing retainers and bearing cages.
    b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.
3. The rear cover plate may manufactured or remanufactured using aluminum.
4. Only the following gear ratios are permitted:
    1st gear combination 12:29 Ratio number 2.41
    2nd gear combination 15:28 1.86
    3rd gear combination 16:24 1.50
    4th gear combination 18:22 1.22
    5th gear combination 24:26 1.08
5. Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must work as supplied (no tightening of the differential to limit slip) Must be able to use existing components.
6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.
7. Shift cable is free, but shifting must remain cable operated.
8. Throttle cable is free, but must remain cable operated.
9. The shift actuator assembly must operate as supplied by SCCA Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

MINIMUM WEIGHTS OF THE FOLLOWING PARTS

Differential Housing (both parts including bearings) 7.4 lbs
Ring Gear 3.6 lbs
Pinion Shaft 4.0 lbs
1st gear 2.7 lbs

2nd gear 1.2 lbs
3rd gear 1.1 lbs
4th gear 1.1 lbs
5th gear 1.0 lbs

8. Suspension

a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.

b. Front Springs: 600 lbs. ±25 lbs. Part # WM203008. Wire size shall measure .360" ±.005".
Rear Springs: 1000 lbs. ±25 lbs. Part # WM203009. Wire size shall measure .410" ± .005".

c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.

d. All suspension parts shall have the SCCA code embedded (a label/or an SCCA Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.

e. Rod ends may be replaced with rod ends having specifications equal to or greater than the OEM supplied rod ends. This includes dimensional material and strength specifications. Replacement rod ends shall be capable of being installed with no modifications to any original components.

f. Anti-roll bars (sway bars) may be disconnected, but not removed.

1. Anti roll bar sizes:
Front .875" OD ±.005"
Top Tee .750" x .135" wall, ±.005"
Top Tee Length: 7.5" maximum end to end
Rear lower stalk .615" Dia. ±.005"
Upper stalk .765" ±.005"
Arm length 5.470" shoulder to shoulder

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.

b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims)

c. Adjustments for the Bilstein will be at the spring perch and with pressure (if rebuilt). Adjustments for the Penske will be at the spring perch or with the rebound adjuster.

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

10. Steering:

NO MODIFICATIONS ALLOWED, except as described within these rules

a. An alternate steering wheel may be used. "Butterfly" style steering wheels are not allowed.

b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable). It may also be modified to accommodate a larger driver.

11. Brakes:

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by SCCA Enterprises shall be used

a. Brake pads as supplied from SCCA EnterprisesPart # WM801001x

b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450". Part # WM801002x Left, Part # WM801003x Right. Min width is .600" c. Master cylinders must be the Girling type.
Front master cylinder is.700" piston diameter,
Part # WM802005
Rear master cylinder is .750" piston diameter,
Part # WM802006

d. Calipers must be AP 4 piston. Part numbers are:
LF # WM802004 RF #WM802003
LR # WM802002 RR # WM802001

e. Brake lines are free (no plastic allowed) .

12. Wheels (Only wheels supplied by SCCA Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from SCCA Enterprises with SCCA logo. If logo is worn off or wheels that have been painted or powder coated, wheels must be inspected by SCCA Enterprises or one of their designated Customer Service Representatives and logos replaced.

Front: 8 in X 13 in Part # WM 205001
Rear: 10 in X 13 in Part # WM205002

a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted

b. Wheel spacers are not allowed.

13. Tires

Tires must run in sets of 4 as stated below:

Hoosier R45 *or R45A (SCCA Labeled)* Compound
Front: *PN: 43270,* 21.5 in X 8.0 in X13.0in
Rear: *PN: 43301,* 22.0 in X10.0 in X 13.0 in
Hoosier Wet Compound

Front: *PN: 44195,* 21.5 in 7.5 in X 13.0 in
Rear: *PN: 44217,* 22.0 in 9.0 in X13.0 in

a. A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre-grid or Tech.

b. A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.

c. If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.

14. Electrical System:

NO MODIFICATIONS ALLOWED, except as described within these rules.

a. Wiring harnesses must remain as delivered.
b. Battery may be replaced with a larger one as long it remains in the same location.
c. Battery wiring is free. Car must shut off when master switch is turned off.
d. Any instrumentation is allowed.
e. Data acquisition is allowed, no telemetry is allowed.
f. Any rain light is allowed

15. Weight

The car shall weigh 1265 lbs. minimum, including the driver.

a. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight

16. Updates

Provisions will be made for updates on all safety and mechanical improvements. Such updates will be effective when authorized by SCCA Enterprises, announced by the National Office, and published in FasTrack.

17. Vehicle Logbook

The Vehicle Logbook for each SCCA Formula Car remains the property of SCCA Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises, Inc.,. 14550 E. Easter Ave Suite 400 Centennial, Co. 80112. The logbook will them be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises, Inc.

A FEE OF $200 WILL BE CHARGED FOR LOST LOGBOOKS.

The logbook shall be presented at scrutineering for each event entered. All SCCA Formula Cars are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to SCCA Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to SCCA Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

18. Seals

SCCA Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall have his engine removed and shipped to SCCA Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.

SCCA Enterprises, Inc., seals are required on all Formula Car Engines.

Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises, Inc., shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises, Inc., will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 19.a., 19.b., 19.c., and 19.d.

19. Penalties (Specific to SCCA Enterprises Spec Cars)

If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward, the following penalties will automatically be imposed:

a. Vehicle logbook will be impounded.
b. Disqualification from the event.
c. Suspension of SCCA competition privileges for thirty (30) days.
d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.

In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:

1. Disqualification from the event.
2. A fine of $250.00
3. $500.00 testing fee plus freight charges paid to SCCA Enterprises
4. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.
5. For a second illegal drive train offense, the competitor will be permanently disqualified from further SCCA Formula Car

competition.

20. SCCA Formula Car Drive Train Protest

a. Protests shall be filed per the GCR.

b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:

1. Remove and replace motor and transmission - $400.00
   a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.
2. Ship motor to Enterprises and test - $500.00 plus freight and crating charges
   a. SCCA Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.

c. Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.

d. The Chairman SOM is required to inform SCCA Enterprises of the protest using the FE Protest Information Form. A copy of the protest shall be sent to Enterprises.

If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees ($900). The protestee will not be allowed to compete again until all costs are paid. If found legal, the protester forfeits fee (items 1 and 2) above.

e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.

f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in FE competition.

21. Accessory Items

a. Mirrors are free.

b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.

c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed

d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by SCCA Enterprises.

e. Engine compartment fluid hoses may be insulated using heat shield or wrap.

f. Front and rear tow hooks are required, see GCR section 9.3.46.

Item 2. Effective 11/1/07: Replace section 9.1.9.G with the follows:

G. SRSCCA PREPARATION RULES CLASSED IN CSR

1. Definition

One design, fixed specifications, open cockpit, single seat Sports Racer
with Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises, Inc. All replacement parts are supplied through SCCA Enterprises, Inc., and shall be official SCCA Spec Sports Racer parts except where noted in G.4.

2. Safety Requirements

Car will be delivered from the manufacturer with approved safety equipment. Replaced items shall be supplied through SCCA Enterprises, except safety harnesses may be replaced by any other that conforms to GCR Section 9.

3. Vehicle Configuration

All SCCA Sports Racers shall comply to GCR section 9 “Automobiles” with the following exceptions: Section 9.3.1., Accumulators.

4. Maintenance and Repairs

It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are official SCCA Enterprises Sports Racer parts. If any official SCCA Enterprises’ seal is broken, lost by accident or intent, the procedures outlined under G.18., shall be followed. Parts and materials with an SCCA Enterprises part number having the prefix “WM10” are considered to be unrestricted, providing their dimensions and materials are comparable. No other parts are to be considered “unrestricted” except where specified.

5. Chassis

NO MODIFICATIONS ALLOWED except as noted in these rules.

a. All cars shall use the stock, as delivered by SCCA Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.

b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed.

Definition of cockpit is: area between the front roll hoop and rear roll hoop.

c. Painting or powder coating of the chassis is allowed.

d. SCCA Enterprises foot drop box part # WM180020may be installed.

6. Bodywork

NO MODIFICATIONS ALLOWED (except as specified)

If any seal, label, stamp is missing the parts must be returned to SCCA Enterprises for resealing.

a. Bodywork shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, and tow hooks. All repair work must match original body dimensions and contours.

b. Bodywork fasteners are free.

c. The car may be painted any color(s), except primer.

d. It is required that all cars display the official sponsors of SCCA Enterprises decals and locations as specified by SCCA Enterprises.

e. Radiator screens are allowed and recommended.

f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.
g. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The wing element may only be adjusted within the parameter of the wing adjusters as provided from SCCA Enterprises. No additional holes may be added. Different wing endplates may be used as long as the fit within the dimensions of 10 ¾ in wide and 11 in tall. A gurney flap or wicker may be use and may be no taller than ½ in
h. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4. The stock lateral bolsters may be modified or removed.
i. SCCA Enterprises windscreen P/N: WM137000 is allowed.

7. Engine and Drive train

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by SCCA Enterprises. All fluids, except fuel, are unrestricted.
2. SCCA Enterprises, Inc., seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through SCCA Enterprises
3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.
4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.
5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.
6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating is allowed on the exterior or interior of the manifold.
7. Engine Control Unit (ECU): Manufactured by MBE and sealed by SCCA Enterprises. Tampering of the ECU, ECU program, seal, wiring or sensors is prohibited.
8. The flywheel weight is a minimum of
2.6 lbs for the SCCA Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.
9. No modification to the crankshaft dampener is allowed.
The following parts must be used:
10. Clutch: SCCA Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston # WM701004A, Throw out bearing # WM701006A, Small O-ring # WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.
11. Spark Plugs, Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEC.
12. Fuel Injectors: Part # WM591929
13. Throttle Body: Part # WM591930
14. Fuel Filter: Part # WM591924
15. Air Filter: Part # WM301020
16. Exhaust systems may be thermal coated or wrapped.
17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.
18. An SCCA Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.
19. An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed.
20. An optional SCCA Enterprises alternator kit is allowed, Part # WM1100101
21. Fuel shall meet the requirements for IT cars per GCR section 9.3.25.

b. Transmission

1. The 5 speed sequential transaxle supplied by SCCA Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.
2. The servicing, replacement and modification of internal components is permitted by the competitor. With the following exceptions:
    a. All components must be ferrous metal, except for bearing retainers and bearing cages.
    b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.
3. The rear cover plate may manufactured or remanufactured using aluminum.
4. Only the following gear ratios are permitted:
    1st gear combination 12:29 Ratio number 2.41
    2nd gear combination 15:28 1.86
    3rd gear combination 16:24 1.50
    4th gear combination 18:22 1.22
    5th gear combination 24:26 1.08
5. Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must work as supplied (no tightening of the differential to limit slip) Must be able to

use existing components.

6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

7. Shift cable is free, but shifting must remain cable operated.

8. Throttle cable is free, but must remain cable operated.

9. The shift actuator assembly must operate as supplied by SCCA Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

MINIMUM WEIGHTS OF THE FOLLOWING PARTS

Differential Housing (both parts including bearings) 7.4 lbs
Ring Gear 3.6 lbs
Pinion Shaft 4.0 lbs
1st gear 2.7 lbs
2nd gear 1.2 lbs
3rd gear 1.1 lbs
4th gear 1.1 lbs
5th gear 1.0 lbs

8. Suspension

a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.

b. Front Springs: 600 lbs. ±25 lbs. Part # WM203008. Wire size shall measure .360" ±.005".
Rear Springs: 1000 lbs. ±25 lbs. Part # WM203009. Wire size shall measure .410" ± .005".

c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.

d. All suspension parts shall have the SCCA code embedded (a label/or an SCCA Enterprises stamp) in the part. If they do not it is required to
return part to SCCA Enterprises for proper labeling.

e. Anti-roll bars (sway bars) may be disconnected, but not removed.

1. Anti roll bar sizes:
Front .875" OD ±.005"
Top Tee .750" x .135" wall, ±.005"
Top Tee Length: 7.5" maximum end to end
Rear lower stalk .615" Dia. ±.005"
Upper stalk .765" ±.005"
Arm length 5.470" shoulder to shoulder

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or
4 Penske shocks, Part # WM1180090. Same type on all 4 corners.

b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims)

c. Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske rebound or at the perch.

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

10. Steering:

NO MODIFICATIONS ALLOWED, except as described within these rules

a. An alternate steering wheel may be used. "Butterfly" style steering wheels are not allowed.

b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable). It may also be modified to accommodate a larger driver.

11. Brakes:

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by SCCA Enterprises shall be used

a. Brake pads as supplied from SCCA Enterprises, SBS,
Part # WM801001x

b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450". Part # WM801002x Left, Part # WM801003x Right. Min width is .600"

c. Master cylinders must be the Girling type.
Front master cylinder is.700" piston diameter,
Part # WM802005
Rear master cylinder is .750" piston diameter,
Part # WM802006

d. Calipers must be AP 4 piston. Part numbers are:
LF # WM802004 RF #WM802003
LR # WM802002 RR # WM802001

e. Brake lines are free (no plastic allowed).

f. An optional brake duct kit Part # WMxxxxxx is allowed.

12. Wheels (Only wheels supplied by SCCA Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from SCCA Enterprises with SCCA logo. If logo is worn off, or wheels that have been painted or powder coated, wheels must be inspected by a CSR or SCCA Enterprises and logos replaced.

Front: 8 in X 13 in Part # WM 205001

Rear: 10 in X 13 in Part # WM205002

a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted

b. Wheel spacers are not allowed.

13. Tires

Tires must run in sets of 4 as stated below:

Hoosier R45 *or R45A (SCCA Labeled)* Compound
Front: *PN: 43270,* 21.5 in X 8.0 in X13.0 in
Rear: *PN: 43301,* 22.0 in X10.0 in X 13.0 in
Hoosier Wet Compound
Front: *PN: 44195,* 21.5 in 7.5 in X 13.0 in
Rear: *PN: 44217,* 22.0 in 9.0 in X13.0 in

a. A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre-grid or TECH.

b. A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.

c. If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.

14. Electrical System:

NO MODIFICATIONS ALLOWED, except as described within these rules.

a. Wiring harnesses must remain as delivered.

b. Battery may be replaced with a larger one as long it remains in the same location.

c. Battery wiring is free. Car must shut off when master switch is turned off.

d. Any instrumentation is allowed.

e. Data acquisition is allowed, no telemetry is allowed.

f. Any rain light and tail lights are allowed.

15. Weight

The car shall weigh 1365 lbs. minimum, including the driver.

a. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight.

16. Updates

Provisions will be made for updates on all safety and mechanical improvements. Such updates will be effective when authorized by SCCA Enterprises, announced by the National Office, and published in FasTrack.

17. Vehicle Logbook

The Vehicle Logbook for each SCCA Sports Racer remains the property of SCCA Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises, Inc.,. 14550 E. Easter Ave Suite 400 Centennial, Co. 80112. The logbook will them be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises, Inc.

A FEE OF $200 WILL BE CHARGED FOR LOST LOGBOOKS.

The logbook shall be presented at scrutineering for each event entered. All SCCA Sports Racers are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to SCCA Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to SCCA Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

18. Seals

SCCA Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall have his engine removed and shipped to SCCA Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.

SCCA Enterprises, Inc., seals are required on all Sports Racer Engines.

Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises, Inc., shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises, Inc., will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 19.a., 19.b., 19.c., and 19.d.

19. Penalties (Specific to SCCA SCCA Enterprises Spec Cars)

If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward (GCR 5.12.2.C.), the following penalties will automatically be imposed:

a. Vehicle logbook will be impounded.

b. Disqualification from the event.
c. Suspension of SCCA competition privileges for thirty (30) days.
d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.
In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:

1. Disqualification from the event.
2. A fine of $250.00
3. $500.00 testing fee plus freight charges paid to SCCA Enterprises
4. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.
5. For a second illegal drive train offense, the competitor will be permanently disqualified from further SCCA Sports Racer competition.

20. SCCA Sports Racer Drive Train Protest

a. Protests shall be filed per the GCR.
b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:

1. Remove and replace motor and transmission - $400.00
   a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.
2. Ship motor to SCCA Enterprises and test - $500.00 plus freight and crating charges
   a. SCCA SCCA Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.

c. SCCA Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.
d. The Chairman SOM is required to inform SCCA Enterprises of the protest using the SRSCCA Protest Information Form. A copy of the protest shall be sent to SCCA Enterprises.
If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees ($900).
The protestee will not be allowed to compete again until all costs are paid. If found legal, the protester forfeits fee (items 1 and 2) above.
e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.
f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in SRSCCA competition.

21. Accessory Items

a. Mirrors are free.
b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed
d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by SCCA Enterprises.
e. Engine compartment fluid hoses may be insulated using heat shield or wrap.
f. Front and rear tow hooks are required see GCR section 9.3.46.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

Formula

The CRB welcomes input from the F500 community on the "next generation" engine considering that the 493 engine is no longer available and that there is room for building a non-detectable, non-compliant motors using stock components. While there are non-Rave 494 engines and parts available, there is a need to look at other options for the future.

Prepared

The classification of IT cars into the prepared category was published in the March FasTrack recognizing that the bulk of the 1990 and newer IT cars fit within the D prepared parameters already (under 3.0 liters, US available, etc.). What this specific classification did was to offer an alternate restriction system for these specific cars, similar to the classification of current World Challenge cars.

Since the classification was published the CRB has been receiving feedback and to better understand the membership's thoughts would like to formally solicit their input on the inclusion of IT prepped cars in the Prepared classes.

NEW CAR CLASSIFICATIONS

T3 – add the 2007 model year Honda S2000

SSB – add the 2007 model year Honda Civic Si

REFERRED or TABLED

Grand Touring

1. GT2 – Reclassify the Fiero to GT3 with additional weight (Hamann). Tabled for identification of the requested engine.
2. GT3 – Classify the 12A Peripheral Port Engine for the RX-7 (Christman). Tabled for further research.

Production

1. Allow all spitfires a stroke of 3.000 inches (Feller). Tabled for further research.

American Sedan

1. Allow drilled and slotted brake rotors (Schepergerdes). Tabled for further research.
2. Specify a minimum flywheel weight (Weiss). Tabled to verify specifications.
3. Allow modification or removal of the under hood bracing (3 letters). Tabled for further research.

NOT RECOMMENDED

GCR

1. Clarify the double yellow flags (Walther). The rule is clear as written.
2. Require scale configurations that weight the car/driver simultaneously (Stout). The rules are adequate as written.
3. Require one engine for both the race and qualifying (Grapses). The rules are adequate as written.
4. Allow use of arrow board with yellow flag (Cowie). The rules are adequate as written.

Formula

1. F500 – As the 493 is no longer available, allow the 494 Rave (Wassersleben). The 494 Rave is not a long-term engine, is older than the 493 engine, and has been out of production for a long time. Also, it is impossible to determine the power output from the outside of the engine. Refer to the Member Advisory section of these minutes for a request for member input.
2. FV – Allow an alternate wheel/tire combo (3 letters). All cars in National competition must be compliant with the rules.

Grand Touring

1. GT3 – Reclassify the GT2 93 RX7 12A to GT3 (currently in GT2 trim with weight penalty) (Biesterfeldt). The maximum wheel size in GT3 is 15 inches.
2. GTL – Require all cars to use SIRs (Ward). Former unrestricted GT5 cars will remain unrestricted.
3. GTL – Classify the Caterham 7 in GTL (Gillespie). Currently, there are no open cars permitted in GTL, but we will re-consider the issue later. Refer to the Recommended Rule change section of these minutes.

Production

1. P – Approve the use of CIS-type FI for all engines in VW chassis (Coffin). Fuel injection was not available for all the requested engines.
2. EP – Reclassify the Volvo 1800 with FI to FP (Rose). The car is classified correctly. We will continue to monitor the car's performance.
3. EP/FP – Allow sun roof panels to be made of aluminum (Ligon). The rules are adequate as written.
4. FP – Allow an alternate valance panel (Strittmatter). Removal of the valance panel is not allowed in FP and is inconsistent with the class philosophy.
5. HP – Correct the valve size of the Datsun 510 (Meller). The valve size is appropriately specified.

American Sedan

1. Allow a wider brake rotor (Schepergerdes). The current specs are appropriate.

Touring/Showroom Stock

T1 – Reclassify the Acura NSX to T2 (Ellis/Neffenegger). We wish to monitor the car's performance.

Previously Addressed

Addressed in Technical Bulletin 07-03 or the March 07 FasTrack:

GT3 – Classify the Porsche 911 3.0 liter (Jacalone).

GT2 – Classify the KA24DE 2.4L for the 350Z (Harlan/Gable).

GT3 – Classify the Toyota 2AZ engine for all GT3 Toyotas (Loyning).

GTL – The 2-valve, 1335cc EN1 Honda engine should be unrestricted (Hargrove).

EP – Allow and alternate carburetor for the Corvair (Wicht).

No Action Required

GCR

1. Change the language in GCR Section 8.4.8 to 40 days (Entriken). Thank you for your input. The COA will review their process to expedite appeals.
2. Change the passing after an incident language (Treffeisen). Thank you for your input.
3. Add language regarding participant conduct (Sprecher). Thank you for your input.
4. Require low mounted hooks (Kolpack). We recommend low mounted hooks, but do not require them because of each car's uniqueness.
5. Do not put GTL cars on track at the same time as GT3 (Zekert). Thank you for your input.
6. Request for GTL to compete on Friday at the Runoffs (Zekert). Thank you for your input.
7. Opposition to allowing 14 year olds competitors (Mercurio). Thank you for your input.
8. Allow any class meeting requirements to compete for the National Championship (Bettencourt). Thank you for your input.
9. Support for allowing multiple divisions for multiple classes (Drummond). Thank you for your input.

Formula

1. FF – Opposition to a spec tire (Visscher). Thank your for your input.

Grand Touring

1. GT2 – Allow three 38mm Webers with 38mm IR for the Monza (Schultz). Thank you for your input. Any induction is allowed downstream of the SIR.
2. GTL – Support for the SIR/weight multi-tiered proposal (Walrich). Thank you for your input.

Improved Touring

IT – ECU input (Conover/MacLean). Thank you for your input.

Prepared

Totally rewrite the rules (Wicht). Thank you for your input.

Production

1. P – Roll cage input (Pinney). Thank you for your input.
2. EP/FP – Correct the 1973 Volvo 1800 transmission specs (Rose). Refer to section 9.5.4.a.1.

American Sedan

1. Input for Camaro master cylinder (Richardson). Thank you for your input.
2. Do not change the AS rules at this time (Hines). Thank you for your input.
3. Support for the competition adjustment proposal (Doll). Thank you for your input.
4. Opposition to increasing the weight of the Mustang (West). Thank you for your input.
5. Support for the engine proposal (West). Thank you for your input.
6. Current AS change input (16 letters). Thank you for your input.

7. Opposition to T2 cars in AS (Haynes). Thank you for your input.

8. Allow the GM engines .500" lift and a 42 lb. crankshaft (Schepergerdes). We are working on an engine package for 2008 and beyond.

9. Reduce the weight of the GM cars and/or raise the weight of the Fords (6 letters). We wish to maintain common weights among the cars in the class; we will continue to evaluate each make's performance based on the engine rules for 2008.

10. Allow an alternate master cylinder (Richardson). This will be considered as a part of the rules rewrite for 2008.

11. Increase the performance of the GM cars (Smith). We are working on an engine package for 2008 and beyond.

12. Opposition to domed pistons, aftermarket ported cylinder heads, restrictor plates, and modern engines (Ritchie). Thank you for your input.

13. Add 400 lbs to the Ford cars (Haynes). Thank you for your input.

14. Allow for the removal of non-essential items (Watkins). This will be considered as a part of the rules rewrite for 2008.

15. Clarify the windage tray requirements (Watkins). The rules are appropriate as specified and allow for attachment to the main bearing caps.

16. Allow an alternate block for the Fords based on the discontinuation of the Motorsports block (Kershaw). We are working on an engine package for 2008 and beyond.

17. Do not add weight to the Fords but allow the GM engines to increase their cam lift (Watkins). Thank you for your input.

Touring/Showroom Stock

1. T – Support for the removal of interiors (Kirkham). Thank your for your input
2. T2 – 350Z performance input (Schotz). Thank you for your input.
3. T2 – Correct the sway bar numbers for the 350Z (Powers). The numbers are correct as specified.
4. T3 – Opposition to reclassifying the Z4 to T3 (6 letters). Thank you for your input.

Resumes

AS – Jorge M. Chediak. Thank you for your resume. We will keep it on file.

AS – Philip Smith. Thank you for your resume. We will keep it on file.

AS – Kyle Watkins. Thank you for your resume. We will keep it on file.

AS – Jim Stevens. Thank you for your resume. We will keep it on file.

AS – Ed Hosni. Thank you for your resume. We will keep it on file.

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

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

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

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

CLUB RACING TECHNICAL BULLETIN

DATE: March 6, 2007
NUMBER: TB 07-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 4/1/07 unless otherwise noted.

GCR

1. Correct section 9.3.35, p. 84, by inserting the following, Non-metallic wheel construction is prohibited.
Note: this was formerly a part of section 11.2.1.Z but was inadvertently omitted from the 2007 GCR.

Formula

FA

1. Classify Mazda 13B engine in FA.
Add new line to FA engine table section 9.1.1.A.2, p. 157, as follows: Manufacturer: Mazda, Engine Series: 13B Street Port, Notes: One (1) 2-bbl automotive-type carburetor 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. Req'd Restrictor: 44mm, Weight(lbs): metallic chassis: 1230, non-metallic chassis: 1255.
2. Section 9.1.1.A.1.a.2, FA car classifications, p. 161, add to the Formula 3 car spec line as follows: Notes: Alt crank w/ 82mm stroke (2180cc) allowed w/ cam lift limited to .500" lift measured at zero lash.

Sports Racer

CSR

1. Section 9.1.9.A.2.a.9, p. 492, add to the end of the section as follows: …unless using an SIR or otherwise notes on the engine spec line. Cars using an SIR may use any manifold type.
2. Section 9.1.9.A.2, CSR engine table, p. 493, add to line "A" to read as follows: Carburetion or Fuel Injection: 33mm SIR, Notes: SIR must be located upstream of the compressor inlet.

Grand Touring

GTL

1. Classify Nissan L18 engine in GTL.
Add new spec line to GTCS p. 285, Engines – Nissan, Engine Family: L18, Engine Type: SOHC, Bore x Stroke(mm): 85.0 x 78.0, Displ.(cc): 1770, Head Type: Alum, Non-Crossflow, Valves/Cyl.: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1900, Notes: Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.

Showroom Stock

SSB

1. Honda Civic Si (2006), p. 465, add the 2007 model year.
2. Mazda MX-5 (2007), classified in TB 07-01, add to the specs as follows: Wheel Size(in) / Mat'l: 17 x 7, Notes: MS-R option permitted.

Touring

T1

1. Dodge Viper SRT-10 Incl. Coupe (03-06) p.549, add to the specs as follows: Notes: A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice.

T2

1. Pontiac GTO (04-06), p. 556, add to the specs as follows: Notes: Pedders front and rear sway bar kit, part #FAF0209071 allowed.

T3

1. Honda S2000 (00-06), p. 558, add the 2007 model year.

SCCA National Championship RUNOFFS® Heartland Park Topeka

PRESENTED BY at&t

Event Schedule

HEARTLAND PARK TOPEKA # IDC-07-S
HELD UNDER 2007
GENERAL COMPETITION RULES

QUALIFYING / MEETINGS

20 min. sessions

	MON 10/8 QUALIFYING:	TUES 10/9 QUALIFYING:	WED 10/10 QUALIFYING:	THURS 10/11 QUALIFYING:
8:00	FP	SSB	T1/T2	CSR/S2
8:25	FV	FC	FP/GTL	GTL/GT3
8:55	CSR/S2	AS	F500	SSC
9:20	GT3	GT1/GT2	GT1	GP/HP
9:50	FC	FM	FV	T1
10:15	SRF	SM	SSC	FC
10:50	DSR	T2	CSR/S2	AS
11:15	FF	EP	GT2	FA
11:45	HP	SSC	GP	SSB
12:10	T1/T2	FF/F500	SRF	SM
LUNCH-CRB MTGS	FORMULA SPORTS RACER	GT/SM	PROD	SS/AS TOURING
1:30	GT1/GT2	FP	GT3	FF/F500
1:55	F500	CSR/S2	FF	GT1/GT2
2:25	EP	T3	HP	FV
2:50	SSB/T3	GP/HP	DSR	EP
3:20	AS	FA	FM	T2
3:45	SM	SRF	SM	SRF
4:20	FA/FM	GTL/GT3	SSB/T3	FP
4:45	GTL	T1	EP	DSR
5:15	SSC	FV	FA/FC	FM
5:40	GP	DSR	AS	T3

WARM-UP SESSIONS

20 MIN. WARM-UP *10 min each grouping

	FRI 10/12		SAT 10/13	SUN 10/14
7:30	CSR/S2/GTL	8:00	T3/FA	GT2/T2
7:55	SSC/HP	8:25	AS/GP	EP/FV
8:20	T1/FF	8:50	SM/FC	SRF/FP
8:55	GT3/F500	9:15	SSB/GT1	DSR/FM

NATIONAL CHAMPIONSHIP RACES

ALL RACES 18 LAPS OR 40 MIN., WHICHEVER ELAPSES FIRST.
RACE TIMES ARE GREEN FLAG TIMES.

	FRI 10/12		SAT 10/12	SUN 10/14
9:30	S2	10:00	T3	GT2
10:25	GTL	10:55	FA	T2
11:20	SSC	11:50	AS	EP
1:00	HP	1:30	GP	FV
1:55	CSR	2:25	SM	SRF
2:50	T1	3:20	FC	FP
3:45	FF	4:15	SSB	DSR
4:40	GT3	5:10	GT1	FM
5:35	F500			

ACTIVITY CALENDAR

Sun. 10/7
5:30 pm*
Track Walk

Mon 10/8
6:00 pm*
Welcome Party
Liebler Pavilion

Tues 10/9:
6:00 PM**
Volunteer Party
TBD

Wed 10/10:
6:00 PM**
Volunteer Party
TBD

Thurs 10/11:
6:00 pm*
MONSTER BASH
Liebler Pavilion

Fri 10/12:
6:00 PM**
Volunteer Party
TBD

Sat 10/13:
6:00 pm*
Volunteer of the Year Party
Liebler Pavilion

Sun 10/14:
30 min. after end of last race
Presentation of President's Cup, Donohue Award @ Victory circle

6:00 pm**
Volunteer Party
TBD

***All times are approximate**

****Volunteer Parties start @ conclusion of days events**

SCCA PRESENTED BY at&t
National Championship RUNOFFS
Heartland Park Topeka

SUPPLEMENTARY REGULATIONS

Held under under the 2007 General Competition Rules
#IDC-07-S
Online Registration at www.scca.com

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1. Entries: 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 1.

1.1. 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.

1.2. 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.

1.3. Entry Forms: 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 1.4).

1.4. Entry Fee: The entry fee is $350 (US funds) payable to SCCA, Inc. Note: An additional $25 fee will be charged for checks returned for insufficient funds.

1.5. Early Entry: Entries will not be accepted before midnight, May 1, 2007, CST. Entries received prior to May 1 will be returned.

1.6. Entry Deadline: The entry form and fee shall arrive at the National office on or before **Friday, September 7, 2007**. Sending the entry by certified mail, return receipt is recommended. Mail entry forms and fees (under the same cover) to: *SCCA, Attention: Club Racing, P.O. Box 1833, Topeka, KS 66601-1833*

1.7. Late Fees: A late fee of **$200**, in addition to the entry fee, will be required for any entry received (online, postmarked or dated by an express delivery service) after the deadline of midnight (CST), Friday, September 7, 2007. Postage meter imprint is not acceptable.

1.8. Cancellation and Refunds: The cancellation deadline for a **full** refund is midnight (central time) **Monday, September 17, 2007.** Driver/entrant may cancel by the following methods:
Fax: (785) 232-7214 **U.S. mail** (see section 1.6 for address) **E-mail:** runoffs@scca.com
Cancellations received between **Sept. 18 & Oct. 8 will be refunded the entry fee less $175**. If your entry is not accepted for the Runoffs, you will automatically receive a full refund.

1.9. Entry Acceptance: SCCA will not accept entries from drivers who do not meet the requirements of GCR section 3.9.2.A.B. and the guidelines as set forth in these supplemental regulations.

1.10. Schedule Modification: SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that does not have at least 30 entries by the Sept. 7th deadline may be combined with another class or classes for all sessions, including races.

2. Driver Eligibility: Entries will be accepted for this 2007 Interdivisional Championship Event from those drivers who meet all of the following for each class entered:

2.1. 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 three (see GCR 7.3.2, 8.4 and 3.9.2.A.B.C.D.).

2.2. Shall have finished in the top ten (10) in their class in their division's 2007 National points standings.

2.3. Shall have accumulated at least four (4) National Championship points in 2007.

2.4. Defending National Champions: See section 3.9.2.A.B.C.D on page 18 in the 2007 GCR for requirements.

2.5. 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 your Divisional Pointskeeper, before Friday Sept. 8th, 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.

2.6. Ties: 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. Tow Fund: A Tow Fund will be collected and maintained by the SCCA during the 2007 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®.

3.1. Fund Determination: A driver's payment will be determined by the following: Straight line mileage from the driver's permanent residence to Heartland Park Topeka (HPT). 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.

3.2. 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 200 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 turn at least one lap on track during the week. Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2). 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.

3.3. **Mailing of Funds:** The National office will make every effort to make Tow Fund checks available at the track after race results are official. Please see Driver Information for check availability. If checks are not available at the track Tow Fund checks will be mailed as soon as possible after 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.

3.4. **Tow Fund Claim Deadline:** All inquires regarding tow fund shall be made by December 14, 2007. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by December 14, 2007. All claims made after this date will not be considered.

4. **Registration and Credentials:** All times are Central Time Zone.

4.1. **Registration Hours:**

Thurs	Oct. 4	9:00 a.m. - 6:00 p.m.
Fri-Sun	Oct. 5-7	7:00 a.m. - 6:00 p.m.
Mon-Thurs	Oct. 8-11	7:00 a.m. – 5:00 p.m.
Fri	Oct 12	6:00 a.m. - 3:00 p.m.
Sat-Sun	Oct. 13-14	7:00 a.m. - 11:00 a.m.

4.2. **Entry into Heartland Park:** Drivers/entrants and crew **without** transport vehicles and volunteers may enter Heartland Park after registration hours by showing a current SCCA membership card and signing the HPT waiver. Participants shall report to Registration the following day to sign in and receive event credentials. HPT will supply SCCA with a list of people entering after hours each day. No race or transport vehicles 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. Additional passes can be purchased from Heartland Park 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. **Qualifying Sessions:** If combined groups for qualifying are larger than a total of 60 cars, the Chief Steward MAY divide the session into two parts with each group being given 10 minutes. During the qualifying sessions Monday, Oct. 8th, a *white flag* will be shown on the first lap at each staffed corner station as information for drivers regarding corner station location per GCR 6.11.2. Grid positions for Monday will be determined by random number draw. The draw will be done on Sunday, October 7th and posted at Driver Information. Grid positions for Tues-Thurs. qualifying will be determined by fastest time from the previous days qualifying and will be set 60 minutes after each qualifying session. Any subsequent Actions will only impact the final race grid. Trading or exchanging of postion is not allowed. In the case of combined groups, the order will be determined regardless of class. This process is **NON-PROTESTABLE**. All cars not on the false grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of the field.

5.2. **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.

5.3. **Warm-Up Sessions:** On Friday, Saturday and Sunday will be for **warm-up** only Drivers may only participate in the warm-up session for the class in which they are entered.

5.4. **On-track Lights:** Yellow lights are positioned on the bridge past Turn 9 (over tunnel). When displayed, these lights have the same meaning as the yellow flag per the GCR. The steady yellow will have the same meaning as a standing yellow. The flashing yellow will have the same meaning as a waving yellow.

6. **Grid**

6.1. All cars shall enter the race track through the false grid area located on the north end of the lower paddock. 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:** ***THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT.***

7.1. **Pace laps:** There will be two (2) pace laps at the start of each race. These two (2) laps do not count as race laps.

7.2. **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).

7.3. **Length of Race:** Official track length is 2.5 miles; all races will be eighteen (18) 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.

7.4. **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.

7.5. **Victory Lap:** Each class winner may take a victory lap per GCR 6.8.7.

8. Timing and Scoring: 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.

8.1. Car Identification Numbers: Car numbers are available on a first-come, first-served basis. 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 chose your number from the remaining available numbers. Permitted numbers range from 00 through 99. Defending National Champions have the right of refusal for car #1 in their respective class. If defending Champion refuses #1 it will not be assigned. **Changes to assigned numbers shall be made before 5 pm CST September 17, 2007.** 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 Formula cars are encouraged to have numbers elsewhere on the car.

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.

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 Building in the afternoons. Tech Inspection is on a first-come, first-served basis during the following hours:

Registration Building (Express Tech only – see section 9.3)

Thurs, Oct 4	9:00 a.m. – 3:00 p.m.
Fri–Sun, Oct 5-7	7:00 a.m. – 12:00 p.m.

Tech Building

Fri-Sun, Oct 5-7	8:00 a.m. – 6:00 p.m.
Mon–Sun, Oct 8-14	7:45 a.m. – 6:00 p.m.

9.2. Rules of Tech: The following shall be adhered to without exception: **No engines will be run in the Tech area 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 area. Non-licensed minors and pets are prohibited from the Tech area.**

9.3. Express Tech: If your car does not need an annual tech and its logbook has no unresolved notations, you are eligible for Express Tech and 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 2007 Club sticker, driver's suit with official Club Racing patch, tech sheet/vehicle declarations page (included in driver packet).*

9.4. Full Tech: If notations exist in the logbook, the car needs an annual tech, or the helmet sticker is not found, the car and/or gear shall be presented at Tech. 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 Heartland Park.

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. 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 Monday, October 8, 2007, through Sunday, October 14, 2007. A Runoffs® decal will **not** be issued until your vehicle(s) has been approved by Tech officials.

9.6. Inspection Purpose: Tech inspection will concentrate primarily on safety. 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 driver shall sign the back of the tech card to only acknowledge awareness that these discrepancies exist.

9.7. 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, October 11, 2007.
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.

9.8. 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: *462.0500; 462.15000; 463.67500; 464.3375; 464.80000; 466.1125; 468.67500; 469.800.*

9.9. 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.

9.10. Tire Rules: Formula Mazda Tire Rule 9.1.1.F.1.e.10.(A,B,C,E) and SRSCCA Tire Rule 9.1.9.G.13. (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.

9.11. 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 building.

9.12. Grid and Pit Lane Tech: Tech Inspectors may be conducting additional visual inspections of race cars 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.

9.13. Stock OEM Components: Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.

9.14. Fuel: All cars shall use fuel purchased from the track as follows:

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

Competitors shall declare which fuel they are using. Mixing fuel types is prohibited. These fuels shall be purchased from Heartland Park Topeka and will be tested in accordance with the official Runoffs® fuel testing procedure. A copy of this

procedure will be available in Tech. Before Monday's first session or if you have changed fuel types, at a **MINIMUM**, we recommend draining your tank/cell, then add a few gallons of your spec fuel, run the car and drain the tank/cell again. The track fuel pumps will be open Monday, October 1 through Sunday, October 14, 2007. Hours will be posted.

9.15. **Fuel Testing:** Fuel testing for compliance with section 9.14 may be implemented during qualifying and post-race inspection. Fuel testing will be available to all competitors on a voluntary basis. The scheduled times for voluntary fuel testing will be posted at Tech.

9.16. **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:** 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 area 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 out with the Clerk of Tech and picking up a two-way radio.

10.1. 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/her discretion.

10.2. 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.

10.3. During post race impound, admission to the Tech area is restricted to authorized drivers, officials and crew members with proper credentials. (See section 10. Impound and Post Race Inspection)

10.4. 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.

10.5. 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.

10.6. 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.

10.7. **Disabled Race Car Parking:** Disabled cars will be parked adjacent to Tech. Removal of any automobile shall be approved by the Log Book Tech Inspector.

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 at the base of the Scoring Building.

11.3 GCR required driver suit patches will be checked during pre-race tech inspection.

12. **Penalties / Protests / Appeals:** 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.***

12.1. **Protests:** All protests shall be lodged at the Competitor Services Center, which is located in the Scoring Building. 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. **All decisions or penalties rendered by the Stewards of the Meeting may be appealed.**

12.2. **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:** Results will normally be posted within 30 minutes after the conclusion of each race at Drivers Information located at the north end of the Scoring Building. 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 Heartland Park Topeka**.
TRACK ORDINANCE: Racing engines shall not be run after 10:00 pm or before 6:30am

14.1. **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 $50. 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. **Bicycles are restricted to the paddock area only.**

14.2. 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.

14.3. Speed limit is 10 miles per hour.

14.4. Only licensed drivers may operate pit vehicles.

14.5. Pit vehicles shall be used only for essential transportation and hauling. **Use of pit vehicles without headlights after dark is prohibited**.

14.6. 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).

14.7. 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). 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.**

14.8. **Rules of the Pit Lane:** The following are **prohibited** from the Pit Lane: Smoking, Skateboards, Roller skates/blades, Scooters, Children's tricycles, Motorcycles, All motorized two-wheeled vehicles

14.9. **Shoes that cover the entire foot are required of those entering the Pit Lane area. Sleeved shirts are required in the Pit Lane.**

14.10. Pets are welcome at Heartland Park Topeka. Owners are required to keep their pets on a leash and clean up after them. HPT 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. Heartland Park Topeka reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.

14.12. 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. **Violators will be fined and removed from the event.**

14.13. **OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS**. Special oil and fluid reclamation stations will be accessible throughout the garage and 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 immediately.

14.14. Parking: If you are participating in the Solo Nationals event and the Runoffs® and wish to leave your equipment at HPT between events, you must notify Heartland Park Topeka of your intentions so that arrangements can be made. Unless prior arrangements have been made with Heartland Park, teams arriving prior to Sunday, September 30, 2007, may not have access to the facility. NOTE: Drivers/volunteers are permitted to stay over Sunday night, October, 14, 2007, but need to vacate by 10:00 a.m. Monday, October, 15, 2007.

14.15 **Early admission:** Please contact Ed Ozment at eozment@hpt.com or 800-43RACES or 785-862-4781 to arrange for early admission to the track.

14.16. **Reserved Parking:** Optional reserved paddock parking may be reserved through Heartland Park Topeka after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Heartland Park website, which will have all available spaces for reservation. All spaces will be $100. Spaces range from 25x40 to 30x60. Each competitor may only reserve one (1) spot per entry. If you do not wish to reserve/pay for a parking spot, free parking will be available on a first come first served basis.

14.17. **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 HPT. 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.

14.18. No enclosed trailer will be parked in any paddock area unless one or more race cars are inside. 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 Heartland Park Topeka.

15.1. SMOKING IS PROHIBITED INDOORS, as well as TECH, GRID, PIT LANE and WITHIN 20 FEET OF THE SCORING BUILDING MAIN ENTRANCE.

15.2. Camping: Overnight 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 area only. Bonfires or open fires are allowed in approved areas only. Outdoor cooking is allowed, but please keep safety in mind. Personal fireworks are not permitted on the grounds of Heartland Park. Please leave the grounds as you found them.

15.3. Motorhome spaces with electricity are available for $150 and can be reserved through **www.hpt.com**. There is no charge for motorhome spaces without electricity. Motorhomes have access to the dumping station outside the paddock behind Registration. 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:** Driver Information is located in the Scoring Building 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.

16.1. 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.

16.2. 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 Heartland Park Topeka or on-site SCCA offices.

16.3. **Package Delivery:** Deliver all packages to: Heartland Park Topeka, 7530 S Topeka Blvd, Topeka, KS 66619. Packages should not be sent before October 1, 2007. Packages **MUST** include name of recipient or team name. 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. No COD packages will be accepted. Packages not picked up will be returned COD. No Runoff packages will be accepted at the SCCA, Inc. headquarters during the event.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Central Florida Region (Rick Balderson, RE) vs. SOM, COA Ref. No. 06-46-SE
March 1, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On November 25, 2006, Rick Balderson, RE, on behalf of the Central Florida Region, protested the method used in the Southeast Division for submitting sanction requests to SCCA Club Racing for approval. Mr. Balderson specifically cited violation of GCR 3.6.1. The SOM, Fritz Baker, Sandra Jung, Norman Esau, Morris Holliday (SIT), Ed Daniels (SIT), and John Edridge, Chairman, held a hearing and disallowed (denied) the protest. Mr. Balderson is appealing that decision on behalf of the Central Florida Region.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on January 11, January 18, and February 22, 2007, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Balderson on behalf of the Central Florida Region dated December 1, 2006, received January. 5, 2007.
2. Observers report and related documents, received January 5, 2007.
3. Emails from John Edridge, Chairman, dated January 3 and January 4, 2007.
4. Email from Ken Patterson, National Chairman of Stewards, dated February. 21, 2007.

FINDINGS

In his protest Mr. Balderson, on behalf of the Central Florida Region, contended the method used in the Southeast Division for routing sanction applications to SCCA Club Racing in 2006 usurped the approval authority granted to SCCA Club Racing by GCR 3.6.1. The Court of Appeals has confirmed SCCA Club Racing duly and fully exercised its approval authority under GCR 3.6.1. when it issued sanction numbers to Central Florida for all their racing events in 2006.

Following extensive research, the Court finds no indication the Central Florida Region or the Southeast Division were penalized in any manner in 2006 for submitting the sanction applications in the manner described. Finally, the Court finds no indication the Central Florida Region or Southeast Division ever received any warning in 2006 from SCCA Club Racing that their methods were not acceptable.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. The appeal fee will be returned to the appellant.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Stephen A. Johnson vs. SOM, COA Ref. No. 07-02-SE
March 1, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the combined Group 5 and 7 National race at Homestead Miami Speedway on January 14, 2007, Assistant Chief Steward Robert Windisch submitted a Request for Action (RFA) to the Stewards of the Meet (SOM) to investigate the contact between SM #41 driven by Stephen A. Johnson, and SM #55 driven by Derek Whitis. The RFA contended that Mr. Johnson early apexed Turn 8A and drifted into Mr. Whitis while attempting a pass. The SOM, John Edridge, Norman Esau, Barbara Magnuson, Vernon Jared and Rockwell O'Sheill, Chairman, held a hearing and found Mr. Johnson in violation of GCR 2.1.4. (Reckless or dangerous driving) and 6.8.1.B,C, and D. (On Course Driver Conduct), penalized him one race lap, and placed him on a two race weekend probation. Mr. Johnson is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Tom Hoffman, and Bob Horansky, Acting Chairman, met on February 16 and 23, 2007, to hear, review and render a decision on the appeal. COA Chairman Michael West recused himself from this Court and related discussions.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Johnson dated January 23, 2007, including an additional witness statement from Mike Erwin, and photos of Mr. Johnson's SM #41.
2. Observers Report and related documents received February 14, 2007.
3. Corner log from referenced race received February 22, 2007.

FINDINGS

The SOM heard statements from Mr. Johnson and Mr. Whitis, as well as testimony from corner workers. There is no doubt that there was contact between both cars as Mr. Johnson made his pass. The contact forced Mr. Whitis off course, and resulting damage led to his retirement from the race. The COA reviewed all this documentation, and the additional witness statement and photos provided by Mr. Johnson, as well as a copy of the race log. The Court acknowledges that there were documentation shortcomings by the SOM. However, there was insufficient evidence to change the ruling of the SOM which was consistent with penalties for contact while attempting to make a pass.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Johnson's appeal is not well founded and his appeal fee shall be retained by the SCCA.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *Feb. 28, 2007*

The Solo Events Board met by conference call February 28th. Attending were SEB members Dick Berger, Marcus Merideth, Chris Dorsey, Tina Reeves, Jason Isley, Donnie Barnes, Steve Wynveen, and Andy Hollis; Kaye Fairer of the BOD; and Howard Duncan and Doug Gill of the National Staff.

SOLO GENERAL ITEMS

- The SEB reminds competitors that the previously published proposal regarding sound is not intended to be a mandatory section within the rule book. It is provided as a guideline, for regions which choose to use a site sound policy to help them obtain and retain site access.

SOLO SAFETY

- The SEB approved the addition of Aruch Poonsapaya to the SSC.

SOLO STOCK CATEGORY

- The SAC has submitted the following proposal, effective 1/1/2008, for member review and comment:

Change 13.10.E to read as follows:

"E. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted provided the system meets the requirements of 3.5. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged. Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE."

Comments should be sent to seb@scca.com or the SCCA National office.

SOLO STREET TOURING CATEGORY

- The STAC is seeking member input regarding Street Touring rule 14.1.B, which allows removal of non-optional (i.e. standard equipment) air conditioning (AC) where no AC-delete option exists from the manufacturer. Presently AC removal is allowed in all ST classes for all cars and has been an allowance since the category was originally established.

Some vehicles, mostly older, came from the manufacturer with optional or dealer installed AC, which can be removed via the Stock category option package conversion allowance (13.0). The ST category AC removal allowance provides parity for those cars which instead came equipped with standard AC.

The trend of offering optional AC, however, appears to be diminishing on newer vehicles that are most often seen in ST. Some ST competitors have expressed a concern that AC removal limits a vehicle to race use only in hot weather climates, while the category's intent is to encourage participation of vehicles capable of daily street operation, such as driving to/from work. Looking forward to increased participation from newer cars as the category grows, this allowance works against this street-driven tenet.

It is recognized that rescinding this allowance could create a potential burden for those competitors who have prepared their vehicles in good faith to the well established limits. Therefore, the STAC is requesting feedback in support or opposition of rescinding the AC delete allowance.

Comments should be sent to or the SCCA National office.

- Todd Meade was approved by the SEB as a new member of the STAC.
- The SEB approved Jeff Brown as STAC Chair for 2007.

SOLO STREET PREPARED CATEGORY

- The SEB, per input from the SPAC, is proposing the following group of changes for member review and comment. Effective date would be 1/1/2008.
  - o Insert new rule 15.10.D, re-labeling subsequent sections accordingly:

    15.10.D: "Traction and/or stability control systems, as defined in 12.11, must be standard parts at standard settings, or electronically disabled."

  - o Reword first sentence of 15.9.A as follows:

    15.9.A "Any ignition setting, adjustment, or system may be used, subject to 15.10.D." (Rest of 15.9.A remains as current.)

  - o Reword 15.10.C.1 as follows:

    15.10.C.1: "Carburetors, fuel injection, and intake manifolds are unrestricted, subject to 15.10.D." (Rest remains as current.)

Comments should be sent to or the SCCA National office.

- The SPAC has submitted the following proposal for member review and comment:

Insert new section 15.2.E after 15.2.D and re-label subsequent sections of 15.2 accordingly:

"15.2.E 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 or welded, but welding must be to the OE subframe stampings, not to the floorpan in between.

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."

NOTE: Further clarifications to this wording may be forthcoming as SPAC continues to review the issue.

Comments should be sent to or the SCCA National office.

SOLO STREET MODIFIED CATEGORY

- Andy McKee has been approved by the SEB as Chair of the SMAC.
- The SEB thanks Scotty White for his service to the Club as a SMAC member.

SOLO PREPARED CATEGORY

- Per the PAC, the following rule change proposals, effective 1/1/2008, are submitted for member comment:

o Change Section 17.4 such that the last item in subsections F, G, H, and J reads as follows: Any wheel diameter may be used with no weight penalty.

Note: this is an amendment to a previously-published rule change proposal.

o Add to Prepared Class C in Appendix A: 8-cylinder cars using any form of independent rear suspension will incur a 100 lb. weight penalty.

o In conjunction with the above IRS weight penalty, re-class the following cars currently listed in supplemental class BP:

Corvette (all) to CP
Mustang (99+ with IRS) to CP
Porsche 928 to CP
Toyota MR2 Turbo to FP
Porsche 924 Turbo to FP
Chrysler/Mitsubishi Starion/Conquest to FP.

Comments should be sent to or the SCCA National office.

SOLO MODIFIED CATEGORY

- The MAC has recommended the following rule change proposal, effective 1/1/2008 and published here for member review:

In 18.2, Modified Production-based Cars, delete the 2nd, 4th, and 5th sentences of the second paragraph, and replace with the following: "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.

Comments should be sent to or the SCCA National office.

SOLO KART CLASSES

- Andy Bell was approved by the SEB as the new KAC Chair.
- Members are reminded that the Junior Kart Youth Steward manual is available and downloadable via the SCCA website.

ITEMS UNDER REVIEW

- ST fender rolling equivalence for non-metallic fenders (ref. 07-004)

- BMW E46 M3 in STU (ref. 07-001)
- SM Hood component removal (ref. 06-295)

ITEMS NOT RECOMMENDED

- Limited slip differentials in STS2 (ref. 07-010)
- Porsche 968 in STU (ref. 07-014)
- Porsches in SM (ref. 07-014)
- Ariel Atom in D / E Modified (ref. 06-268)
- Toniq in D / E Modified (ref. 07-049)

TECH BULLETINS

1. All categories: The last sentence of 12.11 should read: "Conventional limited slip differentials (e.g. viscous, passive clutch, helical/worm gear, locker) are explicitly excluded, but 'active' differentials *and their controller*s are included."

2. Stock: The Ford Shelby GT350 listing in FS (published in the February 2007 Fastrack News) should simply read "Ford Mustang Shelby GT"

3. Street Prepared: per the SPAC, the previously published correction to the BMW 330 listing in DSP should read "328 &330 (E46) (All except M3)"

4. Street Modified: Minor strengthening of the original chassis/suspension pickup points is allowed per 16.1.P. Examples include welding washers restricting control arm mounting bolt movement, local reinforcement of control arm chassis mounts, etc. Competitors are cautioned against a tortured interpretation that results in pickup point location changes and/or overall chassis stiffness. (ref. 06-296)

5. Street Modified: Per the SMAC, 16.1.L is clarified as follows: "Wing area calculation - The total surface area of the wing shall not exceed 8 square feet. The number of wing elements is limited to 2 and the area of each must be added separately. The area of each element will be computed by multiplying the maximum chord (straight line distance from leading edge to trailing edge) by the maximum span (width). Curvature of the element (camber) and angle of attack when mounted on the vehicle will not affect the area measurement."

6. Modified: Per the MAC, the Superformance MKIII "Cobra" is classified in E Modified as a clone of the original Shelby Cobra.

7. Modified: Per the MAC, the Ariel Atom may be eligible for B Modified or A Modified, if the car is in compliance with the class rule set.

8. Modified: Per the MAC, the Toniq may be eligible for B Modified or A Modified, if the car is in compliance with the class rule set.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | *Feb. 3, 2007*

The *RoadRally* Board (RRB) hosted a **Town Hall** at the National Convention in San Antonio, Texas on February 3, 2007.

Attending were: Kevin Poirier, Chairman; Chuck Edwards, Secretary; members Rick Beattie, Tim Craft, and Lois Van Vleet; and Pego Mack, National Office.

There were 11 SCCA members in attendance.

Chairman Poirier called the meeting to order at 8:01 AM CST. A copy of the Rules for Organizers (RFOs) was distributed to all in attendance.

Proceedings

There were no prepared remarks and issues were discussed as they were presented from the members in attendance.

1. Should Rally Cross be administered with Solo? Various issues were presented in the discussion that followed but the conclusions reached were the current arrangement was satisfactory to most Divisions and that the safety concepts are transferable.
2. Is anyone having success running concurrent events? Are there sanction problems? Concurrent events can be successful if adequate promotion is undertaken. A single sanction can be used if the start, route, and ending point are the same.
3. The perceived value that competitors receive from a rally was discussed. Value is higher if the Rallymaster has a good reputation but perceived value includes a lot of elements that have to be properly handled. These include:
    - Registration. Competitors should be welcomed; paperwork explained; novice walk-through of how a rally works; mentoring by more experienced people.
    - Starting. People should be able to find the start, get a friendly greeting, easy technical inspection, start on time, good NRIs, few inside jokes, provide beginner NRIs, make sure everyone finishes the course.

4. Rally is a hard program to sell, so simplify the program and make it directions to a party.
5. Sponsors are needed and should be widely promoted regionally and nationally.
6. The USRRC website was poor, but it's better now.
7. There should be a newsletter from the RRB directly to Divisional stewards.
8. Minutes should be sent directly to Divisional stewards.

Next meeting

The next meeting of the RRB will be at the SCCA National Convention in San Antonio, Texas on Sunday, February 4, 2007 at 8:00 AM.

The meeting was adjourned at 10:00 AM CST.

Submitted by Chuck Edwards, RRB Secretary

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | *Feb. 4, 2007*

The *RoadRally* Board (RRB) met in person at the SCCA National Convention in San Antonio, Texas on February 4, 2007.

Attending were: Kevin Poirier, Chairman; Chuck Edwards, Secretary; members Tim Craft, Rick Beattie. Guests were Bruce Gezon and Betsy Edwards.

Lois Van Vleet was unable to attend.

Chairman Poirier called the meeting to order at 8:05 AM CST.

The final version of the previous minutes was accepted.

Proceedings

1.

Discussion:

Sanction and Insurance issues were discussed. The consensus is that organizers contemplating concurrent events should contact the national office for clarification of the correct sanction and insurance fees.

2.

Discussion:

Great Race: Mechanical aids are not permitted. The rules should be changed to add "Abacus through computer are not permitted."

3.
Discussion:
GTA Rallies: Bruce Gezon to re-write GTA rules with modifications so that no backward facing signs that are to be viewed from moving vehicle may be used.

2008 Season: Tim Craft proposed that we change GTA to Gimmik (sp). The unique spelling will enable registration of the rally style, just as RoadRally written as one word is an SCCA product.

4.
Discussion:
Rallye – should we change to RALLYE? The board is unsure about this. It was noted that "rally" can mean a political rally or other non-car event. It was also noted that "rallye" may seem pompous to many people but the board agreed that "rallye" is universally considered to mean a motorsport event. It was decided to seek opinions among rally (rallye) enthusiasts.

5.
Discussion:
RFOs ere discussed and it was noted that the RFOs have not been updated in several years.
6.
Discussion:
There are 210 events scheduled in fiscal year 2007.
Pre-check forms are to become audit points in order to maintain the quality to which SCCA rallyists (rallyers) are accustomed.

7.
Discussion:
Communications:
Rick to start a response to John's letter.
Chuck to develop a RRB communication vehicle.
Regional RR Handbook Rick Beattie

Next meeting
March 7, at 7:30 pm CST via conference call.

The meeting was adjourned at 10:00 AM CST.

Submitted by Chuck Edwards, RRB Secretary

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | *Feb. 4, 2007*
The *RoadRally* Board (RRB) met via conference call on March 7, 2007.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Tim Craft, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Pego Mack, National Office.

Chairman Poirier called the meeting to order at 7:30 pm CST.

The February 2007 minutes were accepted.

Proceedings

1. Arizona Rallies
Discussion: Lois: The rallies went well. Last year's rally routes were better, but this year's scoring procedure was better.

2. John Emmons Letter
The letter was discussed and the response drafted by Rick was accepted, Rick will print on SCCA RRB letterhead and mail to Mr. Emmons.

3. RRB Liaisons
Texas: Tim Craft
San Francisco: Kevin Poirier
Colorado (July): Lois VanVleet
Oregon (Aug): Rick Beattie
St. Louis (September): Tim Craft
Land O'Lakes (October): Lois VanVleet
USRRC (October): Dave Teter

4. Bids for USRRC should be submitted by August

Candidates include: 2008, Land O'Lakes; 2009, Old Dominion; 2010, Oregon

5. Regions should seek rally sponsorship.

There is currently no national sponsor for RoadRally, but the RRB expects to develop a national sponsor. It was noted that in the 1960s Ford and Chrysler were sponsors of RoadRally. Because RoadRally is an easy sport to enter, the RRB expects that many sponsors could be interested. Manufacturers could be interested if they saw RoadRally as a way to promote their brands.

6. Statistics

In the prior year there were 3,349 entries.

7. Cyril

An icon to represent RoadRally was described. Discussions will continue.

8. Town Hall

A town hall is proposed for Saturday night (following the course rally) at the USRRC.

7. RRB Coming Vacancy

Tim Craft is retiring from the RoadRally Board at the end of 2007, RRB will post notice in July Fastrack for applications.

8. Next Meeting

7:30 PM CDT on Wednesday, April 4, 2007.

ROADRALLY NOTE

The RoadRally Board will have an open position for the year 2008. They are currently taking resumes for the position and will name someone by the November meeting, 2007. All interested parties should submit their resumes to or mail to Pego Mack, PO Box 19400, Topeka, KS 66619.

The RoadRally Board is asking for bids for the 2008 and 2009 USRRC. Please submit bids to Pego Mack, Rally Manager, national office. Bids should include dates (3rd weekend in October is best) and experience of the committees. Please submit via email to or by mail to PO Box 19400, Topeka, KS 66619.

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | *Feb. 12, 2007*

Teleconference meeting called by Mark Walker, new RXB chair, 8pm CST

Present on the call were: Mark Walker, Mark Utecht, Tom Nelson, John Barnett, Pego Mack, Jason Woodruff, Matt Nichols, Howard Duncan

Old business:

- RXB discussed the clarifying language on the shock rule for stock classes. 6.2.c.13 motion passed with word change "or fewer" on replacement adjustability.
- Tread Gap rule was discussed and tabled for 2007.

New business:

- Discussed Howard Duncan's proposal, version 6.0
- Manufacturer and equipment contingency possibilities were discussed.
- RXB Member Liaison position discussed
- Discussed the development of the RXB STRAP

Meeting adjourned at 10:05pm CST

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/Club/index.asp?reference=schools

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: http://www.scca.com/Club/index.asp?reference=clubforms

Technical Forms: http://www.scca.com/Club/index.asp?reference=techforms

Scrutineer's Forms: http://www.scca.com/Club/index.asp?reference=scrutineering

Vehicle Homologation Forms: http://www.scca.com/Club/index.asp?reference=homologation-forms

General Competition Rules (GCR): http://www.scca.com/Club/index.asp?reference=gcr

SOLO

Forms: http://www.scca.com/Solo/index.asp?reference=soloforms

Rulebook: http://www.scca.com/Solo/index.asp?reference=rules

RALLY

Forms: http://www.scca.com/Rally/index.asp?reference=rallyforms

Rulebook: http://www.scca.com/Rally/index.asp?reference=carsandrules

EVENT CALENDAR: http://www.scca.com/Event

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED May 2007

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | *April 2, 2007*

The Board of Directors, Sports Car Club of America, Inc. met via teleconference April 2, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahnert, Vice President of Finance also participated.

MOTION: To approve the minutes of the March 5th, meeting. (Porterfield/Sauce) PASSED, Unanimous

FINANCIAL REPORT

Jeff reported on the February financials.

PRESIDENT'S REPORT

Jim reported on activities at the National office. He also presented the New Member Incentive program and previewed a number of subjects that he plans to present at the May meeting.

NEW BUSINESS

The Board discussed a variety of subjects of interest but took no formal action.

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

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CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | *April 3, 2007*

The Club Racing Board met by teleconference on April 3, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were and Bob Lybarger and Mike Sauce, BoD Liaisons; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-05, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board.

Sports Racing

Item 1. Effective 11/1/07: Change section 3.3.5.E with the following:

A $10 surcharge for each Spec Racer~~,~~ *and* Formula SCCA~~, and Sports Racer SCCA~~ car must be submitted to the SCCA National Office with the tow fund and excess sanction fees for the event.

Improved Touring

Item 1. Effective 11/1/07: Delete section 9.1.3.E in its entirety and re-letter subsequent sections:

~~No vehicle with an automatic transmission shall compete in the Improved Touring Category. Station wagons are prohibited.~~

American Sedan

Item 1. Effective 11/1/07: Change section 9.1.6.D.5.c.1.C as follows:

Rotor shall be of ferrous material, vented. ~~No cross drilling or slotting.~~ Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.

Item 2. Effective 11/1/07: Add the following to the beginning of section 9.1.6.D.2.b as follows:

Engine and power steering oil cooler(s) may be added or substituted …

Item 3. Effective 11/1/07: Add new section h to section 9.1.6.D.7, as follows:

h. Under hood bracing on stock hoods may be modified or removed. The external profile of the hood shall remain stock.

Item 4. Effective 11/1/07: Change section 9.1.6.D.8.j as follows:

Removal of wiring associated with a component which may be removed by these rules is permitted. All non-essential wiring*, switches, gauges, horns, flashers, relays, and lights* may be removed. Existing wiring may be substituted.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

Spec Miata – The Club Racing Board would like input from the SM community about implementing a compliance fee for Regional and National events.

NEW CAR CLASSIFICATIONS

GTL – Acura Integra bodywork

GTL – Acura RSX bodywork

GTL – Alfa Romeo GTV bodywork

GTL – Alfa Romeo Spider / Giulietta / Giulia bodywork

ITA – Toyota Celica (94-99)

FP – Honda Civic Si (92-95)

REFERRED or TABLED

Improved Touring

1. IT – Make taping lights universal (Sirota). Tabled for further research.
2. IT – Define valance (Badder). Tabled for further input.
3. ITA – Classify the 1990-91 Honda Civic EX 4 Door (Shipp). Tabled for further research.
4. ITA – Allow Miatas to remove the wing window (Hamm). Tabled for further research.
5. ITA – Lower the weight of the Charger instead of reclassifying it (Rowe). Tabled for further research.

Production

GP – Reclassify the 1988-91 Civic HB to HP (Boylan). Tabled for further research.

American Sedan

Allow alternate transmission gears (Sarvis). Tabled for further research.

Spec Miata

Allow all three models of Miata to grip the track equally (Zimmerman). Tabled for further research.

NOT RECOMMENDED

Improved Touring

1. IT – Allow the addition of jack points (5 letters). The rule is adequate as written.
2. IT – Allow/clarify the removal of the oil metering pump from the RX-7 (Peterson). Removal of the oil metering pump is inconsistent with the class philosophy and is not allowed.
3. IT – Allow the gutting of door with out NASCAR style side protection (Richards). The rule is adequate as written.
4. ITC – Allow alternate throttle body for VW Rabbit (Burris). Alternate throttle bodies are inconsistent with the class philosophy and are not allowed.

Production

1. P – Allow all Spitfires a stroke of 3.000 inches (Feller). The LP rules require use of a stock crank with stock stroke.
2. P – Allow air to pass through interior panels for cooling (Gist). Cutting apart the structure is not allowed.
3. EP – Allow the engine to be moved (Savage). The spec line specifically prohibits engine relocation.
4. EP – Reduce the weight of the Nissan 240SX (S13) by 100 lbs (Schweers). The car is competitive as specified.
5. FP – Allow alternate carbs on the Spitfire (Griesinger). We have made carburetor changes to this car, and we wish to monitor the results.
6. GP – Allow the original FI from the 1988-91 CRX on the 1988-91Civic (Boylan). The rules require the original type fuel injection.
7. HP – Reduce the weight of the LP 1275cc Spridget (Canfield). We will continue to evaluate the car as part of our HP review.
8. HP – Allow an alternate manifold for the Scirocco (Coffin). Alternate manifolds are not consistent with limited prep.

Spec Miata

1. Allow the 1990-97 to run either sway bar (Zimmerman). The cars are balanced as specified.
2. Allow the removal of the turn signal and wiper switches (Zwolle). Not consistent with class philosophy.
3. Remove weight from all cars to eliminate ballast from the 90-93 cars (Thill). We will continue to monitor the weights for the class.

Previously Addressed

Addressed in Technical Bulletin 07-04 or the April 07 FasTrack:

FA – Allow the F3 Dallara to run alternate crank/rods (Hanrahan).

Addressed in Technical Bulletin 07-03 or the March 07 FasTrack:

GCR – Require low mounted tow hooks (Kolpack).

GCR – Revisit the Hatsoff system (Kolpack).

SM – Allow fuel cells (Zwolle).

Addressed in Technical Bulletin 07-02 or the February 07 FasTrack:

EP – Reduce the weight of the 1.8L Miata (Heintzman).

No Action Required

GCR

1. Support for dual nationals (Lane). Thank you for your input.
2. New sound control patch (Tolman) Thank you for your input.

Formula

1. FC – Remove the 30 lbs from the Zetec (Nicholas). See the schedule published in the June 2005 Fastrack.
2. FC – Do not change the wheel size (Williams). Thank you for your input.
3. FE – Sound control compliance (Rogerson). Thank you for your input.
4. FV – Alternate wheel/tire update (Livermore). Thank you for your input.
5. FV – Support for the alternate FV wheel/tire (6 letters). Thank you for your input.

Grand Touring

1. GTL – GTL weight input (12 letters). Thank you for your input.
2. GTL – Opposition to adding weight across the board (Floyd). Thank you for your input.
3. GTL – SIR input (Floyd). Thank you for your input.

Improved Touring

IT – ECU input (36 letters). Thank you for your input.

Production

1. P – The new throttle body does not allow the proper repair (Mead). Thank you for your input.
2. P – How is an infrequently competed vehicle assessed (Brabec)? The CRB and AC look at a variety of things when determining a car's potential.
3. P – Opposition to the weights specified for the Civic CRX si reclassification (Lamb). Thank you for your input.
4. FP – Support for reclassifying the 1984-87 Civic CRX to GP (Gillespie/Gillespie). Thank you for your input.
5. FP – Opposition to reclassifying the 1984-87 Civic CRX and CRX si to GP (Griffin). Thank you for your input.
6. FP – Reclassify the 1984-87 Civic CRX si to GP without weight penalty (Coffin). Thank you for your input.
7. GP – Support for reclassifying the 1984-87 Civic CRX to HP (Gillespie/Gillespie). Thank you for your input.
8. HP – Increase the weight of the LP 1300 Spitfire (Barrack). We have made adjustments as a part of the overall evaluation of the HP class.

American Sedan

AS rules input (Haynes). Thank you for your input.

Spec Miata

1. Shock rebuild proposal (Rossini). Thank your for your input
2. Allow limited modifications to the 1990-93 LSD instead of using the 1999-05 unit (Warden). Thank you for your input.

3. Define expansion chamber (Garza/Payson). The rule is adequate as written.
4. Clarify the stock cooling fan placement and operation (Brinkley). The rules are adequate as written.

Resumes

None

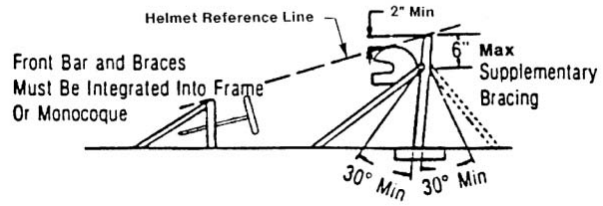
CLUB RACING TECHNICAL BULLETIN

DATE: April 3, 2007
NUMBER: TB 07-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 5/1/07 unless otherwise noted.

GCR

1. Section 5.4.1.C, p. 31, correct to read as follows: A copy of the medical, fire and safety plan for each track must be submitted by the Divisional Executive Steward to the Club Office and the following officials prior to the beginning of the race season: Divisional Administrator *Emergency Services*, Club Racing Department, Risk Management Department, National Administrator of Stewards, National Administrator *Emergency Services,* National Administrator Race Control.
2. Section 6.11.2.B, p. 57, correct the reference at the end of the section to 6.3.2.
3. Section 9.4.5.C.1, p. 98, insert the following figure after the section.



Note: this was inadvertently omitted from the 2007 GCR

Formula

FA

1. Section 9.1.1.A.2.b, p. 157, add to the FA engine table as follows: Manufacturer: Mazda, Engine Series: Renesis (6 port), Notes: Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted, Req'd restrictor: F.I w/ 70mm throttle body, Weight(lbs): metallic chassis: 1230, non-metallic chassis: 1255.

FC

1. Based on the weight of available Crower connecting rods, change the minimum permitted weight specified in sections 9.1.1.B.1.c.6.B, C, and D to read as follows: Minimum permitted weight = 1240 grams.

FB

1. Section 9.1.1.H.1.H.2, p. 222, add to the end of the section as follows: *Internal transmission gears shall remain stock.*
2. Section 9.1.1.H.1.H.5, p. 222, clarify the section to read as follows: The clutch *assembly* is unrestricted.

Grand Touring

1. Section 9.1.2.F.4.i.10.a, p. 258, clarify the SIR requirements by changing to read as follows: *All GTL cars shall use an SIR for National competitions unless the specification line specifies "unrestricted IR or 27mm SIR".*

GT3

1. Engines – Mazda, revised in TB 07-03, change the specs for the 12A Bridge Port to read as follows: Fuel Induction: (1) auto-type 2bbl w/ 40mm choke(s).
2. Engines – Nissan, revised in TB 07-03, change the specs for the NAPZ, 2188cc engine to read as follows: Weight(lbs): 1930.

GTL

1. Classify Acura Integra (-93) in GTL.

Add new spec line to GTCS, p. 277, Cars – Acura, Model: Integra, Years: (-93), Body Style: 2dr, Driveline: FWD, Wheelbase(in): 96.5, Notes: May use any class legal Honda engine.

2. Classify Acura Integra (94-) in GTL.

Add new spec line to GTCS, p. 277, Cars – Acura, Model: Integra, Years: (94-), Body Style: 2dr, Driveline: FWD, Wheelbase(in): 101.2, Notes: May use any class legal Honda engine.

3. Classify Acura RSX (02-05) in GTL.

Add new spec line to GTCS, p. 277, Cars – Acura, Model: RSX, Years: (02-05), Body Style: 2dr, Driveline: FWD, Wheelbase(in): 96.5/101.2, Notes: May use any class legal Honda engine.

4. Classify Alfa Romeo 1750 GTV / 2000 in GTL.

Add new spec line to GTCS, p. 277, Cars – Alfa Romeo, Model: GTV 1750 / 2000, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 92.5.

5. Classify Alfa Romeo Giulietta Spider and Giulia Spider in GTL.

Add new spec line to GTCS, p. 277, Cars – Alfa Romeo, Model: Giulietta Spider / Giulia Spider, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 86.6 / 88.6.

6. Classify Alfa Romeo all Spider models in GTL.

Add new spec line to GTCS, p. 277, Cars – Alfa Romeo, Model: all Spider models, Years: (-94), Body Style: 2dr, Driveline: RWD,

Wheelbase(in): 88.6, Notes: Windshield and hardtop required.

7. Classify the 1779cc Alfa Romeo engine in GTL.

Add new spec line to GTCS, p. 277, Engines – Alfa Romeo, Engine Type: DOHC, Bore x Stroke(mm): 80.0 x 88.5, Displ(cc): 1779, Head Type: Alum, Crossflow, Valves/Cyl: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1920.

8. Engines – Nissan, L18 engine classified in TB 07-04, correct the specs to read as follows: Weight(lbs): 1920.

Improved Touring

1. Clarify the allowance for OEM hardtops by removing the language from individual spec lines and adding to section 9.1.3.D.8.f as follows: Convertibles may compete with their respective OEM hardtop. All latches shall be replaced with positive fasteners.

ITA

1. BMW 318ti/i/is / Sport (96-99) revised in TB 07-01, correct the specs by deleting the i/is models from the classification.
2. Classify BMW 318i/is (96-99) in ITA.

Add new spec line to ITCS, p. 315, BMW 318i/is (96-99), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 85.1 x 83.6 / 1895, Valves IN & EX(mm): (I)33.0 (E)30.5, Comp. Ratio: 10.0, Wheelbase(in): 106.3, Wheel Dia.(in): 15, Gear Ratios: 4.23, 2.52, 1.67, 1.22, 1.00, Brakes Std.(mm): (F)286 Solid Disc (R)272 Solid Disc, Weight(lbs): 2600.

3. Classify Toyota Celica (94-99) in ITA.

Add new spec line to ITCS, p. 321, Toyota Celica GT Liftback / Coupe (94-99), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 87.0 x 91.0 / 2164, Valves IN & EX(mm): (I)32.0 (E)27.0, Comp. Ratio: 9.5, Wheelbase(in): 100.0, Wheel Dia.(in): 15, Gear Ratios: 3.29, 1.96, 1.32, 1.03, 0.82, Brakes Std.(mm): (F)273 Vented Disc (R)267 Solid Disc, Weight(lbs): 2400.

ITB

1. Honda Accord SE-I (1989), p. 326, change the specs to read as follows: Weight(lbs): 2550.

Production

EP

1. Lotus Mk 46, 54, 65 Europa, p. 386-387, change the specs to read as follows: Wheels (max): 13 x 7.
2. Mazda MX-5 / Miata 1.8L (90-97), p. 386-387, change the specs to read as follows: Weight(lbs): Carb: 2220 F.I.: 2280.

FP

1. Classify the Honda Civic Si (92-95) in FP

   Add new spec line to PCS, p. 404-405, Honda Civic Si (92-95), Weight(lbs): 1950 *1999 **2048, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 75.0 x 90.0, Displ.(cc): 1590, Block Mat'l: Alum, Head/PN & Mat'l: Alum, Valves IN & EX(mm): (I)30.0 (E)26.0, Carb. No & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm): 2573, Track(F/R)(in): 62.3 / 61.9, Wheels (max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)262 Vented Disc (R)201 Solid Disc, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited prep transmission.

2. Volkswagen Rabbit (includes convertible) 1715 / 1780, p. 412-413, change the specs to read as follows: Weight(lbs): 2000.

GP

1. Nissan/Datsun 210 1.4, p. 418-419, change the specs to read as follows: Weight(lbs): 1800.
2. Nissan/Datsun B-210 1.4, p. 418-419, change the specs to read as follows: Weight(lbs): 1800.
3. Volkswagen Rabbit 1457 / 1471 (includes Cabriolet / Convertible), p. 420-421, change the specs to read as follows: Weight(lbs): 1705.
4. Volkswagen Rabbit 1588 (includes Cabriolet / convertible), p. 420-421, change the specs to read as follows: Weight(lbs): 1915.

HP

1. Austin-Healey Sprite Mk I, II, III, IV, MG Midget Mk I, II, III, IV (948), p. 424-425, (948cc full prep), change the specs to read as follows: Weight(lbs): 1600.
2. Austin-Healey Sprite Mk I, II, III, IV, MG Midget Mk I, II< III, IV, & 1500, p. 424-425, (1275cc full prep suspension / limited prep engine), change the specs to read as follows: Weight(lbs): 1710.
3. Austin-Healey Sprite Mk I, II, III, IV, MG Midget (ALL) (1275), p. 424-425, (1275cc limited prep), change the specs to read as follows: Weight(lbs): 1575 *1614 **1654.
4. Austin-Healey Sprite Mk I, II, III, IV, MG Midget Mk I, II, III, IV, Midget 1500, p. 424-425, (1098cc full prep), change the specs to read as follows: Weight(lbs): 1690.
5. BLMI Austin / Morris Mini-Cooper 1275, p. 426-427, (1275cc limited prep), change the specs to read as follows: Weight(lbs): 1415 *1450 **1486, Track(F/R)(in): 53.0 / 53.0, Wheels (max): 13 x 7.
6. BLMI Austin / Morris Mini Cooper, p. 426-427, (1275cc full prep suspension / limited prep engine), change the specs to read as follows: Weight(lbs): 1600.
7. Fiat X-1/9 1300, p. 426-427, change the specs to read as follows: Weight(lbs): 1725 *1768 **1811.
8. Fiat 124 Sport Coupe, p. 428-429, change the specs to read as follows: Weight(lbs): 2055 *2106 **2158.
9. Ford Fiesta (78-80), p. 428-429, change the specs to read as follows: Weight(lbs): 1775 *1819 **1864, Track(F/R)(in): 56.0 / 55.5, Wheels (max): 13 x 7.
10. Ford Festiva (88-93), p. 428-429, change the specs to read as follows: Weight(lbs): 1700 *1743 **1785, Track(F/R)(in):

60.1 / 59.5, Wheels (max): 13 x 7.

11. Nissan /Datsun 210 (79-82), p. 428-429, correct the specs as follows: Engine Type: 4 Cyl OHV. Change the specs to read as follows: Weight(lbs): 1850 *1896 **1943.
12. Renault Alliance 1.4, p. 430-431, change the specs to read as follows: Weight(lbs): 1935.
13. Renault Alliance / Encore 1.7 (84-87), p. 430-431, change the specs to read as follows: Track(F/R)(in): 58.7 / 56.3, Wheels (max): 13 x 7.
14. Suzuki Swift GA 1.3L (89-94), p. 430-431, change the specs to read as follows: Weight(lbs): 1600 *1640 **1680, Track(F/R)(in): 58.4 / 57.4, Wheels (max): 13 x 7.
15. Triumph Spitfire Mk I & II, p. 432-433, change the specs to read as follows: Weight(lbs): 1720.
16. Triumph Spitfire, p. 432-433, change the specs to read as follows: Weight(lbs): 1615 *1655 **1696.
17. Triumph Spitfire 1500, p. 432-433, change the specs to read as follows: Weight(lbs): 1715 *1758 *1801.
18. Volkswagen Rabbit 1588 (includes Cabriolet / convertible), p. 432-433, change the specs to read as follows: Weight(lbs): All: 1785 *1830 **1874, Track(F/R)(in): 58.2 / 56.6, Wheels (max): 13 x 7.
19. Volkswagen Scirocco 1588, p. 432-433, change the specs to read as follows: Weight(lbs): 1785 *1830 **1874, Track(F/R)(in): 58.2 / 56.6, Wheels (max): 13 x 7.

American Sedan

1. Section 9.1.6.D.1.a.C, p. 438, clarify by changing the second sentence to read as follows: Any carburetor jets, needles, and/or metering rods, *accelerator pump, pump cam, and accelerator pump nozzles* may be used.

2. Due to the variants of allowed flywheels and their weights, clarify the fourth sentence of section 9.1.6.D.1.n. to read as follows: *The flywheel w/ ring gear shall weigh a minimum of 15.0 lbs.* ~~Lightening of the flywheel beyond the minimum material removal necessary to balance is prohibited.~~

3. Section 9.1.6.D.1.o, p. 441, add to the section as follows: *Power steering and alternator brackets may be modified or replaced with similar items performing the same mounting function.*

4. *Section 9.1.6.D.5.e, p. 445, change the last sentence to read as follows: Brake system circuitry may be revised. The original master cylinder may be replaced by an OEM or equivalent master cylinder of the same specifications.* ~~*but*~~ *No modification* ~~*or substitution of the original master cylinder,*~~ *of its location, or mounting is permitted.*

5. *Section 9.1.6.F Engine Build Sheets, p. 450 (GM) & 452 (Ford), change the Connecting Rod specs by deleting the list of approved alternate manufacturers and replace with the following: Any connecting rod meeting the AS specifications is permitted.*

6. *Ford Mustang Incl. Cobra & Cobra R (79-93), p. 455, change the specs to read as follows: Weight(lbs): 3180.*

7. *Ford Mustang Incl. Cobra thru 95 (94-98), p. 455, change the specs to read as follows: Weight(lbs): 3380. Add to the specs as follows: Notes: Under hood bracing may be removed to facilitate air cleaner installation provided the material forming the outer hood surface is not modified. Bracing may be removed from an area no further than 2" from the outer upper edge of the air cleaner in use.*

8. *Ford Mustang Incl. Cobra (99-02), p. 455, change the specs to read as follows: Weight(lbs): 3380. Add to the specs as follows: Notes: Under hood bracing may be removed to facilitate air cleaner installation provided the material forming the outer hood surface is not modified. Bracing may be removed from an area no further than 2" from the outer upper edge of the air cleaner in use.*

9. *Ford Mustang GT (2005), p. 455, change the specs to read as follows: Weight(lbs): 3380. Add to the specs as follows: Notes: Under hood bracing may be removed to facilitate air cleaner installation provided the material forming the outer hood surface is not modified. Bracing may be removed from an area no further than 2" from the outer upper edge of the air cleaner in use.*

10. *Mercury Capri (79-86), p. 455, change the specs to read as follows: Weight(lbs): 3180.*

Showroom Stock

SSC

1. Toyota Corolla XRS (2005), p. 471, add to the specs as follows: Tire Size(stock): 195/55 or 225/50 max, Notes: Due to the availability of performance tires this max. size supersedes SS tire rule in SSS section 9.1.7.E.7.

Spec Miata

1. In order to clarify that coatings, platings, etc. are prohibited in the Spec Miata class the following paragraph is being added to the SMCS. Competitors are reminded that the SM class is restrictive and modifications may only be made if specifically authorized.

Add a new paragraph to section 9.1.8.C, p. 475, to read as follows: The application and/or use of any painting, coating, plating, or impregnating substance (i.e. 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.

2. Section 9.1.8.C.1.f, p. 477, add to the end of the section as follows: *The minimum weight (including the pilot bearing) is 17.6 lbs for the 1.6L and 17.1 lbs for the 1.8L.*

Sports Racer

Member advisory – The GCR requires homologation for the class entered. Competitors interested in more than one class, or changing classes, may apply for a dual homologation or conversion homologation for the appropriate class. There is no fee for a conversion; simply send in your old certificate along with a letter outlining what class you are seeking homologation for and the changes you have made to the car.

CSR

1. Section 9.1.9.A.2.a, CSR Engine Table, add a new spec line to read as follows: Engine Type or Specific Engine: Mazda Renesis (6-port), Carburetion of Fuel Injection: FI only w/ 70mm throttle body, Weight(lbs): 1325, Notes: Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestrict-

ed.

S2000

1. Based on the weight of available Crower connecting rods, change the minimum permitted weight specified in sections 9.1.9.B.5.f.2, 3, and 4 to read as follows: Minimum permitted weight = 1240 grams.

Touring

T3

1. Subaru Impreza WRX (02-04), p. 560, add to the specs as follows: Notes: Phoenix Performance brake duct kit #IPBK01 permitted.
2. Subaru WRX TR (2006), p. 560, add to the specs as follows: Notes: Phoenix Performance brake duct kit #IPBK02T3 permitted.

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Race Control Hospitality
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SCCA PRESENTED BY at&t
National Championship RUNOFFS
Heartland Park Topeka

Heartland Park Topeka Held Under 2007 GENERAL COMPETITION RULES
SANCTION # IDC-07-S **PLEASE PRINT CLEARLY**
This information will be printed in the Driver Manual, Entry list and Tech Card.

****ONLINE REGISTRATION AVAILABLE AT WWW.SCCA.COM****

1. Enclose entry fee of **$350** payable to SCCA Inc.; check, money order, Visa/Mastercard accepted.
2. Mail entry form and fee to **SCCA Runoffs, Attn: Club Racing, PO Box 1833, Topeka, KS 66601** or **FAX (785) 232-7214**. Faxed entries accepted with credit cards only. Online entries accepted with credit card only.
3. Entry must be officially postmarked, faxed or completed online no later than the **DEADLINE** date of **Sept. 7, 2007**.
4. Entry fee will be refunded if your entry is not accepted or if you withdraw in writing by Sept. 17, 2007. If you withdraw Sept. 18-Oct. 8. your entry fee minus $175 will be refunded. No refunds will be issued after Oct. 8.
5. Late fee for entries postmarked after Sept. 7, 2007 is **$500** additional.

***ENTRIES WILL NOT BE ACCEPTED PRIOR TO MAY 1, 2007.**

DRIVER: _____ License #: _____ Exp Date: _____ Region: _____

Address: _____ City, State, Zip: _____

Phone: Home ( )_____ Cell ( )_____ Email:_____

CAR CLASS:_____ Number Preference: 1:_____ 2:_____ 3:_____ 4:_____ 5:_____ 6:_____

Assigned in order received. #1 is reserved for defending National Champion

All of the information in this section must be filled out if required for your class. Per supplemental regulations 1.3., incomplete entries are considered invalid and will be returned.

Car Make:_____ Model:_____ Year:_____ Color:_____

Transponder: _____ Logbook: _____ Official Weight: _____ Spec Page:_____

VIN #: _____ Homologation: _____ GCR Track (F&R): _____

SS/T/SM **F/SR** **SS/P/GT**

Alternate Heads **(GT1/FC/S2)**: Yes☐ No☐ Wheel Width **(GT1)**: 10″☐ 12-13″☐ Wheel Size **(GTL)**: 13″☐ 14-15″☐

IRS Penalty **(GT2, 3, L)**: Yes☐ No☐ Fuel Injection **(CSR/FA)**: Yes☐ No☐ Drivetrain **(DSR)**: Chair or Belt☐ Other☐

Transmission:
GT1: Prod based 4 spd☐ Sequential☐ Neither☐ **GT2, 3, L:** Sequential☐ Synchromesh☐ Neither☐

Prod: Stock☐ Stock-Type☐ Non Stock-Type☐ **FA:** Sequential☐ Non-Sequential☐

ENTRANT: _____ Membership #: _____ Exp Date: _____

(Must be different from driver & must be a SCCA member)

CREW: **Only Driver/Entrant may add/change crew. Overcrew passes will be available at the track.**

Free _____ Free _____ Free _____

EMERGENCY CONTACT:_____ Phone #: _____ This person is at track? ☐

PAYMENT Check/Money Order #_____ Visa/Mastercard: _____ Exp _____

DRIVER BIO ***Optional*** - Please feel free to submit a media kit/press clippings with your entry or drop them off during the event at Driver Info in the Timing Bldg.

Date of Birth_____ Age_____ Hometown (City you want listed on results)_____ Division_____

Occupation_____ Single☐ Married☐ Spouse's Name_____

Children's Names and Ages_____ Head Mechanic/Crew (if applicable) _____

RACING HISTORY **Please be specific** First time to the Runoffs? Yes☐ No☐

When & how began racing_____

Other racing experience (i.e. Karts, Circle Track, AMA, Pro Racing) _____

Any series championships won (year/class/type/series) _____

Current track records held (include year, set, class) _____

Best Runoffs finish (position/class/year) _____

Top-Six Runoffs finishes _____ Top-Ten Runoffs finishes_____

Unusual happenings during 2007 season_____

The Entrant agrees to permit the Sports Car Club of America Inc., SCCA Pro Racing Ltd. and their assigns (including but not limited to series sponsors, promoters/organizer of an Event), free of any charges duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the event(s) on any medium whatsoever for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Entrant further acknowledges and agrees that SCCA and/or SCCA Pro Racing may freely assign or license its rights to a third party.

It's agreed and understood that the undersigned driver and the car described above will appear at the above described race meet if the entry is accepted by the SCCA. The undersigned agree to compete under and be bound by the SCCA General Competition Rules and the Supplementary Regulations and certify that automobiles entered comply with provisions of the GCR. All participants must sign release agreements at registration.

I am a member in good standing of the SCCA and my Region and hold a valid SCCA National Competition License.

_____

Driver's Signature

I am a member in good standing of the SCCA and my Region.

_____

Entrant's Signature

Volunteer Worker Form

October 8-14, 2007, at Heartland Park Topeka **ONLINE REGISTRATION AT WWW.SCCA.COM**

If you are interested in working the 2007 SCCA National Championship Runoffs® **October 8-14, 2007, please register online at www.scca.com. You may also fill out this form and mail to SCCA Attn: Club Racing, PO Box 19400, Topeka, KS 66619 or fax to 785-232-7214 no later than Sept. 7, 2007. Please remember to complete a minor release form for any minors that you will be bringing. Guest names must be supplied and paid for no later than Sept. 7, 2007 or you will not receive a guest pass. Guest Passes WILL NOT be available at the track. If you have any questions please contact Club Racing at 800-770-2055.** ***Forms will not be accepted prior to May 1, 2007.****

PLEASE PRINT CLEARLY

First Name _____ Last Name_____ SCCA Membership No. _____

Address _____

City _____ State _____ Zip _____

E-Mail Address _____

Region Name _____

Specialty _____ License Level _____

Experience _____

Home Phone _____ Work Phone _____ Cell Phone _____

Shirt Size _____ Guest Name _____

Vegetarian? ☐

Will you be attending Monday night's Welcome Party? Yes ☐ No ☐

Will you be attending "Eat, Drink and Be Scary: Monster Bash?" (Thursday night's member bash) Yes ☐ No ☐

Will you be attending the Volunteer of the Year party on Saturday night? Yes ☐ No ☐

EMERGENCY CONTACT INFORMATION

(Please read 2007 GCR 2.3.2.C)

Emergency Contact Name _____

Relationship:_____Contact Phone: _____At Track? Yes ☐ No ☐

DAYS I CAN WORK (FILL OUT EVEN IF YOU WORKED THE 2006 RUNOFFS®)

☐ Thursday, Oct. 4 (Reg.-Tech)	☐ Friday, Oct. 5 (Reg.-Tech)	☐ Saturday, Oct. 6 (Reg.-Tech)
☐ Sunday, Oct. 7 (Reg.-Tech)	☐ Monday, Oct. 8	☐ Tuesday Oct. 9
☐ Wednesday, Oct 10	☐ Thursday, Oct. 11	☐ Friday, Oct. 12
☐ Saturday, Oct. 13	☐ Sunday, Oct. 14	

Special Requests for Specialty Chief (including daily availability):

ENTRY FORMS MUST BE RECEIVED BY THE DEADLINE DATE OF September 7, 2007, TO:

SCCA Club Racing, PO Box 19400, Topeka, KS 66619 Fax: 785-232-7214

For questions or information contact Club Racing at 800-770-2055 or Email: runoffs@scca.com

GOLF CART RESERVATIONS CAN BE MADE THROUGH WWW.RMIGOLFCARTS.COM

DON'T FORGET TO SUBMIT YOUR NOMINATION FOR THE YOKOHAMA ADVAN VOLUNTEER OF THE YEAR!

VISIT WWW.SCCA.COM THEN CLICK ON CLUB RACING - RUNOFFS - VOLUNTEER INFO & ONLINE REGISTRATION

COURT OF APPEALS

Judgment of the Court of Appeals
Lee Carrico vs. SOM, COA Ref. No. 07-05-SW
April 8, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 4 National Race at Texas World Speedway on Saturday, March 10, 2007, Lee Carrico Chief Steward, filed a Request for Action (RFA) with the SOM citing that T3 Mazda RX-8, car #31, driven by Robert Huffmaster, was in violation of GCR 9.1.10.D.5.b.2.c. (The placement of the spring shall remain as stock.) The Stewards of the Meet (SOM) Mike Alexander, Larry Svaton, and Jordan Fruehauf, Chairman, refused to hear the RFA as they had no stock component available for comparison and no dimensions were stated in the factory shop manual or GCR. Mr. Carrico is appealing this decision.

DATES OF THE COURT

The National Court of Appeals (COA), Dick Templeton, Bob Horansky, and Michael West, Chairman, met on March 29 and April 5, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. E-mail appeal from Lee Carrico, received March 22, 2007.
2. Official Observers Report and related documents.
3. E-mails from John Cooper, Chief Scrutineer, received on March 29 and 30, 2007.
4. E-mail from Jeremy Thoennes, SCCA Technical Services Manager, received April 4, 2007.
5. E-mail from Lee Carrico received March 29, 2007.

FINDINGS

Prior to the T3 race on Saturday March 10, 2007, a protest was filed by a competitor against T3 car #31, driven by Robert Huffmaster, related to the placement of a suspension spring. This protest was withdrawn and car #31 was allowed to race without inspection. Following the T3 race, Chief Steward Lee Carrico filed an RFA at post-race impound citing violation of GCR 9.1.10.D.5.b.2.c (placement of spring). No Scrutineer's report was recorded on the back of the RFA. The SOM chose not to hear the RFA as no stock RX-8 suspension was available for comparison. The SOM further cited the absence of stock dimension specifications for this particular assembly in the Mazda Factory Shop Manual and the GCR as further basis for declining to render a ruling. The vehicle was released from impound to the entrant.

In an e-mail to the COA, Chief Scrutineer John Cooper stated: "I used a 25' tape measure to measure the height of the spring perch from the approximate center of the bolt. The measurement was approximately 9 ¾" and was taken by holding the tape to the spring perch and to the bolt, that is the tape was not parallel to the axis of the shock. Because we could not find a measurement in the shop manual or any stock RX-8 to compare to, I did not make a note of the measurements because I could not tell if it met or did not meet the factory distance nor could the measurement be considered accurate."

In his appeal, Mr. Carrico indicated that a measurement of this suspension assembly was taken from another RX-8 entered in the race and found to be 10.75 inches. No photos or diagrams of the locations of the measurement points were submitted. Jeremy Thoennes, SCCA Technical Services Manager, obtained a stock RX-8 suspension member and measured 10.5 inches from center of lower shock mounting point to lowest point of spring seat.

There is insufficient documentation of the measurements taken from Mr. Huffmaster's car #31 in post-race impound to accurately compare them to the measurements obtained by SCCA from a stock Mazda RX-8. Further, the chain of evidence is incomplete and the suspension assembly in question is no longer in SCCA's custody.

DECISION

The Court of Appeals rules that the final results will stand as published. Mr. Carrico's appeal fee will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jim Averett vs. SOM COA Ref. No. 07-03-SW
March 15, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF
On February 17, 2007 at the Motor Sports Ranch-Houston Double National, Jim Averett, Chief Steward, disqualified Scott McQueen, FE # 57, and Bobby Gordon, FA # 72, for exceeding the sound control standard during their races. Mr. McQueen protested the Chief

Steward's Action. (Note: Mr. Gordon did not protest the Chief Steward's Action.) The Stewards of the Meet (SOM), Larry Svaton, Michael Alexander, and David Nokes, Chairman, held a hearing and disallowed Mr. McQueen's protest. Mr. Averett is appealing the action of the SOM based on new information.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on March 8 and March 15, 2007, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Jim Averett, received March 2, 2007.
2. Observers report and related documents, received March 2, 2007.
3. Email from Bobby Gordon, FA # 72, received March 9, 2007.
4. Email from Wayne Briggs, National Administrator for Sound Control, received March 10, 2007.
5. Email confirming date sound control meter last calibrated, received March 6, 2007.
6. Email from Jim Averett, received March 12, 2007.
7. Copy of most current Sound Control Manual (1999 revision), received from Club Racing March 12, 2007.
8. Letter from David Nokes, received March 14, 2007.

FINDINGS

In his appeal, Mr. Averett contends the sound control meter location used during this event was not certified in accordance with GCR 5.7. and the SCCA Sound Control Manual. Specifically, he contends the location had not been properly submitted to SCCA's National Administrator for Sound Control for review and issuance of a certificate of approval. Based on the lack of certification, he respectfully requested that the Court of Appeals overturn the SOM's decision pertaining to Mr. McQueen and also to reinstate Mr. Gordon's finishing position.

Due to wet, muddy conditions, the sound control station had to be moved from its normal location to an alternate site accessible via pavement. The Chief of Sound Control followed the procedures set forth in the GCR and the Sound Control Manual for choosing a suitable alternate location. The microphone and meter were positioned according to the specifications set forth in the GCR and the Sound Control Manual at the alternate location. On January 11, 2007, the meter, microphone, and attaching cables were properly certified by Quest Technologies in accordance with GCR 5.7.1.G.

Following extensive research, the Court finds the location used for sound control at this event was chosen in accordance with the GCR and Sound Control Manual (met the distance requirements and did not include any known physical impediments to obtaining valid readings). The Sound Control Manual clearly states that sites are "provisionally" approved when first used and will then receive certification from the National Administrator of Sound Control following review of pertinent data and maps. The Sound Control Manual specifies no time frame for issuing the certification nor does it specify how much data (number of events) will be required before the National Administrator reaches a decision. The Manual also specifies the provisional certification is appropriate if there are no known physical issues or problems with the new location.

The COA thanks all parties that provided information and documentation. The Court also acknowledges that the National Administrator for Sound Control is undertaking a major revision of the Manual with the goal of providing better clarity to the guidelines.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. All results will stand as published. Mr. Averett's appeal is well founded and his fee will be returned.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *March 28, 2007*

The Solo Events Board met by conference call March 28th. Attending were SEB members Dick Berger, Marcus Merideth, Chris Dorsey, Tina Reeves, Jason Isley, Donnie Barnes, Steve Wynveen, Andy Hollis; Kaye Fairer of the BOD; Doug Gill of the National Staff.

SOLO STREET PREPARED CATEGORY

- Per the SPAC, the following proposed rule change is published for member review: Effective 1/1/2008, replace 15.2.E with the following (adapted from 14.2.B and the 2nd half of 15.2.E):

  "The driver and front passenger seats may be replaced, with the following restrictions: The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 20 pounds and must be attached using the standard body mounting holes/studs. Additional mounting points may be added. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements."

- As previously noted and per the SPAC, the proposal to move the Lexus IS300 and various BMW E30, E36 and E46 models out of DSP to CSP or BSP has been withdrawn.

SOLO STREET MODIFIED CATEGORY

- The SEB approved the addition of Randy Noll and Jason Rhoades to the SMAC.
- The SEB thanks Dan Pedroza for his service to the Club as a member of the SMAC.

SOLO PREPARED CATEGORY

- Per the PAC, the previously published proposal to move the following cars as shown, in conjunction with weight penalties for IRS, has been withdrawn: Corvette (all) to CP, Mustang (99+ with IRS) to CP, Porsche 928 to CP. The accompanying proposal to move the Toyota MR2 Turbo to FP, Porsche 924 Turbo to FP, and the Chrysler/Mitsubishi Starion/Conquest to FP, remains under consideration.
- The following preliminary rule change proposal is submitted for member review and comment: Effective 1/1/08 in classes CP, DP, EP, FP; add 10% to the minimum weight for any engine with variable valve timing (VVT). Variable valve timing (VVT) is defined as any system that dynamically alters the timing of intake and/or exhaust valve events while the engine is operating.

MEMBER ITEMS REFERRED TO COMMITTEE

- STAC, SPAC – Rules 14.7, 15.7, and lateral "tie bar" allowances

TECH BULLETINS

1. Stock and Street Touring: The pump fuel known as E85 is considered legal under 3.6.A.
2. Street Prepared, Street Modified, Prepared, Modified: The first sentence of 3.6.B is clarified to read: "In addition to fuels which are allowed by 3.6.A, Street Prepared, Street Modified, Prepared, and Modified vehicles may use diesel fuel or any grade of gasoline."
3. Street Touring: Tech Bulletin #14 from the SEB Convention meeting minutes, regarding 14.8.M (strut bars) and stiffening along one axis, is being rescinded. Note: The SEB is working to amend this restriction for 2008 and will publish a proposal to that effect in a future FastTrack
4. Street Prepared: Tech Bulletin #22 from the SEB Convention meeting minutes, regarding 15.2.C (strut bars) and stiffening along one axis, is being rescinded. Note: The SEB is working to amend this restriction for 2008 and will publish a proposal to that effect in a future FastTrack.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | *April 4, 2007*

Sports Car Club of America
RoadRally Board Minutes
Via conference call
April 4, 2007

The *RoadRally* Board (RRB) met via conference call at 7:30 PM CDT on April 4, 2007.

Attending were: Chuck Edwards, Secretary; members Rick Beattie, Tim Craft, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Mike Thompson, guest.

Kevin Poirier and Pego Mack, were unable to attend.

The secretary called the meeting to order at 7:30 pm CDT.

The March 2007 minutes were accepted (/).

Proceedings

1. USRRC

Discussion:

- United States Road Rally Challenge is trade-marked with Road Rally as two words
- The San Francisco Regionals were discussed
- The Rules Committee has sub-committees that work with GTA and GRC events
- GTA is slated to be known as "Gimmik" in the next competition year

2. Rally Stewards

Discussion:

- Mike Thompson, CENDIV Rally Steward wanted to discuss the role of Divisional Rally Stewards including how events can be promoted and controlled

3. GR Texas

Discussion:

Rick Beattie, who participated, discussed the event at length

4. Rules Committee

Discussion:

- SCCA rallyists are encouraged to send proposed rule changes to the Rules Committee. Proposals should be cited by section and letter, and written in good form. The proposals are needed by July 7. All proposals will be considered. Any proposals received after the deadline will be held until the following competition year.

A motion by Tim Craft to adjourn was seconded by Rick Beattie. The meeting adjourned at 8:45 CDT.

Next meeting

May 2, 2007, at 7:30 pm CDT via conference call.

Submitted by Chuck Edwards, RRB Secretary

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | *April 14, 2007*

April 14 RallyCross Board minutes

Present on the call:
Matt Nichols
Mark Walker
Mark Utech
John Barnett
Pego Mack
Howard Duncan

Meeting called to order @ 8:09pm cst

* Previous meeting's minutes read and approved

* the Policies and Procedures wording proposal was discussed and approved

* 6.2.E.10 (Bolt-on body panel replacements) was discussed and approved

* 6.2.E.16 (Removal of bumpers/supports and mirrors) was discussed and approved

* 6.2.E.6 (glass romoval) was discussed and sent to the rules committee for consideration for 2008 ruleset

Meeting adjourned 8:58pm cst

John Barnett
RXB secretary

RALLYCROSS NOTE

NATIONAL CHAMPIONSHIP
COURSE DESIGN

The RallyCross National Championship will be held Oct 26-28, 2007 at MPH, Hastings, Neb.

If you are interested in designing one of the courses for this 3 day weekend please send in a RallyCross resume to Pego Mack at pmack@scca.com. The designer will be chosen and notified by the end of June.

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

National Championship Runoffs Presented by AT&T Supp. Regulations: http://www.scca.com/_FileLibrary/File/RunoffsSupps.pdf

National Championship Runoffs Presented by AT&T Schedule: http://www.scca.com/_FileLibrary/File/2007Schedule.pdf

Accredited Driver Licensing Schools: http://www.scca.com/Club/index.asp?reference=schools

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: http://www.scca.com/Club/index.asp?reference=clubforms

Technical Forms: http://www.scca.com/Club/index.asp?reference=techforms

Scrutineer's Forms: http://www.scca.com/Club/index.asp?reference=scrutineering

Vehicle Homologation Forms: http://www.scca.com/Club/index.asp?reference=homologation-forms

General Competition Rules (GCR): http://www.scca.com/Club/index.asp?reference=gcr

SOLO

Forms: http://www.scca.com/Solo/index.asp?reference=soloforms

Rulebook: http://www.scca.com/Solo/index.asp?reference=rules

RALLY

Forms: http://www.scca.com/Rally/index.asp?reference=rallyforms

Rulebook: http://www.scca.com/Rally/index.asp?reference=carsandrules

EVENT CALENDAR: http://www.scca.com/Event

Fastrack news
official SCCA member notification
EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED June 2007

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | *May 1, 2007*

The Club Racing Board met by teleconference on May 1, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were and Bob Lybarger, BoD Liaison; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-06, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board.

GCR

Item 1. Effective 11/1/07: Add the following sentence to section 9.3.22.A.5:

It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.

Item 2. Effective 11/1/07: Change section 6.2.3.A as follows:

Split starts are recommended where there is a large differential in speed or cornering ability between the classes or categories in a single race group. The procedures for a split start shall be set out in the Supplementary Regulations or explained at a Drivers' Meeting. The ~~group~~ *class* containing the car with the fastest qualifying time shall start first. *The lead start group may contain one or more classes.*

Item 3. Effective 11/1/07: Delete section 3.5.6.F in its entirety and re-letter subsequent sections.

~~A separate medical information card, containing at least the following information: name, current medications, blood type, date of last tetanus shot, and allergies shall be provided with all Entry Forms and submitted with all entries to SCCA events.~~

Add a new section to 2.3.2 to read as follows:

Each competitor and worker is encouraged to have someone in their group maintain medical information about them in the event it may be needed by a medical treatment team.

Item 4. Effective 11/1/07: Change section 2.3.2.A to read as follows:

Medical Responsibility of Drivers

No driver shall compete in any event unless he has been examined by a physician within the period specified in Section 4.4.1., Competition Licensing Medical Requirements *and recommended by the physician to be approved for a competition license. Approval will only come from SCCA Licensing Department with the assistance of the Club Racing Medical Director and the Medical Review Board.* ~~, and certified by him or her to be medically fit to drive in speed events.~~

Item 5. Effective 11/1/07: Change section 2.3.2.B to read as follows:

Medical Condition Affecting Fitness of Driver

Any known medical condition (including pregnancy) which could affect medical fitness to compete shall be reported immediately to the Medical Review Board *via the Licensing Department*. Any significant change in medical status including cardiac or neurological problems, such as heart attack, heart surgery, strokes, seizures, any major surgery or diagnosis of cancer must be reported before the competitor resumes racing. The driver cannot compete until reapproved by the Medical Review Board.

Item 6. Effective 11/1/07: Replace sections 4.4.1.C and D with the following:

> C. *Many medical conditions may impact the fitness of a competitor. They will be reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether to issue a license or not. The specific medical conditions that may preclude issuance of a license are varied and change according to medical improvements. They will not be listed, but any denial of a license medically will be explained to the applicant.*

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~~C. A Competition License shall not be issued to any applicant who has an organic abnormality of the heart as shown in an EKG and a Vector Cardiogram. Those with a possible history of cardiac abnormality may obtain a license only with the consent of the Medical Review Board, through the National Office.~~

~~D. A Novice Permit may be issued to an applicant who has diabetes that requires insulin, provided the Divisional Medical Director approves. Existing licenses may be renewed subject to normal renewal requirements and approval by the Medical Review Board, through the National Office.~~

Item 7. Effective 11/1/07: Add to the end of section 5.4.1.B as follows:

At tracks where SCCA volunteer medical personnel cannot perform medical duties, the Chief Medical Officer will still be responsible to ensure the proper medical equipment is available, and that proper medical procedures are being followed.

Item 8. Effective 11/1/07: Change section 2.3.2 as follows:

G. A driver or volunteer who suffers loss of conciousness, (LOC) to be defined as lack of response to others or amnesia for the incident, shall be evaluated as follows:

1. Any traumatic LOC < 5 minutes will receive a trackside medical evaluation by the Chief Medical Officer (CMO) or an emergency room and shall not participate the rest of the day. If they are neurologically normal per the CMO 24 hours after the event they may participate. If not normal or not re-evaluated, the Licensing Department shall be notified and they shall submit a neurological evaluation before participating again.

2. Any traumatic LOC > 5 min needs ER visit, brain imaging and shall not be allowed to participate until cleared by the SCCA Medical Review Board They shall submit a normal neurological evaluation to the Medical review Board before their license can be re-activated.

3. If a driver has sustained >3 concussions during same season they shall be evaluated neurologically, and not race for the rest of the season. SCCA Licensing shall be notified immediately.

4. Any significant non-traumatic and unexplained LOC (excluding obvious vaso-vagal, dehydration, expected hypoglycemia) shall result is a suspension of participation until diagnosed, treated, and cleared by the SCCA Medical Review Board.

Item 9. Effective 11/1/07: Change the section title and add the following paragraph to section 9.3.31 as follows:

9.3.31 Lights – ~~Brake and Tail~~

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. Fog/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.

Change section 9.1.3.D.10.d to read as follows:

~~Exposed headlights, parking lights, and side marker lights shall be taped. OEM light assemblies mounted on or below (but not in) the bumper shall be removed.~~

Delete section 9.1.4.J.1.c in its entirety and re-letter subsequent sections:

~~Any glass headlights, driving lights, or side marker lenses must be taped with clear tape.~~

Delete section 9.1.7.D.4 and re-letter subsequent sections:

~~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. Fog/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.~~

Delete section 9.1.8.C.9.e in its entirety and re-letter subsequent sections:

~~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.~~

Delete section 9.1.10.D.8.a.4 in its entirety and re-letter subsequent sections:

~~a. 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.~~

~~b. Fog/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.~~

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

1. The CRB withdraws GCR Item 2 in the March FasTrack regarding threaded fuel fittings.

2. As tire availability is becoming as issue, the CRB invites member input from the F500 community about permitting 13 inch wheels.

3. The CRB withdraws GT Item 2 in the March FasTrack regarding a weight penalty for cars utilizing fuel injection.

4. A number of vehicles listed on the PCS specification lines are no longer raced. There is no likelihood those vehicles will be raced in the future. Additionally, the SCCA is committed to encouraging the preparation of vehicles in which there is significant member interest. As a result, the Club Racing Board has adopted a procedure for eliminating cars from the Production Category that are no longer being raced.

Based on information available to the SCCA, if it appears any vehicle has not been entered in an SCCA regional or national race for a period of two years, that vehicle may be included in an elimination list to be published annually in FasTrack. Members will have 60 days from the date the list is published to provide evidence that any vehicle listed has been entered in an SCCA regional or national race within the preceding 24 months. If no such evidence is provided for any vehicle, that vehicle will be eliminated from the Production Category specification lines effective January 1st of the following year.

Any vehicle eliminated may be automatically reinstated upon request of any member who will race such vehicle. The request for reinstatement must be submitted to the SCCA within 24 months of the effective date for elimination of the vehicle. The vehicle will be reinstated based on the last effective specification line for the vehicle prior to elimination. After the reinstatement period expires, a member may petition for reclassification of a vehicle previously eliminated.

The list of cars that is under consideration for 2008 is as follows:

EP: Jaguar XK-120, Morgan Super Sport, Plymouth Arrow, Porsche 911 2L and 912, Toyota Celica and Corolla, Triumph TR2.

FP: Dodge Omni, Fiat 124 Sport Spider and Coupe, Ford Escort, Opel Manta, Porsche 924, Sunbeam Alpine and Toyota Corolla 2TC.

GP: Alfa Spider Junior, Junior Z, Giulletta Sprint and Spider and Normalle and Veloce, BMW 1600, Dodge Colt, Fiat Spider and Abarth, Ford EXP, Nissan 310 and Porsche 356.

HP: BMW 1600, Ford Cortina, Fiat Racer, Mazda GLC, Toyota Corolla, Subaru GL 1.4, Renault Lecar and Toyota Starlet.

NEW CAR CLASSIFICATIONS

GT3 – Nissan 280ZX bodywork

ITA – Honda Civic EX Coupe add the 92-93 model years and sedan model

EP – Nissan 240SX (91-98)

EP – Porsche 944S (87-88)

REFERRED or TABLED

Formula

FE – Fuel input (Skirmants). Tabled for further research.

Grand Touring

1. GT3 – Revisit the restrictor ruling; remove 80 lbs from the 13B; allow side throttles; and allow the 13B Renesis (no bridge or prerip.) unrest at 2,000 lbs (Drummond). Tabled for further research.

2. GTL– Clarify exhaust routing (Arbogast). Tabled for further research.

American Sedan

Allow alternate rear brake calipers (Oshiro). Tabled for further research.

Touring/Showroom Stock

1. T – Clarify Touring updating and backdating (Staff). Tabled for further research.

2. T – Ten year eligibility (4 letters). Tabled for further advisory committee discussion.

3. T2 – Classify the Mustang Steeda Q335 for 2008 (Craig). Tabled for further research.

4. T2 – Allow an alternate transmission cooler for the Mitsubishi (Grand). We will consider the request after the parts have been submitted per section 9.1.10.C.7.

5. T3 – Allow the Mustang to utilize an accusump, transmission cooler, and engine oil cooler (Lowe). We will consider the

request after the parts have been submitted per section 9.1.10.C.7.

6. T3 – Allow the Legacy to update and backdate (Faitz). Tabled for further research.

7. SSB – Reclassify the 2001-05 Miata to SSC (Mead). Tabled for further research.

NOT RECOMMENDED

Formula/Sports Racer

1. F500 – Allow alternate material wheels (Bovis). Alternate wheel material is inconsistent with the class philosophy for an economical class.

2. F1000 – Increase the overall width limit to 190 cm (Hill). The specifications are adequate as written.

3. S2000 – Clarify B.4.g and i regarding adjusted horizontal plane and air flow through body panels (21 letters). The rules are adequate as written.

Grand Touring

GT3 – Allow the 13B street port with no SIR (Jacalone). All new car classifications require an SIR.

GTL – Allow slide type throttle bodies (Drummond). The performance potential for non-SIR cars is too great.

GTL – Allow a fender flare exception for the CRX (Bovis). Tabled for further research.

Improved Touring

IT – Make the battery size free (Broring). The rule is adequate as written.

Production

1. EP – Allow the Caterham an alternate transmission with stock synchros; alternate transmission with non-stock synchros at a 50 lb penalty; and 6 speeds with a 50 lb penalty (Svaton). The car is competitive as specified.

2. FP – Allow the Lotus to add detachable doors (Walker). Adding doors is inconsistent with the class philosophy.

3. FP – Remove the 100 lbs from the Lotus (Prill). The weight is appropriate as specified.

Touring/Showroom Stock

1. T1 – Reconsider 18 inch wheels for the C5/C6 Corvette (Aquilante). The choices are appropriate as specified.

2. T1 – Allow alternate brakes on the C5 Corvette (Aquilante). Alternate brakes are not allowed in Touring.

3. T2 – Reduce the weight of the Elise to 2,095 lbs (Zabinski). The car is competitive as specified.

4. T2 – Allow an alternate oil pan; factory “track use” option; and updating and backdating between Elise and Exige (Zabinski). These items are inconsistent with class philosophy.

5. T2 – Allow alternate front springs for the 1998-2002 F-bodies (Bailey). This car is outside the 5-year positive competition adjustment.

6. T2 – Allow the 2001-06 BMW M3 an alternate front wheel/tire (Rivera). The car is competitive as specified.

7. T2 – Reduce the weight of the BMW 335ci to 3,500 lbs and allow an alternate spring kit (Brecht). We wish to monitor the car’s performance.

8. T2 – Reduce the weight of the Elise (4 letters). We will continue to monitor the car’s performance.

9. T2 – Allow the following on the 2001-06 BMW E46 M3: alternate springs, alternate sway bars, alternate spring perches, and alternate shock mounts (Kelly). Some of these changes are inconsistent with the class philosophy and are not allowed in Touring. We will continue to monitor the car’s performance.

10. T2 – Allow an alternate brace kit for the Lotus (Hahn). Inconsistent with the class philosophy and not allowed in the Touring classes.

11. T3 – Allow the Legacy an alternate sway bar (Faitz). We will continue to monitor the car’s performance.

12. T3 – Allow the S2000 an 8.5 inch wide front wheel and a 225 front tire (Ellis). We wish to monitor the car’s performance.

13. T3 – Allow one of the following: allow ballast under the seat, allow the passenger seat to be removed, or allow ballast in the trunk (Ellis). The Touring rules do not specify a location for non-required ballast. The passenger seat rule is adequate as written.

14. T3 – Allow the Mazdaspeed Miata an alternate intercooler (Lipperini/Ott). The car is competitive as specified.

15. T/SS – Require post race inspections for competition adjustments (Niffennegger). While it would be a desired task, the

inspections could be impractical and cost prohibitive. The rules allow for additional inspections at the discretion of the Chief Steward.

16. T/SS – Change the "no positive adjustments after 5 years" rule (Aquilante). The rule is adequate as written.

17. SSB – Move the Mini Cooper S back to SSC (Brecht). We wish to monitor the car's performance.

18. SSB – Make the following changes to the Solstice: remove the limited slip differential, disable the factory ABS, remove the suspension, and add a mandatory 500 lbs (Fondakowski). We recently added weight and wish to monitor the car's performance.

19. SSB – Remove 200 lbs from the Solstice if the MX-5 gets the alternate suspension (Aquilante). We will continue to monitor SSB based on the new cars and options.

20. SSB – Remove the restrictor and weight from the Z4 (Tippens/Jeffords). We wish to monitor the car's performance.

21. SSB – Allow the Mini Cooper S an LSD (Theen/Urso). We wish to monitor the car's performance.

22. SSC – Allow an accusump for the 2005 Corolla XRS (Peele). Accusumps are not allowed in Showroom Stock.

Previously Addressed

Addressed in Technical Bulletin 07-05 or the May 07 FasTrack:

CSR – Allow the Renesis 6 port (Hatfield).

GTL – Clarify "unrestricted or 27 mm SIR" (Zekert).

HP – Help the VW or add weight to the Spitfire (Barrack).

AS – Increase the weight of the Ford (3 letters).

AS – Allow the Vortec heads or add weight to the Fords (Stevens).

No Action Required

GCR

Homologate the Allison Legacy race cars (Chapin). Waiting for input from the requester.

Formula

1. FE – Rear wing update (Skirmants). Thank you for your input.
2. F500 – Engine input (8 letters). Thank you for your input.
3. CSR – Do not change the rules for the Elan DP02 (Jacobsen). The rules allow for either a sealed engine or an SIR.
4. S2000 – Can top hats be aluminum (Sleath). The rules require that only the rotor be ferrous.

Grand Touring

1. GT – Support for the fuel injection weight penalty (14 letters). Thank you for your input.
2. GT – Opposition to the fuel injection weight penalty (21 letters). Thank you for your input.
3. GT – Allow open top cars (4 letters). Thank you for your input.
4. GT – Opposition to open top car (Fouse). Thank you for your input.
5. GT – Allow all full prep Production cars in GT (Blust). Production category cars that conform to the GT requirements are welcome in GT.
6. GTL – Rescind the requirement for front windows/roof panels (Sanda). Thank you for your input.
7. GTL – Opposition to wheel weight penalty (Fouse). Thank you for your input.
8. GTL – Allow an alternate combination of Nissan blocks (Zekert). The requested blocks are dimensionally identical to the allowed A14, making them compliant.

Improved Touring

ECU Input (Canepa). Thank you for your input.

Production

GP/HP – Combine GP and HP (Perry). Thank you for your input.

Showroom Stock

Opposition to allowing a limited slip for the Mini Cooper S (Aquilante). Thank you for your input.

Resumes

T/SS – Sam Ryan – Thank you for your interest. We will keep your resume on file.

CLUB RACING TECHNICAL BULLETIN

DATE: May 1, 2007
NUMBER: TB 07-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 6/1/07 unless otherwise noted.

GCR

1. Clarify section 5.1.3.C, p. 30, by changing to read as follows: At the following events ~~grades~~, the listed minimum license grades are mandatory:

   A. National Championship Events - National License minimum for Chief of Emergency Services, Chief~~(s)~~ of Flagging and Communications, Chief Registrar, Chief Starter, Chief Timer and Scorer, Chief Scrutineer, Chief of Grid, and Chief of Pit. The Chief Steward shall be a National Series Chief Steward.

   B. Regional Events - Divisional License minimum for all *the Chiefs of* specialties listed in Section 5.1.*3.A*. ~~except that the~~ *The* Chief Steward shall hold a Divisional Chief, National Chief, or *National* Series Chief Steward License.

   C. Driver Schools - National License minimum for all *the Chiefs of* specialties listed *in Section 5.1.3.A,* ~~above Chiefs of Specialty,~~ except Timing and Scoring. The Chief Steward shall be a National Chief *or National Series Chief* Steward.

   D. For all racing events - The Stewards of the Meeting must include, at a minimum, a Chairman and one other licensed steward in addition to any Stewards-in-Training. *The minimum license grade for the Chairman of the Stewards of the Meet for a national race is a National Stewards License or higher. The minimum license grade for the Chairman of the Stewards of the Meet for all other events is a Divisional Stewards License or higher.* The Assistant Chief Steward-Safety shall be at least a Divisional Steward.

Formula

FE

1. Clarify section 9.1.1.A.5.7.a.18, p. 164, to read as follows: An SCCA Enterprises muffler kit part # WM301046J is required ~~to meet sound requirements~~. The *Enterprises* muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet *any special condition* sound requirements.

Grand Touring

GT1

1. Add to section 9.1.2.D.1.e.4, p. 227 to read as follows: *Alternate cylinder heads from Airflow Research, Brodix, Cylinder Head Innovations, Dart, Edelbrock, Pro Action, and World Products. Any alternate cylinder head(s) utilized shall be of a conventional design (two valves per cylinder, all valves inline) direct replacement type.*

GT3

1. Classify BMW 2.3L in GT3.

Add new spec line to GTCS, Engines – BMW, Engine Family: DOHC, Bore x Stroke(mm): 93.4 x 84.0, Displ.(cc): 2302, Head Type: Alum, Crossflow, Valves/ Cyl.: 4, Fuel Induction: 33mm SIR, Weight(lbs): 2180.

2. Engines – Mazda, change the 13B specs to read as follows: Fuel Induction: 37mm SIR.
3. Engines – Mazda, change the Renesis specs to read as follows: Fuel Induction: 37mm SIR.
4. Classify Nissan 280ZX bodywork in GT3.

Add new spec line to GTCS, Cars – Nissan, Model: 280ZX, Years: (-79), Style: 2dr, Driveline: RWD, Wheelbase(in): 91.3.

GTL

1. Cars – Honda, p 282, add to the CRX (88-91) spec lines as follows: Notes: Hood bulge permitted, no openings.
2. Cars – Honda, p. 282, add to the Civic (88-91) spec line as follows: Notes: Hood bulge permitted no openings.
3. Cars – Volkswagen, p. 290, correct the second model "Rabbit" to read as follows: Model: 1600 (Bug).
4. Cars – Volkswagen, p. 290, correct the third model "Scirocco" to read as follows: Model: Rabbit.

Improved Touring

1. Section 9.1.3.D.4.f, p. 299, correct by changing to read as follows: Traction control, if available, must be disabled by discon-

necting or removing ~~all~~ *a minimum of three* wheel speed sensors.

ITA

1. Honda Civic EX Coupe VTEC (94-95), p. 318, add the 92-93 model years and the sedan model to the spec line.
2. Classify Honda Civic EX in ITA.

Add new spec line to ITCS, p. 318, Honda Civic EX (90-91), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm) / Displ.(cc): 75.0 x 90.0 / 1590, Valves IN & EX(mm): (I)29.0 (E)25.0, Comp. Ratio: 9.1, Wheelbase(in): 98.4, Wheel Dia.(in): 14, Gear Ratios: 3.25, 1.89, 1.26, 0.94, 0.77, Brakes Std.(mm): (F)262 Vented Disc (R)181 Drum, Weight(lbs): 2250.

3. Mazda MX-5 / Miata (90-93), p, 319, add to the specs as follows: Notes: Cars may be prepared to the current Spec Miata rules in their entirety or the IT rules in their entirety.
4. Mazda MX-5 / Miata (94-97), p. 319, add to the specs as follows: Notes: Cars may be prepared to the current Spec Miata rules in their entirety or the IT rules in their entirety.
5. Classify Mazda MX-5 / Miata (99-02) in ITA.

Add new spec line to ITCS p. 319 to read as follows: Mazda MX-5 / Miata (99-02), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 83.0 x 85.0 / 1839, Valves IN & EX(mm): (I)33.1 (E)28.2, Comp. Ratio: 99-00: 9.5 01-02: 10.0, Wheelbase(in): 89.2, Gear Ratios: 3.14, 1.89, 1.33, 1.00, 0.81, Brakes Std.(mm): (F)255 Vented Disc (R)252 Solid Disc, Weight(lbs): 2425, Notes: Cars shall be prepared to the current Spec Miata rules in their entirety.

Prepared

1. Section 9.1.4.Q.1, (formerly section 9.1.4.N.1) p. 350, clarify the section by adding the following after the first sentence: *A minimum of two door shall be installed between the front and rear hoops. The door bars may be in the shape of an "X", parallel to each other, or congruent.*

Production

EP

1. Classify Nissan 240-SX in EP as limited prep.

Add new spec line to PCS, p. 390-391, Nissan 240-SX S13/S14 (91-98), Weight(lbs): 2600 *2665 **2730, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 89.0 x 96.0, Displ.(cc): 2389, Block Mat'l: Iron, Head/PN & Mat'l: Alum, Valves IN & EX(mm): (I)38.1 (E)31.8, Carb. No. & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm): S13: 97.4 S14: 99.4, Track(F/R)(mm): 1587 / 1577, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)257 Vented Disc (R)258 Solid Disc, Notes: Comp. Ratio limited to 10.5:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited prep transmission.

2. Classify Porsche 944S in EP as limited prep.

Add new spec line to PCS, p. 392-393, Porsche 944S (87-88), Weight(lbs): 2800 *2870 **2940, Engine Type: 4 Cyl DOHC, Bore X Stroke(mm): 100.0 x 78.9, Displ.(cc): 2479, Block Mat'l: Iron, Head/PN & Mat'l: Alum, Valves IN & EX(mm): (I)37.0 (E)33.0, Carb. No. & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm): 2400, Track(F/R)(mm): 1568/1542, Wheels (max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)282 Vented Disc (R)289 Vented Disc, Notes: Comp. Ratio limited to 11.5:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited prep transmission.

HP

1. Triumph Spitfire, p. 432-433, correct the specs to read as follows: Bore x Stroke(mm): 2.90 x 2.992.

American Sedan

1. Based on the availability of OEM coolers change section 9.1.6.D.2.b, p. 441 by adding to the first sentence as follows: *Engine and power steering* oil cooler(s) may be added or substituted.

Touring

T2

1. Pontiac Solstice GXP (2007), classified in TB 07-01, add to the specs as follows: Notes: B&M cooler #70298 and Weldon Series 9200 pump may be used for differential and/or transmission cooling. The mounting and wiring associated with the installation of these coolers is unrestricted provided it serves no other purpose.

T3

1. Honda S2000 (00-07), p. 558, change the specs to read as follows: Wheel Size(inch): 17 x 7.5(F) 17 x 8.5(R).

TIME TRIAL ADMINISTRATIVE COUNCIL MINUTES

TIME TRIAL ADMINISTRATIVE COUNCIL MINUTES | *March 29, 2007*

The Time Trails Administrative Council met by teleconference on March 29, 2007. Participating in full or in part were Mark McCloskey, Chairman; Dave Deborde, Josh Hadler, Janice Rick, Matt Rowe, and Steve Tompkins. Also participating was Wyndi McCormick, Club Racing Manager.

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the TTAC.

Item 1. Effective 1/1/08: Change section 9.2.1.L and 9.2.1.N to read as follows:

L. Seats – For PDX (Level 1) and Club Trials (Level 2) events the seat shall be securely mounted. If a folding seat, it shall be securely bolted or strapped in place. ~~Effective 1/1/2008~~ *It is highly recommended that* for Track Trials (Level 3) and Hillclimb (Level 4) events, the driver's seat shall be replaced with a one-piece bucket type race seat ~~meeting SFI requirements minimum~~ and include an upper brace if non-FIA *homologated*.

N. Passenger Seat – For PDX (Level 1) and Club Trials (Level 2) events, if a folding seat, it shall be securely bolted or strapped in place. For Track Trials (Level 3) and Hillclimb (Level 4) events, the requirements of paragraph L. above apply *(e.g. – if the driver's seat has been replaced with a one piece bucket type race seat, then the passenger seat shall be replaced with a similar seat, both shall include an upper brace if non-FIA homologated.*

Item 2. Effective 1/1/08: Add a new section BB. to 9.2.1 to read as follows:

BB.On all carburetors, (except SU, C and D Sports racers with motorcycle-type carburetors and Formula 500 Mikuni VM38) with a non-threaded fuel inlet fitting, the fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting.

Item 3. Effective 1/1/08: Change the first and second bullets of section 10.1 to read as follows:

· All classes listed in the current GCR (both National and Regional~~— i.e. all classes listed in GCR 9.1.1 through 9.1.10~~) must be accommodated *in Club Trials (level 2), Track Trials (Level 3) and Hillclimb (Level 4) events.* This rule is to allow a place to compete for any car prepared to a GCR class but does not restrict classes from being consolidated because of limited participation.

· *All classes listed in the current Solo National Rules must be accommodated in Club Trials (Level 2) events.* It is strongly ~~suggested~~ *recommended* that the Solo Street Prepared and Street Mod class cars are accommodated *in Track Trials (Level 3) and Hillclimbs (Level 4) events,* provided that they have the required Time Trials safety equipment.

Item 4. Effective 1/1/08: Change selected portions of section 10.3 to read as follows: (Portions omitted remain unchanged)

1. A standard SCCA *Time Trial* Vehicle Logbook shall be used by all competitors at all *Track Trials (*Level 3*)* and *Hillclimb (*Level 4*)* Time Trials competitions, unless exempted by the Supplementary Regulations. *The Club Racing Vehicle Logbook is acceptable for those cars that are prepared to the current GCR.*

The SCCA Time Trials Logbooks and their corresponding serial numbers are obtained from the Time Trials Divisional Program Manager. For divisions that do not have a Time Trials Divisional Program Manager, the logbooks and serial number shall be obtained from the Club Racing Manager.

5. The Vehicle Logbook may be issued by ~~the~~ *a licensed* TT Technical ~~and Safety~~ Inspector *or Club Racing Scrutineer* ~~for the Division~~, who shall also complete the required vehicle information in the front and back of the Logbook. He or she shall conduct a thorough inspection of the vehicle, as provided in Section 9. Technical and Safety Inspection. The logbook issue date is the date of registration. *When a car receives a Time Trials logbook, it should be clearly noted what Level the roll structure is approved for.*

6. Identity Numbers:

A. Each vehicle shall have an identity number corresponding to that of its logbook permanently stamped on its roll bar.

B. The first *two letters shall* ~~digit(s)~~ correspond~~ing~~ to the *issuing Division's* ~~region's~~ identity number shall be separated from the balance of the numbers *(3 digits +)* by a dash (-). *It is highly recommended that the serial number be followed by another dash and the issuing Region Identification Number so to eliminate duplication and for vehicle history purposes. This would enable tracing of an identity number to the Division and specific Region of issue. Example: NP-XXX-101 would show that the serial number was issued in the Northern Pacific Division (NP) and by the Reno Region (101).*

C. The car numbering system, beginning with (001), shall be issued consecutively as the vehicles are registered *via the Time Trials Divisional Program Manager or Club Racing Manager* during a thorough inspection.

Item 5. Effective 1/1/08: Change section 10.21 to read as follows:

The installation of scattershields or explosion-proof bell housings shall be required on all cars *that do not have a stock firewall/tunnel (e.g. GT, Formula, and Sports Racing classes)* ~~(except Showroom Stock, Spec Miata, Touring and Improved Touring)~~ *or* where the failure of the clutch or flywheel could create a hazard to the driver. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure.

Minimum material specifications are:
.125 inch SAE 4130 alloy steel
.250 inch mild steel plate
.250 inch aluminum alloy
NHRA or SFI approved flexible shields.

Item 6. Effective 1/1/08: change section 10.22 to read as follows:
All cars competing in *Track Trials (*Level 3*)* and *Hillclimb (*Level 4*)* events, with detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. Movable panels such as sliding sunroofs shall be closed. *It is highly recommended that* glass sunroofs ~~must~~ be removed *as follows:* ~~Metal sunroofs may be retained if bolted in.~~ All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. Note: Specification Books take precedence over TTR rules.

Item 7. Effective 1/1/08: Change section 10.23 to read as follows:
It is highly recommended for all cars competing in Track Trials (Level 3) and Hillclimb (Level 4) events that oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. *For any purpose built race car the oil catch tank is required (e.g. any GCR class car unless otherwise specified as exempt in the current GCR).* Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle. Oil holding tanks and oil filters may be mounted in the driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment. A crankcase vacuum breather that passes through the oil catch tank(s) to exhaust systems or vacuum devices that connect directly to exhaust systems is prohibited.

Item 8. Effective 1/1/08: Change section 10.24 to read as follows:
It is highly recommended that all cars competing in *Track Trials (*Level 3*)* and *Hillclimb (*Level 4*)* events, except Showroom Stock and Touring shall be equipped with a master switch easily accessible from outside the car. *For any purpose built race car the master kill switch is required (e.g. – any GCR class car unless otherwise specified as exempt in the current GCR.)* Spec Racer Fords shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an onboard fire system. All terminals of the master switch shall be insulated to prevent shorting out. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

Item 9. Effective 1/1/08: Change section 11.1 to read as follows:
At *PDX (*Level 1*)* events, any car that is street legal will *NOT require a* ~~be waived from the~~ roll bar/roll cage ~~requirement~~, except for Convertibles and Targa top automobiles. These cars must have either a roll bar meeting *the requirements of this section of the TTR, a non-mechanical factory roll bar/roll over protection (i.e. no pop-ups),* ~~Section 18 of the TTR~~ or a factory hard top using the factory mounting hardware and mounting points. *Owners of cars equipped with factory roll bars/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle tech inspection (a factory issued Owner's or Shop Manual will fulfill this requirement).* ~~No exceptions to this rule allowed.~~ For the purposes of this determination only, street legal will be defined as a car which meets local requirements for inspection (if applicable) and the car in question must possess CURRENT, VALID registration. *If this street legal requirement is not met, then the roll bar requirement as stated in this section shall apply.*

~~If these requirements are not met, then the roll bar requirement defaults to the rules listed below for Level 2 Time Trials events.~~

Item 10. Effective 1/1/08: Change section 11.4 to read as follows:
~~Roll cages (as specified in the GCR, Section 18) are required for the following classes: GT1, Specials, Super Production, all Formula classes, all Sports Racer classes, open GT, and open Production vehicles. In these vehicles, the roll cage structure must meet current GCR requirements for the specific class. If the vehicle does not fall into a Club Racing class, the cage should be prepared to the GCR equivalent or greater (for example, a tube frame Special car should be compared to a GT class cage, while a street driven car the ends up in Special because of odd modifications could be comparable to a Production or IT cage).~~

~~All other classes at Special Time Trials events are required to have a minimum of a roll bar that meets the description in section 18 of the TTR.~~

All new cars registering on or after January 1, 2011 must meet current year roll cage specifications as listed in the GCR. If a class is not listed in the GCR, it should use the equivalent GCR class specifications, for example, Street Prepared or Street Mod cars should use the SS/IT specs, Specials should use the Production/GT specs or Formula/Sports Racer specs where applicable, etc. Street Prepared and Street Mod class cars shall be exempt from the current side protection requirements, but must still include a single "door" bar on each side of the car. Bolt-in and bolt-together structures shall be permitted in all cars, provided that such structures are designed properly (i.e. overlapping/telescoping sections with double bolts, etc.)

As of January 1, 2013, ALL cars running in Level 4 events must meet current year GCR specifications for Roll Cages.

As of the dates listed above, the exemption for Vintage and Historic cars below will no longer be in effect. All cars shall comply with the above rules.

If a car is running in a Vintage or Historic class and prepared to those specifications, they may run only a roll bar if no cage was used at the time the car was originally raced. This applies to all the cars with cage requirements, including Formulas (cars) and Sports Racers. Competitors are encouraged to use full roll cages if at all possible. The purpose of this tolerance is to allow for original race cars to be raced in original form (or as close as possible) without devaluing the vehicle by installing a full roll cage. This shall NOT be interpreted to apply to kit cars, special constructions, replicas, or any car that has been significantly modified from its condition as originally raced. Vintage and Historic cars may upgrade to current tires, batteries, incidental items, and other unavailable items to return the car to racing condition.

Item 11. Effective 1/1/08: Change section 10.19 to read as follows:
Fire systems*/extinguishers* are strongly recommended, but not required in *PDX (Level 1) and Club Trial (Level 2) events* ~~Time Trials~~. All cars *competing in Track Trials (Level 3) and Hillclimb (Level 4) events* shall meet the minimum requirements set forth in GCR section 9.3.22.B.

Item 12. Effective 1/1/08: Change section 12. to read as follows:
All drivers in *PDX (Level 1) and Club Trials (Level 2)* ~~SCCA sanctioned speed~~ events *may utilize a restraint harness meeting the specifications of section 12.1 in lieu of the factory/OEM restraints. All drivers competing in Track Trials (Level 3) and Hillclimb (Level 4) events* shall utilize either a five, six or seven point restraint harness meeting the ~~following~~ specifications.

A seven-point restraint harness is recommended *for all events*. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. The restraint system installation is subject to approval of the Chief Technical and Safety Inspector.

12.1. PDX (Level 1) and Club Trials (Level 2)

1. A four point restraint system, for use in enclosed automobiles only, may be employed where the driver is seated in an upright position. Only 4 point restraints that incorporate a manufacturer designed method for prevention of submarining may be used. Five, six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position. Open or convertible cars in PDX (Level 1) or Club Trials (Level 2) events shall adhere to the restraint requirements for Track Trials (Level 3) and Hillclimb (Level 4) events.

2. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.

3. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.

4. The single anti submarine strap of a five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.

5. The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.

6. Each seat (lap) and shoulder belt of the harness (4, 5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). Six or seven point system antisubmarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

7. All 4, 5, 6, and 7 point driver restraint systems shall meet one of the following:
SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.

A. Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.

B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)

C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.

D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

8. Harness Threading: Assemble in accordance with manufacturers instructions.

9. FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.1.7.B.

12.2. Track Trials (Level 3) and Hillclimb (Level 4)

1. A five point system, for use in automobiles where the driver is seated in an upright position, consists of a three (3) inch seat belt, an approximately three (3) inch strap over the shoulder type of shoulder harness, and an approximately two (2) inch anti submarine strap. A Five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

2. A six or seven point system, recommended for use in all automobiles, consists of a three (3) inch seat belt or an FIA approved two (2) inch seat belt (SFI 2-inch seat belts are not currently allowed), approximately a three (3) inch strap over the shoulder type of shoulder harness, and two approximately two (2) inch leg or anti submarine straps. The seven-point system also has an approximately two (2) inch anti-submarine strap.

3. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.

4. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.

5. The single anti submarine strap of the five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.

6. The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.

7. Each seat (lap) and shoulder belt of the harness (5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). Six or seven point system antisubmarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

8. All driver restraint systems shall meet one of the following:

SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.

A. Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.

B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)

C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.

D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

9. Harness Threading: Assemble in accordance with manufacturers instructions.

10. FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.2.8.B.

COURT OF APPEALS

Judgment of the Court of Appeals
Eric Foss vs. SOM, COA Ref. No. 07-06-SW
April 20, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF
Prior to the Spec Miata National Race (Race Group 6) at Texas World Speedway on Sunday, March 11, 2007, Karl Zimmermann, driver of SM # 42 filed a mechanical protest against Eric Foss, SM # 40, alleging eight violations of GCR Sections 9.3.25.A and 9.1.8.

The Stewards of the Meet (SOM), Larry Svaton, Mike Alexander, and Jordan Fruehauf, Chairman, met and assessed a $850.00 bond, plus an additional $100 for shipping, for inspection of the cams, exhaust manifold and pressure plate. The other five items were inspected at the event and determined to be in compliance.

The pressure plate, exhaust header and cams were sent by carrier service to the SCCA Technical Services Department in Topeka, Kansas. The pressure plate and exhaust manifolds were determined to be compliant; the intake cam was determined to be non-compliant; the exhaust cam was within specifications.

The SOM disqualified Mr. Foss from the Saturday and Sunday races, placed him on probation and assessed him 4 penalty points. The SOM further directed the bond should be returned in its entirety to Mr. Zimmermann. Mr. Foss appealed their ruling based on new evidence.

DATES OF THE COURT
The National Court of Appeals (COA), Dick Templeton, Bob Horansky and Michael West, Chairman, met on April 5, 12 and 19, 2007, and on April 20 by electronic correspondence, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Eric Foss received April 2, 2007.
2. Official Observer's Report and related documents.
3. 11-page Inspection Report from Jeremy Thoennes, SCCA Technical Services Manager. The report indicates the measurements were taken 3/13-14/07.
4. Letter from Steven Gruenwald, Chief Manager, Integral Cams LLC, dated March 30, 2007.
5. 3-page memo to the COA from Jeremy Thoennes describing cam-checking procedure utilizing the SCCA's cam doctor, dated April 10, 2007.
6. E-mail to COA from Karl Zimmermann received April 20, 2007.

FINDINGS
In his appeal, Mr. Foss said he and Mr. Gruenwald question the accuracy of the SCCA measurement tools utilized in the inspection of Mr. Foss's cam. He also stated that the cam could have been damaged in its shipment to Topeka. Both advocated the utilization of an independent camshaft measuring firm such as Mr. Gruenwald's or Andrews Products. Mr. Foss further stated, "All parties feel that the means by which the camshafts were measured were not 100% accurate."

Jeremy Thoennes's 3-page memorandum to the Court of Appeals states that Mr. Foss, as well as Mr. Foss's engine builder (Bob Thornton), contacted him after the measurements were released to the First Court. Mr. Thoennes explained to Mr. Thornton that the cams were tested on the same machine, using the same procedures, used to develop the Spec Miata standards published in the GCR. Mr. Thoennes also said that the cam had been measured twice, once by Mr. Thoennes and again by his assistant, John Bauer. Mr. Thoennes agreed to speak with the cam grinder and the gentleman who had made Mr. Foss's cams. Following Mr. Thoennes's discussion with Elgin Cams, he re-measured the cam with the same results.

Mr. Thoennes stated in his memo that in comparing the first intake lobe to the last intake lobe there was a variance of less than .0001 of an inch between the first and second measurement. Additionally, Mr. Thoennes, based on his measurements, did not believe that the camshaft had been bent.

The Court finds the intake camshaft exceeds the specifications and tolerances for the Spec Miata class published in the GCR. Mr. Thoennes went out of his way to ensure the validity of the SCCA measurement method.

The Court notes the protest was filed on Sunday, March 11, 2007 and therefore pertained only to that event (Sanction Number 07-N-45-S). Per GCR 8.3.2.B. the Saturday race (Sanction Number 07-N-44-S) was a closed event and not subject to further action by the SOM.

In addition, Mr. Foss questioned the bond amount. The COA notes the teardown bond was set as follows by the SOM and so stipulated in their documentation:

$550.00 – Head
$300.00 – Flywheel
$100.00 – Shipping
$950.00 – Total

The Court further notes the cam testing fee as specified in GCR 8.3.3.A.5.e. ($100.00 per cam) was not included in the bond assessment. Also, the actual shipping cost was $203.92.

DECISION

The Court of Appeals modifies the decision of the SOM as follows:

- The disqualification from the March 11, 2007, national is upheld.
- The assessment of four (4) penalty points is upheld
- The disqualification from the March 10, 2007, national is overturned. Mr. Foss's finishing position and championship points awarded under Sanction Number 07-N-44-S will be restored.
- The probation penalty is overturned.
- The teardown bond will be disbursed as follows:

  Returned to Mr. Zimmerman - $397.06

  The intake cam was ruled non-compliant, so $650.00 of the bond is available for return to him less the following assessments:

  - Shipping - $152.94 (four parts were shipped, three were ruled compliant)
  - Cam Testing Fee - $100.00 for compliant exhaust cam

  Forwarded to Mr. Foss - $149.02

  The pressure plate and exhaust manifold were ruled to be compliant so $300.00 of the bond is available to Mr. Foss less the following assessments:

  - Shipping - $50.98 for the non-compliant cam
  - Cam Testing Fee - $100.00 for the non-compliant intake cam

  Retained by SCCA Club Racing - $200.00 Cam Testing Fee

  Reimbursed to Chair SOM - $203.92 Shipping Costs

  Total Bond - $950.00

Mr. Foss's appeal is well founded and his appeal fee will be returned to him, less the administrative fee retained by the SCCA.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *April 25, 2007*

The Solo Events Board met by conference call April 25th. Attending were SEB members Dick Berger, Marcus Merideth, Chris Dorsey, Tina Reeves, Ron Bauer, Donnie Barnes, Steve Wynveen, and Andy Hollis; Kaye Fairer of the BOD; and Doug Gill of the National Staff.

SOLO GENERAL ITEMS

- The SEB thanks Bruce Bellom for his service to the Site Committee.
- The SEB approved the addition of Jeanie Martin and Jamey Cicalese to the Site Committee.
- SEB openings will need to be filled for 2008 from the following Divisions: Great Lakes, Midwest, and Southwest. Interested members should submit their qualifications in writing to the SEB and BOD via the National Office or e-mail (seb@scca.com).

SOLO STOCK CATEGORY

- The SEB approved the addition of Jeff Cashmore to the SAC.

SOLO STREET TOURING CATEGORY

- Mike Simanyi was approved by the SEB as a new member of the STAC.

SOLO PREPARED CATEGORY

- Per the PAC, the following rule change proposals, effective 1/1/2008, are submitted for member comment (send comments to the National Office or seb@scca.com):
  - Change 17.11.F to read, "All cars may have towing eyes, hooks, or straps, which do not dangerously protrude from the bodywork."
  - Add to Appendix A, Prepared Class X (XP), as new 2nd paragraph: "Effective 1/1/2008, vehicles previously classed in Prepared Class B (BP), and currently NOC in the Prepared Category, may use the 2006 BP rules in their entirety, in class XP. All 2006 BP allowances, restrictions, and weights apply. This allowance will be removed from the SCCA Solo rules on 1/1/2011."
  - Effective 1/1/08, in Prepared Class F (FP), Appendix A, change "Porsche 911 (all) (2.0, 2.2, 2.4, 2.7, 2.8, 3.0, 3.2, 3.5, 3.6L)" to "Porsche 911 (non turbo engines under 3.2 liters)."
- Per the PAC and based on member comment, the previously published proposal (March Fastrack) to allow unlimited wheel diameters in Prepared Class C (CP) with no weight penalty has been revised (send comments to the National Office or seb@scca.com):
  - Change Appendix A, Prepared Class C (CP) as follows: Insert before the paragraph covering track allowances, "Unlimited wheel diameters are allowed in C Prepared. Wheels exceeding 16" in diameter will incur a 100# weight penalty."
- The SEB thanks Randy Herrick for his time and service to the Club as a member of the PAC.
- The SEB approved the addition of Stan Whitney to the PAC.

ITEMS UNDER REVIEW

- SAC: Bump stops (ref. 07-205)
- SAC: '07 Mazda MX-5 w/ MS-R package, '08 Honda S2000 Club Racer
- SAC/SEB: Catalytic converter allowances (ref. 07-018)
- PAC: Wheel adjustments in specific Prepared classes, member feedback

ITEMS NOT RECOMMENDED

- Scion xB classing (ref. 07-052)
- Option package conversions (rev. 07-084)

TECH BULLETINS

1. Stock: The following model is added to the list of unstable vehicles in 3.1: Scion xB.
2. Street Modified: In Appendix A, Street Modified, paragraph 2 is clarified to read: "Turbocharged or supercharged versions of all engines will be classified on the basis of adding 1.4 liters to the actual displacement."
3. Prepared: In Appendix A, Prepared Class X, paragraph 9.a.2 is clarified to read: "Turbocharged or supercharged versions of all engines will be classified on the basis of adding 1.4 liters to the actual displacement."
4. Prepared: Per the PAC the following new listings, effective immediately upon publication, are added to FP:

Porsche Boxster and Cayman (on same line)

5. Prepared: In Appendix A, Prepared Class X, change the wing area calculation portion of 1.c to read: "Wing area calculation - The total surface area of the wing shall not exceed 8 square feet. The number of wing elements is limited to 2 and the area of each must be added separately. The area of each element will be computed by multiplying the maximum chord (straight line distance from leading edge to trailing edge) by the maximum span (width). Curvature of the element (camber) and angle of attack when mounted on the vehicle will not affect the area measurement."

6. Modified: "Relative to a fully legal D/E Modified but motorcycle-engined vehicle running in B Mod, it is the intent of the rules allowing such class entry, to permit the competitor to have two preparation options: the car may be prepared to the appropriate GCR/SRCS, or it may continue to adhere to the D/E Modified Solo specifications. However, in either case, the applicable displacement/minimum weight shall be as listed in the Solo B Modified rules. There shall be no mixing of the two rule set allowances. EXAMPLE: Motorcycle-engined D/E Modified cars may not utilize any Sports Racer aerodynamic allowances without being mandated to fully prepare to all SR requirements."

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | *May 2, 2007*

The *RoadRally* Board (RRB) met via conference call on May 2, 2007.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Tim Craft, and Lois Van Vleet; and Pego Mack, National Office.

Chairman Poirier called the meeting to order at 7:30 pm CST.

On motion duly made by Lois Van Vleet, seconded by Tim Craft, the April 2007 minutes were APPROVED.

Event Updates

- The San Francisco Region National Rally is on the calendar.
- The Texas event has been pre-checked by John Sears and it's in good shape. The rally has been added to the Great Race website. The event is a GTA and that has been noted.
- The Oregon Rallies liaison is Rick Beattie.
- The Wisconsin rally has 7 cars so far and has received good support from the Chamber of Commerce and from the PDX at Road America
- United States Road Rally Challenge
  Headquarters is in Delmont, PA
  Rick Beattie reported that the Course event is done and that the Tour event is well in process. Contestants who run Friday and Saturday can come to the banquet; those who run Saturday and Sunday can attend for a flat rate of $25 per person.

Rules Committee

On motion duly made by Tim Craft, seconded by Rick Beattie, it was APPROVED that replies from the Rules Committee will be placed on the SCCA forum.

New Business

- Information about non-member entries
  On motion duly made by Tim Craft, seconded by Chuck Edwards, it was APPROVED to provide a form to gather information from non-member rally entrants. The form will be sent electronically with the sanction. It will be a PDF, 4 on a page designed to identify non-member entrants and allow them to choose to receive the RRB Newsletter via email. Rallymasters will be encouraged to make the data form available.

- Award for Best Tour or Course Rally
  The Rules Committee will be asked for different wording as to best tour/course rally with the modification that the chairman or the rallymaster can receive the award.

- Comments to the RRB from a member were noted and discussed.

There being no further business and no objections, the meeting adjourned at 8:41 pm.

Next Meeting

7:30 PM CDT on Wednesday, June 5, 2007.

RALLYCROSS NOTE

Memo for RallyCross

RallyCross Board seeking candidates for RallyCross Divisional Steward in Midwest Division and in CenDiv. Please forward Rally resume and letter of intent to the RallyCross board at 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

SCCA National Championship Runoffs Presented by AT&T

Supplementary Regulations: http://www.scca.com/_FileLibrary/File/RunoffsSupps.pdf

Schedule: http://www.scca.com/_FileLibrary/File/2007Schedule.pdf

Entry Form: http://www.scca.com/_FileLibrary/File/2007EntryForm.pdf

Officials List: http://www.scca.com/_FileLibrary/File/2007RunoffsRaceOfficials.pdf

Volunteer Form: http://www.scca.com/_FileLibrary/File/2007VolunteerForm.pdf

Accredited Driver Licensing Schools: http://www.scca.com/Club/index.asp?reference=schools

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: http://www.scca.com/Club/index.asp?reference=clubforms

Technical Forms: http://www.scca.com/Club/index.asp?reference=techforms

Scrutineer's Forms: http://www.scca.com/Club/index.asp?reference=scrutineering

Vehicle Homologation Forms: http://www.scca.com/Club/index.asp?reference=homologation-forms

General Competition Rules (GCR): http://www.scca.com/Club/index.asp?reference=gcr

SOLO

Tire Rack SCCA Solo National Championships Entry Form: http://www.scca.com/_FileLibrary/File/NationalsEntryForm.pdf

Forms: http://www.scca.com/Solo/index.asp?reference=soloforms

Rulebook: http://www.scca.com/Solo/index.asp?reference=rules

RALLY

Forms: http://www.scca.com/Rally/index.asp?reference=rallyforms

Rulebook: http://www.scca.com/Rally/index.asp?reference=carsandrules

EVENT CALENDAR: http://www.scca.com/Event

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED REVISED - July 2007

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | *June 4, 2007*

The Board of Directors, Sports Car Club of America, Inc. met via teleconference June 4, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahnert, Vice President of Finance also participated.

MOTION: To approve the minutes of the May 18, meeting. (Porterfield/Sauce) PASSED, Unanimous

FINANCIAL REPORT

Jeff Dahnert reported on the April financials.

PRESIDENT'S REPORT

Jim Julow reported on activities at the National office. He also reported on the World Challenge race at Charlotte.

OLD BUSINESS

MOTION: To approve the following changes to the Operations Manual Section 1.

1.5.3.a. The chairman of the Stewards Program shall be appointed at the August board meeting by the Board of Directors with input from the Senior Executive in charge of Club Racing. Term begins November 1.

1.5.4.1.b.viii. Maintain full responsibility for licensing all stewards in their division, except National Series Chief Stewards.

1.5.4.1.b.ix. Nominate a sufficient number of National Chief Stewards in their division to be National Series Chief Stewards. Nominations shall be made no later than October 1 of the year prior to the effective date and shall be made to the Chairman of the Stewards program.

(Jones/Fairer) PASSED. Unanimous.

MOTION: To approve Section 1 of the May 2007 proposed Operations Manual, except Sections 1.B.5.1 and 1.B.5.2. (Jones/Gordy) PASSED. Voting NO, Sauce.

NEW BUSINESS

MOTION: To approve the following change to the Time Trials Rules effective Immediately.

Item 1. Change section 11.1 to read as follows:
At *PDX (*Level 1*)* events, any car that is street legal will *NOT require a* ~~be waived from the~~ roll bar/roll cage ~~requirement~~, except for Convertibles and Targa top automobiles. These cars must have either a roll bar meeting *the requirements of this section of the TTR, a non-mechanical factory roll bar/roll over protection (i.e. no pop-ups),* ~~Section 18 of the TTR~~ or a factory hard top using the factory mounting hardware and mounting points. *Owners of cars equipped with factory roll bars/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle tech inspection (a factory issued Owner's or Shop Manual will fulfill this requirement).* ~~No exceptions to this rule allowed.~~ For the purposes of this determination only, street legal will be defined as a car which meets local requirements for inspection (if applicable) and the car in question must possess CURRENT, VALID registration. *If this street legal requirement is not met, then the roll bar requirement as stated in this section shall apply.*

~~If these requirements are not met, then the roll bar requirement defaults to the rules listed below for Level 2 Time Trials events.~~

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(Holtz/Sauce) PASSED. Voting No, Jones, Dent, Lybarger, Christian. Abstaining, Introne, Porterfield

MOTION: To adjourn. (Sheridan/Fairer)

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | *June 5, 2007*

The Club Racing Board met at SCCA headquarters in Topeka, KS, May 20-21 and by teleconference on June 5, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were Mike Sauce and Bob Lybarger, BoD Liaisons; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-07, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board. Comments may be e-mailed to crb@scca.com.

GCR

Item 1: Effective11/1/07: To allow competitors under the age of 16 in SCCA Club Racing events, the following changes are recommended.

Change section 4.4.1.A to read as follows:

Every applicant for a Competition License or Permit shall submit a completed physical examination on the SCCA form to the National Office. The examination date shall be no more than three (3) months prior to the date of application. A new medical form is not required for a Novice Permit holder upgrading to a Regional or National L license. A current physical examination form must be submitted every five (5) years for applicants ages ~~16~~*14*-35; every two (2) years for applicants ages 36-59; and every year for applicants age sixty plus (60+). A member shall maintain continuous membership and license for physical examination form to be valid.

Change section 4.4.3.A to read as follows:

An SCCA Regular, or Spouse member who is over ~~sixteen (16)~~ *fourteen (14)* years of age~~, who holds a valid Operators Permit/State Driver's License in his or her state of residence which allows the solo operation of a motor vehicle,~~ may apply for a Novice Permit. For applicants under the age of majority (typically eighteen (18) years of age but see Section 4.4.6.B.), only the National Office may issue permits. All others may be issued by the National Office, a Divisional Licensing Chairman, or a Region by submitting the following:

Change section 4.4.6.A to read as follows:

No one under ~~sixteen (16)~~ *fourteen (14)* years of age may be issued a Novice Permit or Competition License.

Item 2. Effective 11/1/07: Change section 8.4.5 with the following numbering and additional items:

A. After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty or other action of the SOMs or other body appealed from 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 SOM committee at the Court's discretion.

B. Should the Court determine the evidence indicates a party unnamed in the appeal may have contributed to the matter, it may refer the matter to the Executive Steward of the Division. The Executive Steward may request the original court review the material supplied by the Court of Appeals or may order a driver review per the GCR. The Court may not forward any driver-witness provided materials or evidence supplied for the appeal to the Executive Steward or the Stewards of the Meet for any reason.

C. At no time shall the Court of Appeals act as a first court.

D. Penalties imposed by the Court of Appeals shall incur automatic penalty points outlined in *section* 7.4.

E. 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 Court's decision is nullified or otherwise changed.

F. 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.

Item 3. Effective 1/1/08: Change section 3.3.5.E as follows:

A $10 surcharge for each Spec Racer, Formula SCCA, and *Spec Miata* ~~Sports Racer~~ ~~SCCA~~ car must be submitted to the SCCA National Office with the tow fund and excess sanction fees for the event.

Note: This recommendation supplants Sports Racer item 1 from the May FasTrack.

Item 4. Correct the first section of Item 9 in the June FasTrack as follows:

9.3.31 Lights ~~— Brake and Tail~~
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. ~~*Fog/driving l*~~ *Lights mounted on or below the bumper shall be removed, and all*

resulting holes shall be covered to prevent air passage through said holes.

Item 5. Effective 1/1/08, replace section 9.4, 9.4.1, 9.4.2, 9.4.3, 9.4.4, 9.4.6, and 9.4.7 with the following:

Note: Section 9.4.5 will remain unchanged for 2008 except that the section references will be updated.

9.4. ROLL CAGES FOR GT AND PRODUCTION BASED CARS

All cars must utilize a roll cage compliant with the following specifications. These specifications apply to all vehicles registered (issued an SCCA logbook) after 1/1/08. Cars registered before 1/1/08 may continue to compete with their previous roll cage as specified in the 2007 GCR.

A. DEFINITION

The roll cage consists of the main hoop, front hoop, side protection, and braces as specified in these rules.

B. MAIN HOOP

1. The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of crimping or wall failure. The main hoop must maintain a single plane.

a. On all closed cars, the main hoop must be as close as possible to the roof and "B" pillars.

b. Open cars without the windshield frame may use an asymmetric main hoop. The main hoop must be full width to the passenger side of the car. On the passenger side of the car the hoop must be at least as high as the top of the rear corner of the door as illustrated in figure TBD. The main hoop must be high enough that a straight line drawn from the top of the main hoop to the top of the front hoop would pass over the driver's helmet and steering wheel when the driver is seated in the normal driving position. Additionally, the top of the main hoop must be at least 2 inches above the driver's helmet as illustrated in figure TBD.

c. On open cars retaining the windshield frame the main hoop must be full height for the entire width of the hoop. The top of the main hoop must be at least 2 inches above the driver's helmet as illustrated in figure TBD.

2. Main Hoop Bracing

a. Main hoops must incorporate either a single-diagonal brace, or a double-diagonal "X" brace in the plane of the main hoop. The brace must be attached at both ends to the main hoop, span at least 50 percent of the width of the main hoop, and at least 75 percent of the height of the main hoop as shown in figure TBD.

b. Cars must incorporate a main hoop horizontal brace at the approximate level of the driver's shoulders but not lower than the shoulder belt mounting point as described in section 9.3.18.D. If a double-diagonal "X" brace is used in the plane of the main hoop, a half-width horizontal brace may be used behind the driver's seat to mount the seat back and shoulder harness as shown in figure TBD.

c. Cars must have two braces extending to the rear from the main hoop and attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6 inches below the top), and at an included angle of at least 30 degrees. Main hoop rear bracing must not extend rearward past the shock towers.

d. Open cars must have two braces extending forward from the main hoop and attaching to the front hoop, not more than 6 inches below the top of the front and main hoop. It is recommended that the front and rear braces attach to the main hoop as close as possible to each other.

C. FRONT HOOP

1. Roll cages may be of two designs, low front hoop or high front hoop. All closed top cars and cars that retain the windshield frame must have a high front hoop design. Open cars may incorporate a high or low front hoop design. High front hoop are also referred to as side hoops.

a. Closed cars

The front hoop (side hoop) must follow the line of the A-pillars to the top of the windshield and be connected by horizontal bars to the top of the main hoop on each side (as close to the roof as possible). Instead of a single front hoop, two side hoops (down tubes) may be used. Alternatively, a top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the A-pillars to the floor may be used. Regardless of which one of the two approved tubing configurations there shall be a tube connecting the two A-pillar tubes at the top of the windshield.

b. Open cars

The height of the front hoop (per section 9.4.B.1.b) must be consistent across the full width of the cock-

pit.

c. Front Hoop Bracing

All open cars with a high front hoop and all closed cars except those competing in the Improved Touring, Showroom Stock, and Spec Miata classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in Improved Touring, Showroom Stock, and Spec Miata classes also have the front hoop brace.

2. One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Showroom Stock, Spec Miata, and Touring. This tube, one on each side, must connect to the chassis at a point not more than 12 inches forward of the front axle centerline.

3. Cars competing in Improved Touring, Showroom Stock, Spec Miata, and Touring may extend one tube, from each front down tube, forward to the firewall but not penetrating the firewall.

D. SIDE PROTECTION

Two side tubes connecting the front and rear hoops across both door openings are mandatory. NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the door. In American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed to facilitate this type of side protection. The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules.

E. ROLL CAGE ATTACHING POINTS

A. AMERICAN SEDAN, IMPROVED TOURING, SHOWROOM STOCK, SPEC MIATA, AND TOURING CLASSES – The roll cage must attach to the vehicle structure (floor pan/ rocker boxes) within the passenger compartment in a minimum of six points and a maximum of eight points as specified in these rules.

B. All other classes – There is no limit on cage attachment points. The roll cage shall be integrated into the frame or chassis.

C. Mounting Plates

a. Mounting plates welded to the structure of the car shall not be less than .080 inches thick. The maximum area of each mounting plate in the American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring classes shall be 144 square inches. Plates may be on multiple planes.

b. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis, and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. The maximum area of each mounting plate must be 144 square inches. Plates may be on multiple planes.

c. Fasteners for bolted or riveted mounting plates must be Grade 5 or better with a minimum diameter of 5/16".

F. TUBING

1. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended) or alloy steel tubing (SAE 4130) must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

2. The following table shows the minimum allowed tubing outer diameter and wall thickness by vehicle weight:

GCR Vehicle WeightTubing Size (inches)

GCR Vehicle Weight	***Tubing Size (inches)*** *(outer diameter x wall thickness)*
Up to 1,700 lbs	*1.375 x .080*
1,701 – 2,699 lbs	*1.500 x .095*
2,700 lbs & up	*1.750 x .095*

3. The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.

4. The minus variance of tubing wall thickness due to manufacturing tolerances is limited to .010 inch.

5. An inspection hole between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the front and rear hoop as well as one of the supplemental braces to facilitate verification of wall thickness.

G. BASIC DESIGN CONSIDERATIONS

1. All portions of the roll cage subject to contact by the driver must be padded with a minimum 1 inch of material. Padding that meets or exceeds SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.

2. No portion of the roll cage may have an aerodynamic effect by creating a vertical force.

3. The radius of all bends in the roll cage (measured at centerline of tubing) must not be less then three times the diameter of the tubing.

4. It is recommended that all joints of the roll cage be welded. All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Alloy steel must be normalized after welding. It is recommended that a certified AWS D1.1 welder do all welding.

5. It is recommended that gussets be used at all joints. In Improved Touring, Showroom Stock, and Spec Miata a maximum of two gussets per joint are allowed and must be no thicker than .125".

6. Any number of additional tube elements is permitted within the boundaries of the minimum cage structure. Such tube elements may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area provided the bulkhead is sealed around such tube elements.

7. Removable roll cage bracing is acceptable in one of the following configurations:

a. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom by design, and at least two bolts must be used to secure each joint. The telescoping section must be at least 8 inches long. The minimum bolt diameter is 3/8 inch.

b. Removable bracing may incorporate connectors of the double-lug, double ear-type, tapered, or muff-type as shown in figure TBD. The double-lug type must include a doubler, gusset, or capping arrangement to avoid distortion or excessive strain caused by welding. Double ear-type joints must be fully welded at all the mating surfaces.

H. MANUFACTURER SUPPLIED / FIA HOMOLOGATED ROLL CAGES

Cars may compete with FIA homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car.

Item 6. Effective 1/1/08, change section 9.3.40 to read as follows:

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. *In cars where the seat is upright the back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats homologated to and mounted in accordance with FIA standard 8855-1999 or higher need not have the seat back attached to the roll structure. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc).* ~~(See Section 9.4., Driver Protection Structures)~~ Passenger seat back - if a folding seat, it shall be securely bolted or strapped in place.

A system of head rest to prevent whiplash and rebound, and also to prevent the driver's head from striking the underside of the main hoop shall be installed on all vehicles. Racing seats with integral headrests satisfy this requirement.

The head rest on non-integral seats shall have a minimum area of thirty-six (36) square inches and be padded with a minimum of one inch thick padding. It is strongly recommended that padding meet SFI spec 45.2 or FIA Sports Car Head Rest Material. The head rest shall be capable of withstanding a force of two-hundred (200) lbs. in a rearward direction. The head rest support shall be such that it continues rearward or upward from the top edge in a way that the driver's helmet can not hook over the pad.

Item 7. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the GTCS.

Effective 1/1/08: delete section 9.1.2.D.10.a. in its entirety and re-letter subsequent sections.

~~a. Roll Cage~~

~~1. The chassis shall be completely constructed of steel tubing. Monocoque or semi monocoque methods of construction are prohibited except in the case of a vehicle constructed using the original unibody.~~

~~2. NASCAR type side door bars are strongly recommended.~~

~~3. Removable roll cages and/or bracing are prohibited. The roll cage shall be a fully welded, integral part of the chassis.~~

~~4. All cars constructed after January 1, 1988 shall meet the roll cage tubing size requirements of GCR Section 9.4., specified for cars weighing more than twenty five hundred (2500) pounds.~~

Item 8. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the ITCS:

Effective 1/1/08, change section 9.1.3.D.9.f. to read as follows:

Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Door interior trim panels may be replaced with 0.060" aluminum securely attached to the door. 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. ~~The door window glass, window operating mechanism, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed. The stock side impact beam, if equipped, and the outside door latch/lock operating mechanism shall not be removed or modified. This gutting of the door shall only be made if roll cage incorporates NASCAR style side protection extending into the door.~~

Effective 1/1/08, delete section 9.1.3.D.10.a in its entirety and re-letter subsequent sections.

~~All cars shall have a roll cage installed. The cage shall meet GCR Section 9.4.2., requirements for Showroom Stock cage configuration, tubing size, and material, except as provided for in these rules.~~

~~On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g., Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points.~~

~~This installation design must also incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point ("Petty Bar"). Alternatively, the rear window may be removed and a clear, Plexiglas replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or unibody. Such allowances shall be noted on the car's specification line.~~

~~1. Cars registered prior to 10/1/95 are exempt from the mounting plate regulations of GCR section 9.4.2.H.2.~~

~~2. Main hoop braces may be mounted at the rear shock mounts/towers or suspension pickup points. Such rear braces may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area, provided the bulkhead is sealed around said cage braces.~~

~~3. Any number of additional reinforcing bars are permitted within the structure of the cage. Such reinforcing tubes may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area, provided the bulkhead is sealed around such reinforcing tubes.~~

Item 9. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the PCS:

Effective 1/1/08, delete section 9.1.4.Q.1 in its entirety.

~~Roll Cages: A rollcage complying with GCR section 9.4.6. for closed top vehicles shall be installed. Cars may compete with FIA homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use in World Challenge. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Club Racing Technical Services certifying the origins of the car. No new cars may be constructed with FIA cages.~~

Item 10. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the ASCS:

Effective 1/1/08, delete section 9.1.6.D.9.a in its entirety and re-letter subsequent sections.

~~All cars shall have a roll cage installed. The cage shall meet GCR Section 9.4.4., requirements for GT roll cage configuration, material, and tubing size, except as provided for in these rules.~~

~~Bolt in type cages shall no longer be allowed.~~

~~1. The cage and mounting plates shall be welded to the car.~~

~~A. Each mounting plate shall be at least .080" thick.~~

~~B. Each mounting plate shall not be greater than 100 square inches and shall be no greater than 12 inches or less than 3 inches on a side.~~

~~C. Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box).~~

~~D. The mounting plate may be multi angled but must not exceed these dimensions in a flat plane.~~

~~E. Any number of tubes may attach to the plate or each other.~~

~~2. It shall attach to the main cabin of the car at eight (8) points consisting of the mounting plates for the main hoop, the front hoop, the main hoop rearward braces, and the front hoop firewall braces. Two stayrods may be fitted (also referenced in 9.1.6.D.4.d.4, suspension mounting points) from the shock or strut towers back to the firewall or through the firewall to the cage. If the stayrods intersect the allowed mounting plates at the firewall, they may be welded or bolted to the mounting plate. Otherwise, stayrods that pass through the firewall may not be welded or attached to the firewall, and instead any resulting holes should be sealed. Under no circumstances will there be more than eight mounting plates aft of the firewall.~~

~~3. The forward part of the cage (the front hoop or "downtubes") shall be mounted to the floor of the vehicle, not the firewall or front fender wells. Cages shall incorporate a horizontal bar running under or within the dash area connecting the forward downtubes and a horizontal bar at shoulder height connecting the two downtubes of the main hoop. Minimum tubing size for all required AS roll cage members shall be 1.50 X .120, 1.625 x .120, or 1.75 X .095 DOM mild steel or alloy.~~

~~4. Main hoop braces may be mounted at the rear shock mounts/towers or suspension pickup points. Such rear~~

~~braces may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/ fuel tank/fuel cell area, provided the bulkhead is sealed around said cage braces.~~

~~5. Within the restriction of Section D.9.a.2., ("mounting points"), above, any number of additional tubes/braces are permitted within the cage structure.~~

~~6. A minimum of two door bars are required on each side of the cage per GCR Section 9.4.4.3.A. Door bars may be extended to the outer door skin. If door bars are so extended, the inner door panel (metal) may be modified to clear door bars. Original door hinges, safety intrusion beam, and remainder of door structure shall be retained. Doors may be pinned, not bolted, for safety. All door glass and winding mechanisms may be removed.~~

~~7. A diagonal main hoop brace shall be located in the plane of the main hoop. In order to provide a secure seat back support a section of tubing equal to the roll bar shall be installed horizontally from the main hoop upright to diagonal brace. This tube should be no higher than shoulder height. Seat backs shall be secured to this tube. Additionally, it is required that the horizontal brace behind the driver's seat continue from the diagonal to the passenger side main hoop upright, or that a second diagonal be installed within the plane of the main roll hoop.~~

Item 11. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the SSCS:

Effective 1/1/08, change section 9.1.7.D.1 to read as follows:

~~Installation of a roll cage shall be as specified and in accordance with Section 9.4.2, of the GCR.~~ Roll cages ~~shall be bolted or welded into the automobile and~~ shall be contained entirely within the driver/passenger compartment. Carpet/padding may be cut for roll cage installation. Front and rear braces may pass through interior trim panels. *The front or side hoops may extend through the dash pad. This includes the forward part of the door if it is an extension of the dash pad.*

Item 12. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the SMCS:

Effective 1/1/08, delete the second paragraph of section 9.1.8.D.8.e.

~~The door window glass, window operating mechanism, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed. The stock side impact beam, if equipped, and the outside door latch/lock operating mechanism shall not be removed or modified. This gutting of the door shall only be made if roll cage incorporates NASCAR style side protection extending into the door.~~

Effective 1/1/08, delete section 9.1.8.D.9.a in its entirety and re-letter subsequent sections.

~~Roll cages shall meet all requirements of GCR Section 9.4.2, for Showroom Stock cage configuration, tubing size, and material. Regardless of car weight, all Spec Miata autos may be constructed to the requirements for a <2200 pound car.~~

Item 13. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the TCS:

Effective 1/1/08, delete the section 9.1.10.D.10.a in its entirety and re-letter subsequent sections.

~~All Touring Category automobiles shall have a roll cage as specified in and in accordance with GCR Section 9.4.3.~~

Formula

Item 1. Effective 1/1/08, add new section 9.4.5.F as follows:

1. All formula cars homologated with SCCA as of 1/1/1986 must have a front impact attenuation device meeting at least one of the following criteria:

   A. An FIA-approved front impact attenuation structure.

   B. A metallic structure, securely attached to the front bulkhead, with a minimum cross section of 200 sq cm (31 sq in.), 40 cm (15.75 in.) forward of the clutch and brake pedals (not depressed), constructed of a minimum of 18 gauge 6061-T4 or equivalent aluminum.

   C. A non-metallic composite structure, securely attached to the front bulkhead or incorporated into the nose piece, with a minimum of 200 sq cm (31 sq. in.), 40 cm (15.75 in.) forward of the clutch and brake pedals (not depressed), constructed of a minimum of 6 mm stabilized (honeycomb) material with inner and outer reinforcements of a minimum of two 5-ounce laminates of fiberglass, carbon, or kevlar material.

2. Formula Vee and other formula cars using the VW sedan H-beam front suspension may use the front crush structure specified in 9.1.1.C.3.a.12., or any of the structures listed in 1 above.

3. Formula Mazda cars may use the spec front wing support as a front crush structure, or any of the structures listed in 1 above.

4. Radiators may be incorporated in impact attenuation structures.

5. Composite impact attenuation structures may incorporate carbon and/or kevlar regardless of any class restrictions on materials.

6. Rear impact attenuation structures are strongly recommended for all formula cars, and may incorporate the materials and/or construction techniques listed above for front impact attenuation structures.

7. Pre-1986 formula cars and all sports racers are strongly urged to use front and rear impact attenuation structures, and may incorporate the materials and/or construction techniques for front impact attenuation structures listed above.

Item 2. Effective 1/1/08: In accordance with the strategic plan goal of reducing the number of class and in recognition of the similar performance and overall spec car philosophies of the two classes, the CRB is recommending that the FE and FM classes be combined with appropriate adjustments as needed for the 2008 season.

American Sedan

Item 1. Effective 11/1/07, add to the end of section 9.1.6.D.1.o as follows:

Alternate polyurethane motor mounts are permitted.

Item 2. Effective 11/1/07, change section 9.1.6.D.3.j to read as follows:

Alternate polyurethane transmission mounts are permitted. ~~Energy Suspension P/N 3-1108 (Camaro/Firebird) and P/N 4-1104 (Mustang) transmission mounts are permitted.~~

Item 3. Effective 11/1/07, change section 9.1.6.D.5.j to read as follows:

Rear calipers: Any ferrous or aluminum caliper using four or fewer pistons and using one brake line per caliper. ~~40mm or 50mm PBR single piston calipers are allowed.~~

Item 4. Effective 11/1/07, change section 9.1.6.D.8.c to read as follows:

Gauges and instruments *are unrestricted. The instrument panel may be modified or replaced.* ~~may be added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate(s), or any other location using a secure method of attachment. Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.~~

Sports Racer

Item 1. Effective 1/1/08: Based on the similar performance of the C and D Sports Racer classes the CRB recommends that the two classes be combined with appropriate competition adjustments.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

1. The CRB recognizes that there are classes that will not be eligible for the 2008 Runoffs due to low subscription in 2007. The CRB welcomes comments from the membership about procedures for reclassifying cars to ensure competitors have Runoffs eligibility.

2. Improved Touring – Upon request of the IT advisory committee, the CRB respectfully withdraws the recommendation to classify the Spec Miata in IT, per the June FasTrack.

3. Showroom Stock – The CRB invites comments from the Showroom Stock community to allow trunk kits beginning in 2008.

4. Formula Continental – As part of the ongoing program to achieve parity between the Zetec and Pinto engines in Formula Continental, the CRB has conducted its scheduled review of the relative performance potentials of the two engines, and determined that no weight change for either configuration is warranted at this time. In spite of laudable efforts by Quicksilver RacEngines to fine tune the Zetec's ECU map and restrictor, the Zetec appears to retain a slight advantage in low-to-moderate RPMs at equal weights. Therefore, the CRB will retain the current 30 pound weight penalty, ECU map and restrictor on the Zetec in FC through the 2007 Runoffs. The CRB will continue to monitor development of the Zetec in FC with the aim of complete parity, but will not take any steps that disadvantage the traditional Pinto engine option.

5. Prepared – The CRB invites suggestions for renaming the Prepared category to a more marketable name.

6. American Sedan – The CRB welcomes input of the following engine/drivetrain proposal from the American Sedan advisory committee.

Goal:

Provide a set of rules/regulations that allow for competitors to build and maintain reliable high performance engines that maintain equity in performance and cost between manufacturers.

Issues:

Cars and engines are becoming dated and availability of parts to build and maintain current powertrains is becoming more difficult. Current engine components are no longer produced for off the shelf purchase.

As manufacturers introduce new models/platforms the older engines become more difficult to adapt to the new platforms and will continue to be the case in the future.

Competitors have a lot of money and time invested in current cars and new rules should/will not obsolete these existing cars and

powertrains.

Proposed 2008 rule modifications for current engine configurations:

Commonize bore/stroke ratios:

1. Any OEM cast iron block with maximum bore diameter of 4.040 inches. Replacement 2 and 4 bolt main caps are allowed for all manufacturers.

2. Any OEM cast crank shaft may be used. Any OEM or aftermarket steel crankshaft may be used with minimum weight TBD. Production bearing diameters must be maintained as currently designated.

3. Any ferrous flywheel of stock diameter, production or SFI approved, may be used with minimum weight of 15 lb.

4. Any ferrous rod (No Titanium) may be used with current rod large and small end dimensions.

5. Any piston may be used including domed pistons (maximum compression ratio of 10.3:1 remains common for all manufacturers)

6. Maximum swept displacement is 5.11 liters (Equivalent to today's max displacement for all manufacturers)

Commonize valve train Specifications:

1. Maximum lift at zero lash is .500 inches

2. Maximum lifter bore is .8740

3. Maximum valve diameter is Intake 2.02 and exhaust 1.60

4. Any firing order may be used.

Introduce Restrictor Plate:

1. A 4 hole restrictor plate will be required for all engines and positioned between intake manifold and insulator spacer with dimensions TBD.

   - The restrictor plate will be produced by a designated Supplier.
   - All manufacturers will utilize a common restrictor plate.

2. Appropriate Edelbrock Performer RPM manifold must be used.

   - Same as current required manifold except allowing P/N for alternate bolt patterns.

3. Current Holley 600 CFM carburetor as currently designated must be used

Introduce Alternative cylinder heads:

1. Any cylinder head modified or unmodified meeting OEM critical dimensions TBD, (ie no splayed valves, shaft mounted rockers, etc.) production or aftermarket may be used.

Introduce Newer Powertrains:

1. Alternate engine specifications will be allowed for certain classified vehicles:

   A. Production engines will be allowed based on OEM available powertrains. (Rules will be based upon TCS 9.1.10.D.1 certain changes will be allowed to permit rebuilds/improvements of original equipment.)

   B. Originally equipped blocks or OEM replacement blocks will be allowed.

   C. Any OEM cylinder head modified or unmodified meeting OEM critical dimensions TBD, (ie no splayed valves, shaft mounted rockers, etc.) may be used with a designated restrictor plate, with dimensions TBD. Goal is to achieve 9.0 lbs./hp

   D. Maximum engine displacement will be specified based on OEM available powertrains

   E. Maximum cylinder bore will be specified based on OEM available powertrains

   F. Maximum valve lift will be specified based on OEM available powertrains

   G. Minimum crankshaft weight will be specified based on OEM available powertrains

   H. Maximum engine C.R. will be specified based on OEM available powertrains.

   I. Maximum lifter bore and type of lifter will be specified based on OEM available powertrains.

   J. OEM firing order must be maintained.

   K. Any ferrous connecting rod may be used with production large and small end dimensions.

2. Alternate transmission specifications will be allowed for certain classified vehicles:

   A. Production transmissions will be allowed based on OEM available powertrains. (Rules will be based upon TCS

9.1.10.D.4 certain changes will be allowed to permit rebuilds/improvements of original equipment.)

3. Minimum vehicle weight will be specified.

4. Restrictor plate will be positioned between intake manifold and Throttle blade. - Number and Maximum bore diameters will be specified

5. All specifications must be met per spec line. No mixing and matching of old and new powertrains)

NEW CAR CLASSIFICATIONS

None

REFERRED or TABLED

Touring/Showroom Stock

T3 – Allow an alternate set of sway bars for the Subaru WRX TR (Rohr/Aquilante). Tabled pending further review of race results.

NOT RECOMMENDED

Spec Miata

1. Allow the removal of factory side impact beam if NASCAR style side protection is installed (Turner). Per class philosophy of production based cars with limited modifications for racing, you cannot remove side impact beams.

2. Slow the 99+ Miatas (Holland). We will continue to monitor the car's performance.

3. Slow down the development (Holland). All cars in this class use OEM or equivalent parts.

4. Classify the 2006-07 MX-5 (Daniels). The 2006-07 MX-5 exceeds the performance parameters of SM.

5. Create class parity; allow mix of 1999 parts in old cars to equalize them (7 letters). The cars are competitive as specified, including the advantages and disadvantages of each model.

6. Require sealed ECUs (Clements). The class requires stock ECUs.

7. Add 25 lbs to the 1.8 L cars (Clements). We will continue to monitor the cars' performance.

8. Reduce the weight of the 90-93 Miata (Thill). We will continue to monitor the cars' performance.

9. Allow the removal of the wiper and turn signal controls (Zwolle). Per class philosophy of production based cars with limited modifications for racing.

PREVIOUSLY ADDRESSED

Addressed in Technical Bulletin 07-06 or the June 07 FasTrack:

S2 – S2000 aero input (Colombotos)

Addressed in Technical Bulletin 07-05 or the May 07 FasTrack:

IT – Allow jacking points (Stevens)

NO ACTION REQUIRED

GCR

1. Support for allowing drivers to designate two divisions for two classes (3 letters). Thank you for your input.

2. Opposition to allowing drivers to designate two divisions for two classes (Entriken). Thank you for your input.

Formula

1. FE – Fuel input (Skirmants). Thank you for your input. We are working on our fuel testing procedures.

2. FE – Approve the proposed rule rewrite by July 1st (Skirmants). We have recommended the changes per our rule making process.

3. FC – Do not obsolete the Pinto engine (Craigo). The existing plan for integrating the Zetec into FC is aimed at keeping the Pinto on equal footing.

4. FV – Allow an alternate lifter (Clark). Per section 9.1.1.C.5, this is already allowed as long as you meet the specifications listed in the section.

5. F500 – F500 engine input (10 letters). Thank you for your input.

Improved Touring

1. ECU input (Davis/Angdale). Thank you for your input.

2. Opposition to allowing automatic transmissions (Tisdale). GCR section 9.3.7 prohibits the use of automatic transmissions; the change you reference is deleting redundant language.

3. Support for allowing station wagons with appropriate size limitations (Tisdale). Thank you for your input.

Spec Miata

1. Test for fuel additives and fuel that people make (Holland). Thank you for your input. We are working on our fuel testing procedures.

2. Use "e.g." instead of "i.e." (Leggett). Thank you for your input. We are working on editing the GCR and specifications.

3. Support for reducing the minimum weights (Black). Thank you for your input.

4. Opposition to compliance fee (Daniels). Thank you for your input.

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: June 5, 2007
NUMBER: TB 07-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 7/1/07 unless otherwise noted.

GCR

1. Correct GCR item 1 of the June FasTrack by changing the section reference to 5.1.3.

Formula

FA

1. Correct the alt. Formula 3 Volkswagen engine classification from TB 07-04 as follows:
Section 9.1.1.A.1.a.2, FA car classifications, p. 161, add to the Formula 3 car spec line as follows: Notes: Alt crank w/ 92mm stroke (2088cc) allowed w/ cam lift limited to .500" lift measured at zero lash.

FF

1. Correct section 9.1.1.D.2.s.10. to read as follows: Exhaust outlets on cars registered after January 1, *1986* ~~1996~~ shall not extend more than 60cm (23.6") behind the centerline of the rear axle and shall be positioned between 30cm (11.8") and 60mm (23.6") from the ground, measured to the bottom of the exhaust pipe.

Grand Touring

GT2

1. Nissan 300-ZX / Z31 (-1989), p. 262, add to the specs as follows: Carburetion: 2960: 37mm SIR.
2. Nissan 300-ZX / Z32 (1990-), p. 262, add to the specs as follows: Carburetion: 2960: 37mm SIR.
3. Nissan 350Z, p. 262, add to the specs as follows: Carburetion: 2960: 37mm SIR.

Improved Touring

1. Remove the SM classifications from ITA by deleting items 3-5 of TB 07-06 as follows;
~~3. Mazda MX 5 / Miata (90 93), p. 319, add to the specs as follows: Notes: Cars may be prepared to the current Spec Miata rules in their entirety or the IT rules in their entirety.~~
~~4. Mazda MX 5 / Miata (94 97), p. 319, add to the specs as follows: Notes: Cars may be prepared to the current Spec Miata rules in their entirety or the IT rules in their entirety.~~
~~5. Classify Mazda MX 5 / Miata (99 02) in ITA.~~

~~Add new spec line to ITCS p. 319 to read as follows: Mazda MX-5 / Miata (99-02), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 83.0 x 85.0 / 1839, Valves IN & EX(mm): (I)33.1 (E)28.2, Comp. Ratio: 99-00: 9.5 01-02: 10.0, Wheelbase(in): 89.2, Gear Ratios: 3.14, 1.89, 1.33, 1.00, 0.81, Brakes Std.(mm): (F)255 Vented Disc (R)252 Solid Disc, Weight(lbs): 2425, Notes: Cars shall be prepared to the current Spec Miata rules in their entirety.~~

Sports Racer

1. Clarify the last sentence of section 9.1.9.A.2.d.2, p. 496 to read as follows: All ducted air *which exits through the top of the bodywork behind the rear of the front tires, excluding the cockpit opening, fender louvers, or slots, louvers, grills and similar devices for allowing heat to escape the engine bay*, shall pass through a heat exchanger.

CSR

1. Section 9.1.9.A.2.a, CSR Engine Table, p. 494, add to line "S" as follows: Notes: Alt crank w/ 92mm stroke (2088cc) allowed w/ cam lift limited to .500" lift measured at zero lash.

Showroom Stock

SSB

1. Mazda MX-5 (2007), classified in TB 07-01, change the specs to read as follows: Weight(lbs): 2780.

Touring

T2

1. Lotus Elise (2005), p. 555, add to the specs as follows: Notes: Floor may be modified to facilitate installation of rollcage mounting plates.
2. Lotus Exige (06-07), classified in TB 07-01, add to the specs as follows: Notes: Floor may be modified to facilitate installation of rollcage mounting plates.
3. Mitsubishi Lancer EVO 8/9 /RS /GSR / MR (03-06) p. 555, add to the notes: Alternate transmission cooler, Setrab Part # SET616 allowed.

CLUB RACING TECHNICAL MEMO

To: Competitors, Stewards, and Scrutineers
From: Jeremy Thoennes, Technical Services Manager
Re: Immediate Rule Changes TB 07-06a
Date: May 21, 2007

The Board of Directors approved the following changes during their May 18-19, 2007 meeting. The Board has invoked GCR section 1.2.2.C to make these changes effective immediately.

GCR

Item 1. Change section 3.9.1.F.4 to read as follows:
Points ~~in one~~ *per* Division. *A driver entering multiple classes may accumulate points towards eligibility in the National Championship Runoffs® in one or multiple divisions. Eligibility for the National Championship Runoffs® may only be earned in one division per class. A competitor may not earn eligibility for the National Championship Runoffs® in one class in more than one division. The driver shall provide confirmation of membership in each region/division he is designating for each class. Such notification and confirmation shall be received, in writing, by the Manager of the Club Racing Department at the National Office, prior to the conduct of the third National Championship event in the relevant division.*
~~A driver entering more than one car shall accumulate all National Points in the same division and shall not accumulate points with one car in one division and another car in another division.~~

Item 2. To authorize the Club Racing Department to waive the filing deadlines of GCR section 3.9.1.F.4 until June 1, 2007. The competitor must provide proof of dual entries for this waiver.

FE

Item 1. Change section 9.1.1.A.5.11.a to read as follows:
Brake pads as *labeled* and supplied from SCCA Enterprises~~, SBS Part #WM801001~~.

CSR

Item 1. Change section 9.1.9.G.11.a to read as follows:
Brake pads as *labeled* and supplied from SCCA Enterprises~~, SBS Part #WM801001~~.

TIME TRIALS MEMO

To: Time Trial Participants, Stewards, Chiefs of Tech
From: Jeremy Thoennes, Technical Services Manager
Re: Immediate Rule Change
Date: June 6, 2007

The Board of Directors approved the following change during their June 4, 2007 meeting. The Board has invoked TTR section 1.1.B to make these changes effective immediately.

Item 1. Change section 11.1 to read as follows:
At *PDX (*Level 1*)* events, any car that is street legal will *NOT require a* ~~be waived from the~~ roll bar/roll cage ~~requirement~~, except for Convertibles and Targa top automobiles. These cars must have either a roll bar meeting *the requirements of this section of the TTR, a non-mechanical factory roll bar/roll over protection (i.e. no pop-ups),* ~~Section 18 of the TTR~~ or a factory hard top using the factory mounting hardware and mounting points. *Owners of cars equipped with factory roll bars/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle tech inspection (a factory issued Owner's or Shop Manual will fulfill this requirement).* ~~No exceptions to this rule allowed.~~ For the purposes of this determination only, street legal will be defined as a car which meets local requirements for inspection (if applicable) and the car in question must possess CURRENT, VALID registration. *If this street legal requirement is not met, then the roll bar requirement as stated in this section shall apply.*

~~If these requirements are not met, then the roll bar requirement defaults to the rules listed below for Level 2 Time Trials events.~~

COURT OF APPEALS

Judgment of the Court of Appeals
Sammy Valafar vs. SOM, COA Ref. No. 07-04-SP
May 17, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Cal Club National Race at Willow Springs on February 25, 2007, John Snow, Chief Steward, filed a Chief Steward's Action (CSA) disqualifying Spec Miata #70, driven by Sammy Valafar, for a non-compliant front fender. Mr. Valafar filed a protest of the action. Mr. Valafar was also entered in the same car in a regional race that remained to be run. The Stewards of the Meet (SOM) met, examined the car, took photos, and gave Mr. Valafar permission to compete in the regional race, with the agreement that he would report to the SOM for his hearing within five minutes following the regional race's conclusion. Following the race, Mr. Valafar reported to the SOM well past the agreed upon time at which point the SOM returned his protest form and fee. Mr. Valafar appealed the SOM decision citing lack of due process.

DATES OF THE COURT

The National Court of Appeals (COA), Bob Horansky, Tom Hoffman, and Michael West, Chairman, met on March 22, 2007, May 10, 2007, and May 17, 2007, to hear, review and render a decision on the appeal. Dick Templeton, a member of the COA, having been an official at the event, recused himself from this hearing.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Sammy Valafar, received March 13, 2007.
2. Official Observer's Report and related documents.
3. Photos from Mr. Valafar, received March 13, 2007.
4. Witness statement from Jeff Walker, received March 13, 2007.
5. Witness statement from Jack Walker, received March 13, 2007.
6. Photocopy of logbook notations, received March 13, 2007.
7. All documents from the reconvened First Court of April 9, 2007.
8. Photos of car #70 taken in impound at the event on February 25, 2007.
9. Email witness statement from Bill Wells, Assistant Chief Steward-Tech, received April 23, 2007.

FINDINGS – March 22, 2007

On March 22, 2007, the COA agreed with Mr. Valafar's concern that his protest was not properly heard by the SOM (First Court). The COA held Mr. Valafar's appeal in abeyance and requested that the First Court reconvene to hear Mr. Valafar's original protest.

RECONVENED FIRST COURT PROCEEDINGS AND FACTS IN BRIEF

The original SOM, Mary Lou Robson, Rob Walker and Richard Templeton, Chairman, met via conference call with Mr. Valafar on April 9, 2007. Jerry Borgelt, a fourth member, was not available. The SOM heard testimony from Mr.Valafar and re-examined photos, witness statements, copies of the vehicle logbook, and other documents relative to the protest. The SOM determined that the right front fender of Mr. Valafar's car did not conform to GCR Spec Miata Specifications Sections 9.1.8.6.D. and 9.1.8.7.A and B. Additionally, Mr. Valafar admitted both verbally and in writing that his car #70 ran in the same configuration for all three races in which he competed the weekend in question

The SOM denied Mr. Valafar's protest and assessed four penalty points against his competition license per GCR Section 7.4.A.5. In addition, the SOM imposed an additional penalty of loss of event points for the two regional races in which Mr. Valafar competed that weekend. (GCR 7.2.G.) The SOM also reprimanded Mr. Valafar for failure to obey the directions of the SOM and the Assistant Chief Stewards-Tech in violation of GCR 2.1.5. and 2.1.6. The SOM informed Mr. Valafar of its decision on April 21, 2007. Mr. Valafar appealed this decision under rights granted him by the COA on March 22, 2007.

FINDINGS OF MAY 10 AND MAY 17, 2007

The action of disqualification by the Chief Steward was based on violation of GCR Spec Miata Specifications Sections 9.1.8.6.D (tire/fender clearance) and 9.1.8.7.A and B. (body repair modification). After the SOM examined the car and took photos, with the consent of the SOM, Mr. Valafar competed in the remaining regional race. By agreement, he was to report to the SOM for his hearing five minutes following his arrival in impound following the race. Testimony shows that Mr.Valafar did not report to the SOM until approximately fifty minutes after the race was completed. Bill Wells, Assistant Chief Steward-Tech, testified that he reminded Mr. Valafar three times while Mr. Valafar was in impound to report to the SOM, and that another reminder was given by Roger Littell, another Assistant Chief Steward-Tech.

Photocopies of the logbook entries for car #70 show a notation from a previous event (January 11. 2007) that required the wheel well/fender on the front driver's right to be fixed. The SOM found that this was not done. A subsequent Annual Tech (February 19,

2007) did not guarantee the car's total compliance with SM specifications.

The documentation and testimony relied on by the SOM in arriving at their decision was thorough and conclusive. The penalties issued to Mr. Valafar were within the powers granted to the SOM. Mr. Valafar did not submit any new testimony or evidence that would cause the COA to overturn the reconvened SOM's ruling.

DECISION

The Court of Appeals upholds the decisions of the reconvened First Court in their entirety. Mr. Valafar's appeal fee will be returned less the administrative portion retained by the SCCA.

COURT OF APPEALS

Judgment of the Court of Appeals
Fred Schmucker vs. SOM, COA Ref. No. 07-07-SE
June 7, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On May 5, 2007, prior to the start of the Group 4 race at the Daytona Classic at Daytona International Speedway, Fred Schmucker, Chief Steward, filed a Chief Steward's Action (CSA) disallowing the qualifying times for Formula E car #18, driven by Jack Corthell, for violation of GCR 9.1.1.A.5.13.a, b, c. Mr. Corthell protested the CSA. The Stewards of the Meet (SOM) Norm Esau, Russ Smith, Sherri Croyle, Sandy Jung, Dennis Wicklein (SIT), and Rick Mitchell, Chairman, met, reviewed the issue, and upheld Mr. Corthell's protest. The SOM restored Mr. Corthell's qualifying times. Mr. Schmucker is appealing the SOM ruling.

DATES OF THE COURT

The National Court of Appeals (COA), Dick Templeton, Bob Horansky, and Michael West, Chairman, met on May 31 and June 7, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Fred Schmucker received May 21, 2007.
2. Official Observer's Report and related documents.
3. E-mail from Fred Schmucker dated May 30, 2007.
4. E-mail from Rick Mitchell dated June 6, 2007.

FINDINGS

The action of disqualification by the Chief Steward was based on violation of GCR Formula E Specifications Section 9.1.1.A.5.13.b. GCR 9.1.1.A.5.13.b. clearly states that changing tires between a qualifying session and the race voids all previous times. Mr. Corthell used one set of properly marked tires in qualifying session one. He changed to a different set of properly marked tires for qualifying session two, thus voiding the times from session one. Following qualifying session two and prior to the race he changed back to the properly marked tires used in qualifying session one, thus voiding the times from session two. At that point, according to 9.1.1.A.5.13.b., all his qualifying times were lost and he should have started at the back of the field.

While 9.1.1.A.5.13.a. states the tires used in the race must have been used in "a" qualifying session, 9.1.1.A.5.13.b. clearly provides additional limitations on changing to different sets. The rule (GCR 9.1.1.A.5.13.b.) is clearly stated and is written as the Club Racing Board intended.

The CSA voiding Mr. Corthell's qualifying times was in accordance with the GCR.

The COA notes this appeal was filed to obtain a clarifying judgment on GCR 9.1.1.A.5.13.a. and b., and not to change the results that have been declared final and published.

DECISION

The Court of Appeals upholds Mr. Schmucker's appeal. However, the results will stand as published. Mr. Schmucker's appeal fee will be returned in its entirety.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *May 21-22, 2007*

The Solo Events Board met in Houston May 21-22. Attending were board members Chris Dorsey, Jason Isley, Ron Bauer, Andy Hollis, Marcus Merideth, Donnie Barnes, Steve Wynveen, and Tina Reeves. Also attending were Howard Duncan and Doug Gill of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2008.

SOLO SAFETY

· The following proposed change to the helmet rule is being submitted for member comment:

Add to 4.3.1 as follows: "Helmets meeting British spec BS6658-85 type A/FR are also acceptable.

· The following rule change proposals are being submitted for member comment:

o Move Solo Rules section 1.3 into Section 2, and renumber subsequent sections accordingly.

o Change the third sentence of Solo Rules section 2.1.J to read: "The finish section and course exit should be clearly and carefully defined to safely restrict speeds." Also change "long straights" in 2.1.L to "portions of the course where significant braking is necessary."

o Add to Appendix E, just prior to the logbook portion:

"GUIDELINES FROM THE SSC

A. Rollover potential guidelines

(In work, will be finalized for publication in the next issue)

B. Guidelines to corner speeds determinations based on radius of a turn

The following chart is a guideline for Regional Officials and Course Designers: it shows values of cornering speeds versus corner radius (not diameter) for various lateral accelerations. This data should be considered in light of other calculations which estimate that a fast Stock or Street Prepared car can pull well in excess of 1.0G's in lateral acceleration, and can accelerate from 30mph to 70mph in less than 300 feet.

Cornering Speeds in Miles Per Hour

Lateral					**Turn**	**Radius**	**(ft.)**				
G's	**20**	**30**	**40**	**50**	**60**	**70**	**80**	**90**	**100**	**125**	**150**
0.9	16	20	23	26	28	31	33	35	37	41	45
0.95	17	21	24	27	29	32	34	36	38	42	46
1	17	21	24	27	30	32	35	37	39	43	47
1.05	18	21	25	28	31	33	35	38	40	44	49
1.1	18	22	26	29	31	34	36	38	41	45	50
1.15	19	22	26	29	32	35	37	39	41	46	51
1.2	19	23	27	30	33	35	38	40	42	47	52
1.25	19	23	27	31	34	36	39	41	43	48	53
1.3	20	24	28	31	34	38	40	43	45	50	55
1.35	20	25	28	32	35	38	40	43	45	50	55

SOLO GENERAL ITEMS

· The following changes to Appendix B, Bumping Order, are proposed for implementation 1/1/2008 and are being published for member review: Add new section STREET TOURING CATEGORY, showing the following sequence:" STS => STS2 => STX => STU => To correct Street Prepared class for bumped car." Also add under PREPARED CATEGORY that GP bumps to DP.

· The SEB considered member feedback regarding the provisions of Section 4.9 and participation level requirements, and considered a variety of alternatives including lowering the minimum number required, extending the number of years, and/or providing variations according to preparation level. The Board believes at this time that the current requirement is reasonable based on the overall numbers of classes and participants at Nationals, and will continue to watch participation levels in all classes. (ref. 07-015)

· The SEB approved adding the previously-published Sound Control policy guidelines to the Solo Rules as a new Appendix. Measurements will be taken at future National-level events, and an advisory sound level maximum will be determined and made part of the guidelines for 2009.

· The following updated version of the proposed Solo Trials rules is presented here for member review and comment:

"APPENDIX D - SOLO TRIALS RULES

I. PURPOSE

Solo® Trials provides a venue for SCCA® members who wish to experience higher speeds than the current Solo® program allows and/or for whom the Time Trials program has not been available or desirable. Solo® Trials is a program for regions and drivers with a lower level of speeds, hazards, administrative complications and costs than Time Trials.

Background Motivation:
Several independent and marque autocross clubs, although considerably less regulated, have offered his type of program for many years without competition from SCCA®. Since region and member input indicated a need SCCA® has developed this new program. An added incentive to formulate this program for our membership was the potential to attract new members from the independent clubs who run this type of event into the SCCA® Solo® Program.

The Solo® Trials Program has three primary goals:
1) to be a venue for our members to compete in a safe, higher speed Solo® event;
2) to give SCCA® Regions, previously unable for various reasons to conduct Time Trials, a different type of Solo event to offer current and potential members; and
3) to develop a cadre of new competitors and organizers experienced in Solo® Trials events who will be encouraged to consider involvement in Time Trial Events. With the achievement of these three goals the Solo® Trials Program will provide a more rounded Solo® program for our members.

II. CONCEPT

All Solo® Trials Events will generally be run on flat, expansive asphalt or concrete pavement with very minimal fixed objects present on the course site. Essentially, these events will be planned for sites such as airport facilities or very large parking areas that can have a defined perimeter to control access and be protected from unwanted entry. This program is not intended for racetrack facilities, which are used for Time Trials events or shopping mall-type parking lots that are commonly used for Solo® events. Extremely rare exceptions may be made for racetrack facility usage under special circumstances when the course design and locations of hazards present appropriate risks, such as an airport-based facility. The course will be designated by pylons, and as in other Solo® events, displacement of these pylons will penalize drivers. Solo® Trials events can be characterized as introductory Time Trials events, using pylon defined road courses and speeds in excess of those currently limited in the Solo® program are permitted but are more limited than for Time Trials events. Approved course designs will not normally permit potential vehicle speeds of the fastest Stock, Street Touring®, or Street Prepared vehicles to exceed 95 MPH.
Solo® Trial events will fall under the authority of the Divisional Solo® Steward (DSS) and under the regulation of the National Solo® Rules (SR), except as exempted by these Solo® Trials Rules.

III. PROCEDURE FOR SCCA® SANCTION

Regions wishing to participate in the Solo® Trials Program shall:
1. Submit to the National Office an event site approval request which includes a proposed scale course design map with surrounding areas indicated; and
2. Submit sanction application to the DSS after receiving event site approval.

IV. SITE SELECTION AND COURSE DESIGN APPROVAL

Courses shall be placed on relatively level, smooth pavement surfaces and shall avoid incorporating elevation changes or abrupt high speed maneuvers that could lead to loss of control. The course design should limit straights (defined as a section of course where full acceleration is possible, regardless of whether it is totally straight or not) to a maximum of 1,200 feet, including the braking zone preceding a subsequent maneuver. The intent of this requirement is for the top speed of the fastest Solo Stock or Street Prepared-type cars to not normally exceed 95 mph at any point on the course. The course shall be designed to provide the Safety Steward and Chief Steward, or their designated representatives, a direct line of sight to all portions of the course or radio communications must be provided between all corner stations and officials.

Prior event site inspection is mandatory and shall be coordinated with the Solo® Safety Committee (SSC). The inspection shall be made by the Divisional Solo Safety Steward (DSSS) or a designated representative of the SSC. This inspection will ensure that:
1. The proposed course pavement and overall event facility is capable of supporting a safe event;
2. Proper worker safeguards are available and will be utilized; and
3. The event site can be appropriately secured from unwanted entry by unauthorized individuals.

A safety report on the acceptability of the site shall be filed with the SSC with copies to the Director of Solo®. This report shall form the basis of SCCA® sanction and insurance issuance. Once a course site has been approved, it need not be inspected again unless there have been changes in pavement or to surrounding course areas. However, each subsequent event must go through all other sanction requirements.

V. SCCA INSURANCE

Liability and Participant Accident coverage will be provided as indicated
in the SCCA® Insurance Manual

VI. EVENT OFFICIALS

The Chief of Safety shall be appointed by the Divisional Solo® Safety Steward (DSSS). The host region shall appoint all other officials. All event officials must be SCCA members in good standing. The selection of the Safety Steward shall be done with utmost care reflective of the type of event. It is recommended that the Safety Steward have Time Trials experience but, as a minimum, shall have five years Solo® experience as a Safety Steward..

VII. ENTRANT ELIGIBILITY AND LICENSING

Driver Eligibility:

Must be an SCCA® member, at least 16 years old, and possess a "full privilege" operator's (driver's) license from their state of residence. Novice drivers may not participate in any Solo® Trials event. Drivers in a Solo® Trials event must have experience in at least four parking

lot type Solo® events within the last two years. Proof may be in the form of event results or a letter from a Regional Executive, Divisional or National Solo® Official attesting to the experience level of the prospective entrant.

VIII. WORKERS

Events will operate primarily utilizing competitors, who are not competing at the moment, as course workers. This practice will duplicate the procedures currently in place for the Solo® Program. However, it is highly recommended that experienced Club Racing Flagging and Communications workers be used in a supervisory capacity. Prior to the beginning of competition runs, a workers training session will be held in order that each worker (driver) be familiar with what will be expected of them when they are placed on station.

IX. EVENT SAFETY REQUIREMENTS

1. A fire vehicle shall be provided that will be equipped to fight car fires. This vehicle must carry a minimum of 60 pounds total capacity dry chemical fire extinguisher(s).
2. An ambulance must be on call and available to respond within five minutes of a telephone call from the event site. A cellular phone must be available on site to minimize response time in the

event of an emergency. At a minimum, one individual certified in Advanced First Aid by the American Red Cross, or equivalent, along with an extensively equipped First Aid, kit must be present and available. If this individual is also a competitor, another certified individual must be on duty while he or she is competing. It is highly recommended that an ambulance be stationed on site and staffed with qualified personnel for the duration of the event.
3. A prearranged safety plan, approved by the SSC, must be in place to cope with major emergencies.
4. At least 20 pounds of dry chemical extinguisher (total capacity) must be provided at each flagging station. Each station shall also be equipped, at a minimum, with a red flag.
5. Radio communication shall be provided from each flagging station to event officials at the event control point.
6. As a minimum, each station shall have two workers.
7. Each flagging station shall be on the inside approach of its respective corner and be placed a minimum of 75 feet from the course edge. It is highly recommended that the station be located

behind a solid protection barrier such as, but not limited to, concrete, tire wall, Armco.

X. VEHICLE SAFETY EQUIPMENT REQUIREMENTS

A vehicle safety inspection conducted in accordance with the Solo®Rules, Section 3.3.3. must be successfully completed prior to competition. Competitors and officials are reminded that this inspection must be conducted with consideration to conditions of a Solo Trials event. The Chief Steward is authorized to prevent any vehicle from competing that he or she believes to be inadequate. In addition, vehicles must meet the following applicable requirements:
1. Vehicles prepared to Club Racing specifications must meet all current GCR safety equipment requirements.
2. Vehicles prepared to Time Trials specifications must meet all current Time Trials safety equipment requirements.
3. Vehicles prepared to Solo® specifications must meet the following additional requirements:
a. Prepared and Modified category vehicles, and all open vehicles, must have a roll bar meeting current Solo® Appendix C standards (exception: open cars may substitute factory hardtops equipped with bolt-in fasteners). In addition, Stock, Street Touring®, Street Prepared, and Street Modified vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar. Bolt-in roll bars are permitted. It is highly recommended that all Solo® prepared vehicles have roll cages/roll bars meeting current GCR requirements. Roll cages are highly recommended for all vehicles and, if installed, must conform to current GCR Section 9.4.
b. A driver restraint system as described in the current GCR Section 9.3.18 is required for all Prepared, and Modified category vehicles, and for all Stock, Street Touring®, Street Prepared and Street Modified category vehicles equipped with a roll bar or roll cage. Stock, Street Touring®, Street Prepared and Street Modified category vehicles not equipped with a roll bar or a roll cage may not use an upper body restraint system other than the factory system.
c. A hand-held fire extinguisher meeting the current GCR Section 9.3.22.B is highly recommended.

XI. DRIVER SAFETY EQUIPMENT REQUIREMENTS

The following equipment must be displayed for Tech Inspection and be used during competition by all drivers:
1. A helmet meeting the current Solo® requirements as a minimum.
2. Vehicles prepared beyond the allowances of Street Modified are required to have a window net, roll up windows or an approved arm restraint system. All open cars that do not have original equipment roll up windows must be equipped with a

window net, or the driver must wear an approved arm restraint system. Vehicles with original equipment roll up windows may compete without either a window net or a driver arm restraint if the driver side window is rolled up during competition.
3. Drivers of open cars shall wear goggles or face shields.
4. SCCA approved fire resistant clothing as listed in the current GCR, Section 9.3.19, is highly recommended for all drivers.
5. Minimum apparel shall be long pants, long sleeve shirts and shoes which fully covers the foot at least to the ankle."

SOLO STOCK CATEGORY

· The following class change proposals are submitted for member review:

o Move the listings for the variants of the Mini Cooper S which are currently in G Stock to D Stock.

o Move the listing for the Mini Cooper S John Cooper Works package which is currently in B Stock to D Stock.

· The following new class listing is proposed and submitted here for member review:

o Mini Cooper S Works GP package: DS

· After reviewing member feedback, the SEB and SAC are recommending the following previously-published rule change proposal to the BOD:

ITEM 1) Change 13.10.E to read as follows:

"E. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted provided the system meets the requirements of 3.5. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged. Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE."

SOLO STREET TOURING CATEGORY

· Per the STAC, the following rule change proposal is submitted for member comment:

Add new 14.10E, re-letter subsequent sections accordingly:

"E. Catalytic converters may be replaced by aftermarket units. Replacements must: 1) be certified for use in that vehicle application by the manufacturer or reconditioner, 2) bear correct EPA-mandated labeling, 3) be of the OE quantity and type (i.e. oxidation, three-way, etc.) and 4) be used in the same location(s) as the OE converter(s). This does allow for high performance replacements, provided they meet all restrictions herein."

NOTE: This proposal is in response to member input from STS/STS2 competitors on the recent Stock category proposal to limit catalytic converter replacement to OE-only, and to continuing questions regarding legality of OE-equivalent aftermarket cats. The proposal meets two primary tenets of the Street Touring category by allowing a common street tuner performance mod (i.e. hi-flow cats) while maintaining emissions legality, as defined by the EPA. For reference, the EPA regulations are summarized in the document labeled "What You Should Know About Using, Installing, or Buying Aftermarket Catalytic Converters" which can currently be found at .

· The following rule change proposal is submitted for member comment:

Change the last sentence of 14.7 to read as follows: "Non-standard lateral members that connect between the brackets for the bar, including allowed strut bars per 14.8.M, are permitted." Also move 14.8.M to a new subsection within 14.2.

· The following class name change proposal is submitted for member comment: rename STS2 to STR. *Comment*: this is for better consistency with the form of other class names.

· Based on member feedback, the following previously published rule change proposal has been recommended by the SEB and is being sent to the BOD for final approval:

Remove 14.1.B, the allowance for removal of non-optional A/C components.

SOLO STREET PREPARED CATEGORY

· The following previously-published change proposal has been reviewed and recommended by the SPAC, is being recommended to the BOD by the SEB, and is published here again for member reference:

Insert new section 15.2.E after 15.2.D and re-label subsequent sections of 15.2 accordingly:

"E 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 or welded, but welding must be to the OE subframe stampings, not to the floorpan in between.

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."

NOTE: This change affects Street Modified as well (see 16.1.G, which will be removed and superseded by the above)

· The following class change proposals have been recommended by the SPAC and are published here for member comment:

o Move from CSP to DSP, Dodge SRT-4. (ref. 07-291)

o Move from ASP to BSP, Porsche 911/Carrera normally aspirated (964 chassis and 993 chassis, on one line), '89-'98 (ref. 07-278)

· The following listing changes proposals are being submitted for member comment:

o Replace the Porsche 911 listings in ASP with the following lines:

911 Turbo NOC (all through '98)
911 996 chassis (all) ('99-'04)
911 997 chassis (all) ('05+)

o Combine onto one line in ASP the listings for Porsche 924 (all), 944 (all), and 968 (all)

· The following rule change proposal has been recommended by the SPAC and is published here for member comment:

Change the last sentence of the second paragraph of 15.7 to read: "Non-standard lateral members that connect between the brackets for the bar, including allowed strut bars per 15.2.C, are permitted." NOTE: this also affects Street Modified.

· The following class change proposal is being published here for member comment:

Move from ASP to BSP, Porsche Boxster (all). Add listing on same line in BSP for Porsche Cayman (all)

· The SPAC and SEB have considered member feedback on the traction control proposals, and the SEB is recommending to the BOD the following group of previously-published rule changes:

Insert new rule 15.10.D, re-labeling subsequent sections accordingly:

15.10.D: "Traction and/or stability control systems, as defined in 12.11, must be standard parts at standard settings, or electronically disabled."

Reword first sentence of 15.9.A as follows:

15.9.A "Any ignition setting, adjustment, or system may be used, subject to 15.10.D." (Rest of 15.9.A remains as current.)

Reword 15.10.C.1 as follows:

15.10.C.1: "Carburetors, fuel injection, and intake manifolds are unrestricted, subject to 15.10.D." (Rest remains as current.)

Change 15.9.A to read as follows:

"Any ignition setting, adjustment, or system may be used, but these modifications may serve no other purpose including as a traction and/or stability control system. This does not prohibit the use of 'two-step' rev limiters used when the car is stationary." (rest of section stays as current)

· The following rule change proposal is being published for member comment:

Change the first sentence of 15.10.Q to read: "For cars listed on lines with model years prior to 2005, cylinders may be rebored..." Also insert after second sentence as follows: "For vehicles in listings which only include model year 2005 and later, 13.10.B applies." (ref. 01-215)

SOLO STREET MODIFIED CATEGORY

· The following rule change proposals are submitted for member comment:

o Change 16.1.D.4. to: "Transmissions must have the same number of gears as produced. SMTs (sequential manual transmissions) and CVTs (continuously variable transmissions) are not allowed unless they are available from an automobile meeting stock class eligibility requirements. SMTs and CVTs may not be modified. Pneumatic or hydraulic assisted shifting mechanisms may not be modified or added."

o Change 16.1.D.1. to: "Engine block must be a production unit, *from an automobile*, manufactured and badged the same as the original...

o Add to 16.1.K. Items such as carpeting that use the rear seats as an attachment point must remain. Alternative methods of attachment may be used to secure these items within the vehicle. (ref. 07-152)

· The SEB and SMAC are considering conditions under which SM could be merged with SM2, including but not limited to appropriate weight adjustments.

SOLO PREPARED CATEGORY

· The following amended version of a previously published rule change proposal is being provided here for further member review and comment:

In classes CP, DP, EP, FP; add 5% to the minimum weight for any engine with variable valve timing (VVT). Variable valve timing (VVT) is defined as any system that dynamically alters the timing of intake and/or exhaust valve events while the engine is operating.

SOLO MODIFIED CATEGORY

- The MAC has provided the following updated version of their previously-published set of proposals affecting F Modified. Changes from the prior version are shown in italics.

In Appendix "A", Modified Category, Modified Class F

Reword current section "B" to read:

B.1. GCR legal Formula V

(Add): B.2. Formula First (FST)

(Add): C.2.u. *A* limited-slip (*deleted "or "locked" differentials") differential* (LSD) *is* permitted

In C.2.c. (Add) new ending sentence: "This would include *VW replacement heads as specified without raised ports* and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted."

Delete current section "D" and renumber to "F",

Add new section "D" – "Although the following allowances are generally based upon the FST ruleset, they have been altered to better follow the needs and goals of this program and the philosophy of the Solo Vee."

D.1. Front Suspension.

The front suspension shall be standard VW Type I sedans H-beam front suspension (i.e., link pin or ball joint), or an exact replica of one of them and dimensionally identical. *Aluminum H beams are prohibited*. The following modifications are permitted:

D.1.1. Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

D.1.2. Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coilovers are permitted.

D.1.3. Removal of the shock towers above the upper H-beam tube centerline.

D.1.4. Relocation of the shock dampers is permitted. Shock dampers and their actuation are free

D.1.5. The use of any anti-sway bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Sway bars may not be cockpit adjustable.

D.1.6. Replacement of torsion bar rubbers with spacers of another material.

D.1.7. Installation of any ride height adjuster(s)

D.1.8. Removal of the drum brake backing plates.

D.1.9. In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, and toe-in and link pin inclination are free.

D.1.10. In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

D.1.11. Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

D.1.12. Steering column may be altered or replaced. Steering wheel is free, and may be detachable. Steering mechanism is free, but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

D.2. Rear Suspension

D.2.1. The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

D.2.2. The rear axle bearing retainer flange mating surface may be machined, or shims may be installed under the rear axle bearing, for the sole purpose of adjusting bearing axial float.

D.2.3. Springs, shock dampers, their actuation, and camber compensating devices are free.

D.3. Braking System

D.3.1. Standard VW Type 1-3 brake components, disk or drum, may be used, including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle or any combination thereof is unrestricted as long as the units chosen are deemed safe.

D.3.2. Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

D.3.3. Any type lining or pad material may be used.

D.3.4. Adapter plates may be fitted to allow mounting of front or rear brake calipers.

D.3.5. Cross-drilling or grooving of rotors is permitted. *Rotors made of a ferrous material* shall be used on both the front and rear of the car.

D.3.6. Rear brake drum assemblies may be removed and replaced with one piece cast iron brake rotors with machined-in rear axle splines. Caliper mounting is free.

D.3.7. The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

D.3.8. A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted

D.3.9. Brake lines may be of any suitable material, including steel braided lines.

D.3.10. 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

Add new section “E”:

E. Solo Vees may upgrade their 1600 cc engines in ***either*** one of the following two option packages. There shall be no “mixing” of allowances. When chosen as a package, these allowances will override selective limitations in other sections of the Solo Vee rules.

E.1.

Increase compression up to and including 10:1 ratio *with OEM bore and stroke*. Fuel injection is prohibited. Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust. *Port location may not be changed from OEM stock. Machining of any type in the combustion chamber such as, but not limited to, valve un-shrouding is prohibited. Valve guide centers shall remain OEM stock. OEM stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor is permitted. Multiple carburetion is restricted to a maximum of two 40mm carburetors with 28mm ventures. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2inch ID pipe. Any intake manifold not having a plenum chamber is permitted.*

Minimum weight *1000#*

OR

E.2. Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. *Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OEM stock. Port location may not be changed from OEM stock. OEM stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. 9:1 compression ratio. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.*

Minimum weight 1000#

· The following other changes have been recommended by the MAC and are being published for member comment:

o For the 949 Rave engine (SW Rotax w/ CVT for 2-strokes) the MAC recommends adding 50 lbs. for FM, in the 2nd sentence of A.4

o In Appendix “A”, Modified Class F, A.4., change second sentence: “Add 50 pounds for AMW and Rotax 494 *(Rave or non-Rave)* and 493 engines.”

o Add new paragraph to Appendix "A", Modified Class F, A.5: "Competitors using the Rotax 494 Rave engine are required to use the 494 non-Rave rotary valve: Rotax part #924509 or 924508, SkiDoo prefix 420, 147 degree designation that opens @ 135 degrees BTDC and closes @ 64 degrees ATDC in their engine. Rave valves shall be blocked in the "full open" position or left as delivered. No other alterations are permitted. 494 Rave and non-Rave parts may not be interchanged between the two engines unless specifically noted."

MEMBER ITEMS NOT RECOMMENDED

- STS2 National Status in 2007 (ref. 07-273)
- Classing of Jeep Grand Cherokee SRT-8 (ref. 07-264)
- Request for SM to use XP turbo displacement formula
- Smoking ban (ref. 06-250)
- Lotus 7A weights in DP (ref. 07-315)

ITEMS UNDER REVIEW

- 17.11 allowances, ruleset mixing/matching

TECH BULLETINS

1) General: The reference to Time Trials immediately following the Introductory Section should be removed.

2) General: The entire Introductory Section, through subsection 10.2, is to be renumbered to resolve section number conflicts with items in the SOLO RULES sections of the book.

3) General: Add the content of the first paragraph of Section 8 as a new second paragraph in the Introductory Section, subsection 1.4.

4) General: The Protest Committee Chairman section (8.4.1) should be renamed "Chief of Protest" and moved to 5.10, with subsequent sections renumbered accordingly and references to 8.4.1 updated. Also add under "Chief of Protest" the notification of the parties to the protest, i.e. the protestor(s) and protestee(s).

5) General: Remove "Divisional" from the second sentence of 3.7.H.

6) General: The first sentence of 1.4.2.A should read: "All competitors except those in Formula Junior classes…"

7) General: Replace last sentence of 3.3.3.B.4 with: "For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire."

8) Stock: The Subaru "Impreza 2.5 RS" listing in G Stock should read :"Impreza 2.5L (normally aspirated)

9) Stock, ST, SP: 13.3.E and 3.3.3.B.4 do not allow siping or re-grooving of tires in Stock, Street Touring, Street Prepared, or Street Modified.

10) Stock: The following classification, effective immediately upon publication, has been approved by the SEB:

'07+ Mazda MX-5 MSR package (covered by existing listing for MX-5) CS

11) Stock: On a Mazda Miata with an integral bump stop / dust boot configuration, the OE boot may be detached from the OE bump stop and removed, replaced, or modified under the allowances of 13.5.D. (ref. 07-205)

12) Stock, errors and omissions: The reference to 13.5.H in Appendix D, page 237, should be to 13.5.D.

13) Street Touring: The out-of-date reference to "previously-listed STR class" in 14.0 should be removed.

14) Street Prepared: The front spoiler allowances of 15.2.H permit an attached splitter as part of the front spoiler, provided it meets the extent constraints of the rule. (ref. 07-022, 07-241)

15) Street Modified: The Club Racing Touring category should be added to the list of applicable categories in 15.2.I.3

16) Street Modified: The previously-published Tech Bulletin regarding turbo displacement factor should have read as follows: "Street Modified: In Appendix A, Street Modified, paragraph 2 is clarified to read: "Turbocharged or supercharged versions of all engines will be classified on the basis of *1.4 time*s the actual displacement."

17) Street Modified: The first portion of 16.1.I should read: "Hoods (engine covers), front fenders, front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. *Associated hardware including latches, hinges, and window washer nozzles may be modified, removed, or replaced. This does not permit removal of the remainder of the window washer system.* Mid and rear engine cars may choose to modify or replace the front hood or rear engine cover, but not both."

18) Prepared: Add to the second paragraph of 17.11.A, after "….safety straps, and braided steel brake lines." as follows: "Single Inlet Restrictors are not required." (ref. 07-261)

19) The previously-published proposal to change the FP listings for the Porsche 911 should have read as follows: Effective 1/1/08, in class FP, Appendix A, change "Porsche 911 (all) (2.0, 2.2, 2.4, 2.7, 2.8, 3.0, 3.2, 3.5, 3.6L)" to "Porsche 911 (non turbo engines under 3.6 liters)"

20) Prepared: The first sentence under Appendix A, Prepared Class D should be removed.

21) Prepared: The Layout section in Appendix A, immediately under PREPARED CATEGORY, now only applies to GP and should be moved to the section for that class.

22) Prepared: Add to General Motors listings in CP the following (ref. 07-135):

A-Body (Chevelle, El Camino, Tempest, etc.) ('64-'67)

A-Body (Chevelle, Cutlass, El Camino, GTO, etc.) ('68-'72)

A-Body (LeMans, Cutlass, Chevelle, El Camino, etc.) ('73-'77)

23) Modified: In Appendix A, Modified Class F, sections "A.7." and "A.8." contain information that is redundant with "A.6". Hence "A.7" and "A.8" can be eliminated in the rule book as a duplication and the section renumbered to reflect this removal.

24) Modified: The text in Appendix A, Modified Class F, "A.10" is incomplete. It currently begins: "F440....." It should read *"F440/500....."* There was never any reason or attempt to limit this paragraph information to just a 440 engined car.

25) F125: The EasyKart is considered legal for F125 provided its construction meets the requirements of Section 19, particularly 19.1.D.2 (ref. 07-288)

ROADRALLY BOARD MINUTES

RALLYCROSS BOARD MINUTES | *June 6, 2007*

The *RoadRally* Board (RRB) met via conference call at 7:30 PM CDT on June 6, 2007.

Attending were: Kevin Poirier, Chairman; members Rick Beattie, Tim Craft, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Pego Mack.

Chuck Edwards, Secretary was unable to attend.

The Chairman called the meeting to order at 7:30 pm CDT.

The May 2007 minutes were accepted as published.

Proceedings

1. Event reports

Discussion:

- The San Francisco rally weekend was sucessful, with a decent turn out.
- The next National events are in August and September and are coming along nicely.

2. Rules Committee

Discussion:

- Claim forms need to be reprinted. Pego has drafted a revised version for review by the Rules Committee.
- All proposals and comments for new rules are on the SCCA web site forum. The Rules Committee will review this in July and make recommendations to the RRB in time for the RRB's August meeting.

3. Insurance

Discussion:

- Questions continue to arise as to what is required of competitors and who is responsible for verifying their insurance status. The consensus is that the burden is on the competitor, not the rally organizers, so only SCCA membership and the drivers license should be checked by the rally committee at registration. Updated and clarifying language will be drafted for future editions of the RRRs and RFOs.

4. 2008 Convention

Discussion:

- A tentative schedule needs to be in place by August, so discussions will take place at the July and August meetings.

5. Newsletter

Discussion:

- Condensed current standings (e.g. the top 3) will be provided for inclusion in the newsletter.
- When available, event reviews and upcoming events will be included.
- Each RRB member will provide a brief biography for future editions.

The meeting was adjourned 8:15 CDT.

Next meeting

July 17, 2007, at 7:30 pm CDT via conference call.

Submitted by Tim Craft

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | *May 14, 2007*

The Rallycross Board met by conference call on May 14, 2007. Members present were Mark Walker (Chair), Matt Nichols, Jason Woodruff, Tom Nelson, and Mark Utecht.

The meeting came to order at 8:07pm.

Tom Nelson (Safety Committee Chair) reported on the development and activities of the Rallycross Safety Committee (RxSC). The committee now has five members and is beginning to take assignments and review reports from events. A conference call schedule will be set up shortly.

Mark Utecht (Rules Committee Chair) reported on the current activities of the Committee. A number of issues are wrapping up and

there will be recommendations for the next meeting. The rules committee is on schedule for the 2008 rules recommendations.

The RxB briefly discussed the soon to be open Midwest Division RxS position.

The meeting was adjourned at 9:09pm

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | *June 11, 2007*

The Rallycross Board met by conference call on June 11, 2007. Members present were Mark Walker (Chair), Matt Nichols, Jason Woodruff, and Mark Utecht. Others present were Howard (Duck) Allen, BoD Liaison.

The meeting came to order at 8:12pm.

Mark Utecht (Rules Committee Chair) reported on the current activities of the Committee. The committee recommends the following actions on member submitted issues:

Clarification to body panel replacement (Lanctot): (Utecht/Woodruff) PASSED

The clarification will now read: 6.2.E.10: Exterior body panels may be added or substituted with any material. Doors may be "gutted" to reduce weight. Any edges created by these modifications that the driver or passenger may contact must be properly insulated to prevent injury. 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 specifications of a recognized auto racing organization.

Allow mechanical boost modifications in Prepared Category (Armstrong). Issue a clarification to the section 6.2.D.5 (Utecht/Nichols) PASSED.

The section will now read: 6.2.D.5. The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). *Turbocharger boost regulation systems, either electronic or mechanical, may be or modified or replaced.*

Add a category between Stock and Prepared (???): (Utecht/Woodruff) FAILED. The RxB feels the current classifications are sufficient.

Allow removal of HVAC components in prepared. (???): (Utecht/Woodruff) FAILED. The RxB feels that the proposal is not within the spirit of the classification.

Remove tread gap specification in stock category (Gerber): (Utecht/Woodruff) FAILED. The RxB feels that this is a very divisive issue within the membership and does not have enough data to properly address the issue.

Motion: Walker/Utecht. Approve Jerry Doctor (Nebraska Region) for the Midwest Division Rallycross Steward Position to replace Jeff Templeton (St. Louis Region). The RxB thanks Jeff for his many years of service to the Rallycross community and the SCCA and wishes Jeff the best of luck in his future endeavors.

Motion to adjourn at 9:09pm (Utecht/Woodruff). PASSED

RALLYCROSS MEMO

RallyCross Board seeking candidates for RallyCross Divisional Steward in Central Division and the Midwest Division. 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

SCCA National Championship Runoffs Presented by AT&T

Supplementary Regulations: http://www.scca.com/_FileLibrary/File/RunoffsSupps.pdf

Schedule: http://www.scca.com/_FileLibrary/File/2007Schedule.pdf

Entry Form: http://www.scca.com/_FileLibrary/File/2007EntryForm.pdf

Officials List: http://www.scca.com/_FileLibrary/File/2007RunoffsRaceOfficials.pdf

Volunteer Form: http://www.scca.com/_FileLibrary/File/2007VolunteerForm.pdf

Accredited Driver Licensing Schools: http://www.scca.com/Club/index.asp?reference=schools

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: http://www.scca.com/Club/index.asp?reference=clubforms

Technical Forms: http://www.scca.com/Club/index.asp?reference=techforms

Scrutineer's Forms: http://www.scca.com/Club/index.asp?reference=scrutineering

Vehicle Homologation Forms: http://www.scca.com/Club/index.asp?reference=homologation-forms

General Competition Rules (GCR): http://www.scca.com/Club/index.asp?reference=gcr

SOLO

Tire Rack SCCA Solo National Championships Entry Form: http://www.scca.com/_FileLibrary/File/NationalsEntryForm.pdf

Forms: http://www.scca.com/Solo/index.asp?reference=soloforms

Rulebook: http://www.scca.com/Solo/index.asp?reference=rules

RALLY

Forms: http://www.scca.com/Rally/index.asp?reference=rallyforms

Rulebook: http://www.scca.com/Rally/index.asp?reference=carsandrules

EVENT CALENDAR: http://www.scca.com/Event

BOARD OF DIRECTORS MINUTES

NOTE - THE FOLLOWING MINUTES ARE FROM THE MAY FACE-TO-FACE BOARD OF DIRECTORS MEETING. THESE MINUTES WERE INADVERTENTLY OMITTED FROM THE JULY FASTRACK, WHERE THEY SHOULD HAVE APPEARED. THEY ARE AS FOLLOWS, WITH OUR APOLOGIES

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, May 18, through 20, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Michael Sauce, and K.P. Jones. Jim Julow, President, Jeff Dahnert, Vice President of Finance, Eric Prill, Vice President Marketing and Communications, Colan Arnold, Vice President, Member Services and Region Development, Howard Duncan, Vice President Rally/Solo, Terry Ozment, Director of Club Racing, Jeremy Thoennes, Technical Services Manager, also participated.

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

MOTION: To approve the minutes of the April 2, 2007 meeting. (Sheridan / Allen) PASSED. Unanimous.

PRESIDENTS REPORT

Jim Julow discussed membership programs, budget forecasts and plans to obtain additional sponsorships. He addressed the setting of priorities and the funding of activities at the National Office. Jim also reviewed the updated Operations Manual.

FINANCE AND ADMINISTRATION

Jeff Dahnert presented a financial report as of April 2007. He presented the SCCA Inc. audited financial statement from Mize, Houser & Company for year end 2006.

MARKETING & COMMUNICATIONS

Eric Prill updated the Board on plans for SCCA Super Events, including Pro Racing, Club Racing, Solo and Rally components, beginning in 2008. The Board encouraged the staff to begin discussions with regions and promoters. Eric presented new marketing materials, "Feed your obsession" which supersedes the "Get real fast" materials. He introduced a company that will be involved in the acquisition of new sponsorship partners. He also gave an overview of plans that Heartland Park Topeka has for improvements to the facility to better support the Solo Nationals and Runoffs.

CLUB RACING

Terry Ozment presented participation statistics, Runoffs entry status, Time Trials rules process, Driving Instructor program, Endurance Racing, and FIA flagging procedures.

MEMBER SERVICES

Colan Arnold presented membership history statistics, temporary / weekend memberships program, improvements to Inside Line, Volunteer license renewal program, Membership referral program, National Convention plans and Volunteer incentives. He also recapped activities relating to on line registration.

TECHNICAL SERVICES

Jeremy Thoennes discussed the idea of a Spec Miata compliance fee to fund additional compliance inspections.

RALLY / SOLO / FOUNDATION

Howard Duncan reported on the National RallyCross program, National Solo Program and Championship, National Tour, Pro Solo and Road Rally. He also reviewed plans for the Street Survival program.

OLD BUSINESS

None

NEW BUSINESS

The Chairman appointed an industry task force composed of Kaye Fairer, KP Jones, Mike Sauce and Jim Julow.

The Chairman appointed Mike Sauce to Safety Committee liaison.

MOTION: To accept the report of the independent auditors, of the SCCA Inc. consolidated financial position as of December 31, 2006. (Jones/Sheridan) PASSED, Unanimous

MOTION: To authorize the Pro Racing Board to continue World Challenge operations in 2008. (Holtz/ Allen) PASSED. Voting NO, Porterfield. Absent, Clark, Dent

MOTION: To adopt the Volunteer Incentive Program as presented by Member Services. PASSED, (Fairer / Allen) PASSED. Unanimous.

MOTION: To replace the current Temporary Membership program with the Weekend Membership program effective August 1st 2007. (Fairer / Lybarger) PASSED. Unanimous.

MOTION: To invoke GCR Section 1.2.2.C and make the following changes to the GCR effective immediately as follows:

GCR Section 9.1.1.A.5.11.a
Brake pads as labeled and supplied from SCCA Enterprises.
GCR Section 9.1.9.G.11.a
Brake pads as labeled and supplied from SCCA Enterprises.

(Porterfield/Sauce) PASSED. Unanimous, Abstaining, Christian

MOTION: To Amend the Operations Manual as follows:

5.7.3 Stewards Program
a. Chairman of the Stewards Program
Change 5.7.3a as follows:
i. The Chairman of the Stewards shall be appointed by the Board of Directors with input from the senior executive in charge of Club Racing. (same)

ii. The Chairman of the Stewards will have authority over and responsibility for the Club Racing Stewards program. (same)

iii. The Chairman of the Stewards shall designate a sufficient number of National Series Chief Stewards for each Division, from nominees of the Executive Stewards, for the following calendar year. Designations shall be made no later than October 31 of the year prior. In the event of disagreement between the Executive and the Chairman as to designation of a nominee(s), the Executive may request involvement of his/her Division Directors, and a majority vote of the Chairman, Executive Steward, and Directors is necessary for approval of the nominee(s). Any issues must be resolved by November 30 of the year prior. (new)

b. Executive Stewards

Add, 5.7.3.b.vii
Maintain full responsibility for licensing all Stewards in their Division, except National Series Chief Stewards. (new)

Add, 5.7.3.b.viii
Nominate a sufficient number of National Chief Stewards in their Division to be National Series Chief Stewards. Nominations shall be made no later than October 1 of the year prior to effective date, and shall be made to the Chairman of the Stewards Program. (new)

(Jones / Fairer) FAILED, Voting NO, Sheridan, Allen, Introne, Holtz, Sauce, Lybarger, Christian.

MOTION: To Amend the Operations Manual
5.7.3 Stewards Program
a. Chairman of the Stewards Program

Change 5.7.3a as follows:
i. The Chairman of the Stewards shall be appointed by the Board of Directors with input from the senior executive in charge of Club Racing. (same)
ii. The Chairman of the Stewards will have authority over and responsibility for the Club Racing Stewards program. (same)
iii. The Chairman of the Stewards shall designate a sufficient number of National Series Chief Stewards for each Division, from nominees of the Executive Stewards, for the following calendar year. Designations shall be made no later than October 31 of the year prior.

b. Executive Stewards

Add, 5.7.3.b.vii
Maintain full responsibility for licensing all Stewards in their Division, except National Series Chief Stewards. (new)

Add, 5.7.3.b.viii
Nominate a sufficient number of National Chief Stewards in their Division to be National Series Chief Stewards. Nominations shall be made no later than October 1 of the year prior to effective date, and shall be made to the Chairman of the Stewards Program. (new)

(Christian / Sheridan) PASSED, Unanimous

MOTION: To revise the Operations Manual as follows:

B8. STRATEGIC PLANNING

It is appropriate that the leadership of the Club develops, and shares with the membership, long range plans for the growth and well being of the organization.

The Board's Planning Committee will review and recommend to the Board updates as needed to the Club's Strategic Plan in May of each year.

B8.1 BUSINESS PLANS

The President of the Club will prepare a Strategic Business Plan addressing the vision and priorities for the Club in those areas that are the responsibility of the Club staff. This will include member service, communications, finances, and marketing.

This plan will be provided to the Board of Directors in May of each year for review and approval. It will be made available to the Club membership through presentation at the Convention, the Club's web site and SportsCar Magazine.

The President will prepare a Three Year Financial Plan that will provide a long term financial road map. This plan will be tied to the vision and longer-range objectives set forth in the Strategic Business Plan. The Three Year Financial Plan will be presented to the Board of Directors in August of each year for review and approval.

The first year of the Three Year Financial Plan will be modified to develop the Annual Budget that will be reviewed with the Board of Directors at the December Board meeting each year. The Annual Budget will be used to set the staff's goals and objectives for the year. A report of performance to that plan will be provided at the end of each year. These reports will be shared with the Board of Directors as close to the end of the fiscal year as possible and with the membership at the annual meeting and on the web site.

The Strategic Business Plan and the Three Year Financial Plan will be reviewed annually to ensure both are kept updated and relevant.
(Sheridan / Porterfield) PASSED. Unanimous

MOTION: To approve the revisions in Section III "AWARDS" of the Operations Manual. (Fairer / Christian) PASSED. Unanimous

MOTION: To approve the revisions in Section II. "RELATIONSHIPS WITH OTHER ORGANIZATIONS" of the Operations Manual. (Sheridan / Fairer) PASSED. Unanimous

MOTION: To approve the concept of a Chief Driving Instructor Program. (Fairer / Lybarger) PASSED. Voting NO, Porterfield, Sauce, Sheridan, Jones

MOTION: To instruct the National staff to pursue funding from ACCUS to obtain FIA compliant flags. (Jones / Fairer) PASSED. Voting NO, Porterfield, Introne, Holtz

MOTION: To approve a change of Division for Luis Rivera from Southern Pacific to Southwest Division. (Sauce/ Fairer) PASSED. Abstaining, Christian, Jones

Motion: To accept the following 2 items as recommended by the Club Racing Board.

Item 1. Effective immediately, change section 3.9.1.F.4 to read as follows:
Points ~~in one~~ per Division. A driver entering multiple classes may accumulate points towards eligibility in the National Championship Runoffs® in one or multiple divisions. Eligibility for the National Championship Runoffs® may only be earned in one division per class. A competitor may not earn eligibility for the National Championship Runoffs® in one class in more than one division. The driver shall provide confirmation of membership in each region/division he is designating for each class. Such notification and confirmation shall be received, in writing, by the Manager of the Club Racing Department at the National Office, prior to the conduct of the third National Championship event in the relevant division.
~~A driver entering more than one car shall accumulate all National Points in the same division and shall not accumulate points with one car in one division and another car in another division.~~
(March 6 minutes, published April Fastrack)

Item 2. To allow drivers who have already competed in 2007 events to avail themselves of this ruling, the CRB recommends the following: Authorize the Club Racing Department to waive the filing deadlines of GCR section 3.9.1.F.4 until June 1, 2007. The competitor must provide proof of dual entries for this waiver.

(Sauce/Porterfield) PASSED. Unanimous

MOTION: To adjourn. (Jones/Lybarger) PASSED.

Respectfully submitted,

Jim Christian
Secretary

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED August 2007

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | *July 2, 2007*

The Board of Directors, Sports Car Club of America, Inc. met via teleconference July 2, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahnert, Vice President of Finance also participated.

MOTION: To approve the minutes of the June 4th, 2007 meeting. (Porterfield/Allen) PASSED, Unanimous

PRESIDENTS REPORT

Jim Julow reported on feedback he has received from the membership from his visits to individual Regions. He previewed items that will be brought to the Board at the August meeting.

OLD BUSINESS

NONE

NEW BUSINESS

MOTION: To approve Barbara Knox as Executive Steward for Southern Pacific Division effective immediately. (Porterfield/Jones) PASSED, Unanimous

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

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CLUB RACING BOARD MINUTES

The Club Racing Board met by teleconference on July 3 & 5, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, and Craig Taylor. Also participating were Mike Sauce and Bob Lybarger, BoD Liaisons; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-08, the following decisions were made:

PROPOSED RULE CHANGES or CAR RECLASSIFICATIONS. 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 11/1/07: Change section 9.3.19.A as follows:

Driving suits that effectively cover the body from the neck to the ankles and wrists~~, manufactured of fire resistant material, worn with underwear of a fire resistant material~~. One piece suits are highly recommended. All suits *shall bear an SFI 3.2A/1 or higher certification label or FIA 8856-2000 homologation.* ~~and underwear shall be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFIL, or any suit carrying an SFI 3-2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, Carbon X, and Durette X-400.~~ *Underwear of fire resistant material shall be used except* ~~Underwear is not required~~ with ~~three layer suits or with~~ suits carrying FIA standard~~s of 8856-1986 or~~ 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. ~~FIA homologated driving suits and underwear are recommended.~~

Item 2. Effective 11/1/07: Change section 9.3.22.A as follows:

Cars registered after 1/1/09 shall comply with the following on-board fire system requirements:

- Systems certified to SFI specification 17.1
- Those listed by the FIA on Technical List No. 16

The following information must be visible of the unit:

- Certification label
- Capacity
- Type of extinguishing agent
- Weight, or volume, of the extinguishing agent

The following is acceptable for cars registered before 1/1/09:

On-board fire systems shall use Halon 1301 or 1211, with a five pound minimum capacity (by weight). (GT1 cars must have a minimum ten pound system with nozzles located in the driver/passenger compartment and in the fuel cell area. ~~see Section 9.1.2.D.10.f., or 9.1.2.F.3.e.).~~

Alternatively, on-board fire systems may use AFFF or equivalent surfactant foam material ~~(i.e. SPA Lite, ZERO 2000, Coldfire 302),~~ 2.25 liter minimum capacity (by volume). All AFFF fire system bottles shall incorporate a functional pressure gauge and shall be marked with the manufacturer's recommended "filled weight." CO2 cartridge propellant fire extinguishing systems are permitted provided that the seal of the manufacturer specified CO2 cartridge is not punctured and the fire bottle is equal to the weight specified by the system manufacturer.

Cars shall meet the following regardless of registration date:

1. The fire system cylinder shall be securely mounted in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically for compliance to full weight shown on the cylinder. (Weight is without valve assembly.)
2. Manual or automatic release is allowed. The release mechanism shall be within reach of the driver when belted in the car.
3. All on-board fire systems shall be identified with a circle "E" decal.

    a. In GT and Production cars, two circle "E" decals may be required – one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.

    b. In Formula and Sports Racing cars, a circle "E" decal shall be located on the outside bodywork as near to the release location as possible. ~~On board fire systems may also use CEA614 provided that the lines and nozzles are replaced in accordance with the manufacturers (3M) instructions. All FM100 fire suppression systems will be considered illegal in any SCCA competition vehicle effective 1/1/97.~~

4. There shall be a minimum of two nozzle locations – one in the driver's compartment and one in either the engine area or

the fuel cell area. The nozzles shall be suitable for the type of extinguishing agent used.

5. All AFFF fire system bottles shall incorporate a functional pressure gauge. This does not apply to non-pressurized AFFF systems with CO2 propellant.

6. The firing safety pin(s) shall be removed from all on-board fire systems prior to going on track. It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.

7. All fire systems shall be serviced according to manufacturer's specifications.

Item 3. Effective 11/1/07: Delete section 9.1.2.D.10.e in its entirety, and renumber subsequent sections:

~~e. Fire Systems~~

~~1. The minimum capacity of the fire system shall be ten (10) pounds.~~

~~2. The system outlets/nozzles shall be directed to the driver in the driver/passenger compartment, and to the fuel cell, pump(s), etc., in the fuel cell compartment. An additional outlet/nozzle directed to the engine compartment/bay is recommended.~~

Item 4. The following changes are being recommended to the proposed roll cage rules, item 5, from the July FasTrack.

Change section 9.4 to read as follows:

All cars must utilize a roll cage compliant with the following specifications. These specifications apply to all vehicles registered (issued an SCCA logbook) after 1/1/08. Cars registered before 1/1/08 may continue to compete with their previous roll cage as specified in the 2007 GCR. *Cars registered as Production class cars prior to 1/1/08 may continue to use their existing roll cage per the 2004 GCR.*

Change section 9.4.E.C.a and 9.4.E.C.b to read as follows:

a. Mounting plates welded to the structure of the car shall not be less than .080 inches thick. The maximum area of each mounting plate in the American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring classes shall be 144 square inches. Plates may be on multiple planes *but shall not be greater than fifteen inches on any side.*

b. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis, and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. The maximum area of each mounting plate must be 144 square inches. Plates may be on multiple planes *but shall not be greater than fifteen inches on any side*.

Change section 9.4.B.2.a to read as follows:

a. Main hoops shall incorporate a diagonal brace. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (described in 9.4.B.2.c) to the bottom of the opposite rear brace. Automobiles with mid mounted engines can have the lower mounting point attach to the frame of the automobile within six inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop.

Touring/Showroom Stock

Item 1. Effective 11/1/07: Change section 9.1.10.C.4 as follows:

~~Unless otherwise specified on a vehicle's Specification Line, no updating or backdating of cars, models, specifications, and/or components thereof shall be permitted.~~ To maintain the stock basis of Touring, updating and/or backdating of components is only permitted within cars of the same make and model as listed on a single Touring Specification Line. Interchanging of parts between engines of varying displacements is prohibited.

Item 2. Effective 11/1/07: Change section 9.1.10.C.4.b as follows:

~~A car shall be eligible for ten (10) calendar years of competition, beginning on January 1st of its model year.~~ *Cars will be eligible for competition from the time they are classified until the end of the tenth calendar year of competition of the latest model year listed on the specification line.* Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments, *except as provided in the updating and/or backdating rules.*

Item 3. Effective 11/1/07: Change the second paragraph of section 9.1.7.B as follows:

The Club Racing Board may classify any particular model of a car, as determined by the VIN, or permit specific options listed on the spec line for that car. No unlisted models or options are eligible. If no specific model or options are listed, then the classified car shall be the base model with no options. ~~A car shall be eligible for ten (10) calendar years of competition, beginning on January 1st of its model year.~~ *Cars will be eligible for competition from the time they are classified until the end of the tenth calendar year of competition of the latest model year listed on the specification line.* Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments. Current model year cars will be eligible for classification consideration if they are available to the general public through the normal dealer network by March 1st of the model year.

Item 4. Effective 11/1/07: Reclassify the SSB 2002-06 Nissan Sentra SER to SSC at 3,000 lbs.

Improved Touring

Item 1. Effective 1/1/08: Change section 9.1.3.D.1.a.6 and add a new section 7 as follows:

6. ~~Fuel injected cars may alter or replace the engine management computer, or ECU, provided that all modifications are done within the original OEM ECU housing. Only the stock (unmodified) OEM ECU connection to the wiring harness may be used. The allowance to modify the ECU in no way permits the addition of wiring, sensors, or piggybacked computers outside of the OEM ECU housing. The stock (unmodified) wiring harness must be used. The installation of a resistor is allowed between the sensor and the OEM wiring harness. Adjustable fuel pressure regulators are permitted.~~

The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

7. Wires and connectors in the engine wiring harness may be modified or replaced.

American Sedan

Item 1. Effective 11/1/07: Add a new section g to 9.1.6.D.2 as follows:

g. Any mechanical (non-electrical) water pump may be used provided it is mounted in the original position.

Item 2. Effective 11/1/07: Add the following after the sixth sentence of section 9.1.6.D.7.b:

Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by panels of an alternate material. These covers shall be of the same contour as the original lens.

Item 3. Effective 11/1/07: Add the following sentence to section 9.1.6.D.8.m:

Windshield wipers, motors, arms and brackets may be removed or replaced.

Production

Item 1. Effective 11/1/07: Reclassify the GP 1988-91 Honda Civic 1.5 and 1988-91 Honda CRX 1.5 to HP at 1,900 lbs.

Item 2. Effective 11/1/07: Reclassify the EP 1992-95 Honda Civic EX VTEC to FP at 1,950 lbs.

Item 3. The Production advisory committee and rewrite group present the following revision of the PCS. The intent of the revision was to simplify and clarify the rules without changing the core meanings. Although not considered to be a rule change the CRB requests input from the Production community on the revision to ensure the spirit of the rules are captured properly.

9.1.5. PRODUCTION CATEGORY

A. Philosophy

The Production category exists to provide the membership with an opportunity to compete in series produced cars. While a Production car retains many **stock components**, the current rules allow for high performance **modifications** to enhance the safety, power and handling of the car. Production cars are specified at two levels of preparation, Level 1 (Full Prep) and Level 2 (Limited Prep). The commitment for the future of Production is to the Level 2 formula. Every aspect of a car being classed will be considered. The normal criteria for consideration are, but not limited to: **engine** size and configuration, horsepower potential, driveline **components**, brakes, car weight, **suspension** configuration, **wheels**, and **body** style. Any car with an aspect or aspects that the Club Racing Board feels has fallen outside the current classes and cars classed, can be excluded from one or all of the current Production classes. The Club can alter **specifications** to equate the competition potential of each car in its modified form.

B. Classification

The Club will use the following guidelines when determining a car's suitability for classification in the Production category:

1. Production cars are specified at two levels, Level 1 and Level 2. Cars can be specified at either level or a combination of both.

2. Classification will be based on the **specifications** of the base model of the car, as it was delivered for sale in the United States.

3. Cars submitted for new classification in the Production Category must be series produced in quantities of no less than 3000 within a twelve month period.

C. Specifications

The SCCA will publish Production Car **Specifications** (PCS) each year. The PCS will contain the **specifications** for each car eligible to compete in the Production Category for that calendar year.

1. Each line of the PCS will list the make, model(s), level of **drive train** and **suspension**/**steering** preparation, along

with all other car specific **specifications**.

2. Cars can be updated or backdated within the **specifications** for the makes and models listed on the same **specification** line of the PCS.

3. The use of non **stock components may be permitted**. Non **stock components** can be permitted to equate competition potential.

4. Track specifications will be set at 103% of the car's **stock track** plus 2.5 inches.

D. Interpretation

1. An **addition**, **modification**, **substitution** or **removal**, must not be made unless specifically authorized.

2. An authorized **addition**, **modification**, **substitution** or **removal** can not perform a prohibited function. An authorized **addition**, **modification**, **substitution** or **removal** of one **component** does not permit the **addition**, **modification**, **substitution** or **removal** of any other **component** unless the **addition**, **modification**, **substitution** or **removal** is specifically authorized.

3. The levels of preparation on the cars **specification** line are the only levels that apply to that car. Authorized **modifications** in one level of preparation can not be used to determine or justify authorized **modifications** in another level of preparation.

4. The entrant of a car prepared to any of the level 2 **specifications**, must be in possession of a factory workshop manual at all competitions.

5. When the PCS refers to a **component** as being unrestricted, this permits the **addition**, **modification**, **substitution** or **removal** of that **component**.

6. A rule that pertains to a specific **component** supersedes a general rule that might otherwise apply.

7. If any word is used in the Production car **specifications** is defined in the technical glossary of the GCR, it will be interpreted as defined. Terms with corresponding glossary definitions are bold highlighted throughout the PCS. Note – the glossary will be forthcoming.

E. Authorized Modifications

1. Drive Train Level 1

a. **Drive Train Component Modification**

1. **Stock** and permitted alternate **components** of the **drive train** can be modified by any mechanical or chemical means. **Modification** of a **drive train component** does not permit relocation of that **component**.

2. No material or mechanical **extension** can be added to any **stock** or alternate **component**, unless specifically authorized by these rules. **Repairs** to a **stock** or alternate **component** are permitted, provided the **repair** serves no prohibited function.

3. **Stock** and permitted alternate **components** of the **drive train** can have thermal barrier and friction altering coatings applied.

b. **Induction System**

1. All inducted air must pass through the **venturi(s)** of the car's **carburetor(s)**. On cars where the use of one (1) 40 DCN, DCNF, IDF **carburetor** is required, can fit one (1) of the following permitted optional **carburetors**:

1. Weber 32 DGV/DGAV/DGEV
2. Weber 32/36 DGV/DGAV/DGEV
3. Weber 32/36 DFV/DFAV/DFEV
4. Weber 34 DAT/DATR/DATRA/DMTR
5. Holley-Weber 5200.

Where Weber **carburetors** are specified, Weber type **carburetors** can be **substituted**. The following are permitted Weber type **carburetors**:

1. Solex
2. SK
3. Mikuni
4. Delorto
5. Berg
6. PMO

2. **Stock** or permitted alternate sidedraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot create a plenum or change the **carburetor(s) orientation**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.

3. **Stock** or permitted alternate downdraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot change the **carburetor(s) orientation**. Adaptors and spacers can have a **bore** larger than the throttle **bore** of the **stock** or permitted alternate **carburetor(s)**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.

4. Car's permitted to utilize **fuel injection**, must use the **stock manifold** and **throttle body**. The **throttle body bore** size must remain **stock**. The **throttle body** can be ported and **polished**. The number of **injection nozzles** must remain the same as **stock**. The mounting position and injection point of the **injection nozzle** must be **stock**. The **stock** type of **fuel injection** must be maintained (electronic, mechanical, electro-mechanical). The **fuel injection system** is otherwise unrestricted.

5. All carburetors must retain the **stock** method of fuel distribution. Utilization or **modification** of a carburetor's **components** to effect an annular discharge configuration is prohibited.

6. **Air cleaners**, **velocity stacks**, air supply **ducts** and **cold air boxes** are unrestricted.

7. **Stock** or permitted alternate **intake manifold(s)** can be ported and **polished**. It/they can be cut apart to facilitate this work. When the **manifold** is re-welded, the external dimensions of the **manifold** must remain unchanged from **stock**.

8. No portion of the **intake manifold(s)** can extend into the **inlet ports** of the cylinder head or **rotary engine** end plate. No **modification** of the cylinder head or end plate is allowed when fitting a permitted alternate **intake manifold**. Port to port **balance pipes** or tubes in all **intake manifolds** can be plugged or restricted.

9. The **accelerator pedal** and **linkage** to the **throttle butterfly** is unrestricted. Electric throttle control is prohibited unless fitted as **stock**. Two spring loaded **systems** of positive throttle closure are strongly recommended.

c. **Fuel pumps**, lines, filters, and pressure regulators are unrestricted, provided no **component** serves any fuel cooling purpose. **Fuel lines** can pass through the driver/passenger compartment. If a mechanical pump is **removed**, a blanking plate can be used to cover the **stock** opening.

d. Emission system **components**, control devices, associated lines, nozzles and wiring must be **removed** and any resultant holes plugged. The plugs must serve no other purpose.

e. Cylinder Head

1. Porting, **polishing**, and machining within the limits of Production Car Rule E.1.a.1 E.1.a.2., is permitted. **Valve guides** and **valve seats** are unrestricted.

2. If the **stock fuel injection** is **removed** and **carburetors** are utilized, the **stock fuel injection** ports in the cylinder head must be plugged. The plugs must serve no other purpose.

3. The cylinder head can be machined to utilize **o-rings** to replace or supplement the cylinder head **gasket**.

4. Holes resulting from the **removal** of **EGR valves** and air nozzles must be plugged. The plugs must serve no other purpose.

f. **Camshaft** and **Valve Gear**

1. **Camshafts** are unrestricted. Any lifters, **tappets** or cam followers of the same type and diameter as **stock** are permitted. The interchange of hydraulic and solid lifters is permitted.

2. Camshaft timing chains, **gears**, belts, and **sprockets** are unrestricted provided that they are of the same type and outside diameter as fitted **stock**. Single row or double row camshaft timing chains can be used. **Adjustable timing gears** are permitted.

3. A timing chain/belt tensioner can be added to an **engine** where a tensioner is not fitted as **stock**, provided that it acts upon the portion of the chain/belt that travels from the final cam **sprocket**/**gear** to the **crankshaft**. The **timing belt** cover can be **removed**.

4. Any **metal valves** meeting the specified head diameter can be used. Any **valve springs** of the same type as **stock** can be used. **Valve retainers**, lash pads, **valve keepers**, **seals** and adjustment shims are unrestricted.

5. **Pushrods**, **valve rocker arms**, shafts and attendant assemblies are unrestricted.

g. **Block** and Cylinders

1. The **block** can be rebored no more than 1.2mm (.0472 in) larger than the maximum dimension given on the **specification** line for that make, model, and **displacement**. A cylinder **block** from any model from the same manufacturer, which is of the same material and dimensionally identical throughout, except for non-critical **bosses**, is permitted. **Oil passages** can be re-routed, enlarged, restricted or plugged.

2. Cylinders or **cylinder sleeves** of any material can be fitted to the **block**.

3. C**rankshaft main bearing caps** and **main bearing cap** bolts are unrestricted.

4. The **block** can be machined to utilize **o-rings** to replace or supplement a cylinder head **gasket**.

5. **Crankshaft** oil **seal(s)** are unrestricted.

h. **Pistons** and **Connecting Rods**

1. **Pistons**, pins, clips and/or pin retainers and **piston rings** are unrestricted. **Pistons** must be constructed of **metal**.

2. Alternate **ferrous connecting rods** of the same crank pin center to the piston pin center dimension as **stock** are permitted.

3. **Connecting rod** bolts and nuts are unrestricted.

i. **Crankshaft** and **Flywheel**

1. An alternate **crankshaft** is permitted. The crankshaft must be constructed of **ferrous** material, and must have the same **stroke** as **stock**. Journal diameters can be a maximum undersize of 0.045 from **stock** diameter. The crankshaft must retain the **stock** throw angles and **firing order**.

2. The direction of **crankshaft** rotation must remain **stock**.

3. External **Crankshaft vibration dampeners** are unrestricted.

4. Any **flywheel** of the same diameter as the **stock** can be used, provided it attaches to the standard or permitted alternate **crankshaft** at the **stock** location. **Additional fasteners** can be used. The diameter of the **flywheel** includes the diameter of the **starter ring**. Cars that are permitted a specific alternate **transmission** on the **specification** line can use the **stock** diameter **flywheel** for that alternate **transmission**.

5. **Clutch** assemblies, clutch linkage and release bearings are unrestricted. Carbon **clutch components** are prohibited.

j. Oiling **System**

1. Any mechanically driven **oil pump** can be used. Chassis **components** can be modified to allow installation of the **oil pump**. **Dry sump systems** are permitted. The **dry sump** tank must be mounted within the **bodywork**.

2. The **Oil pan**/sump, **scraper(s)**, **baffle(**s), **windage tray(s)**, oil pickup(s), pressure accumulator(s) and **oil filter(s)** are unrestricted. The filter(s) and pressure accumulator(s) must be securely mounted within the **bodywork**. **Oil lines** are unrestricted. **Oil Lines** can pass through the driver/passenger compartment.

3. **Breather vents** are unrestricted.

4. No part of the oiling **system** can be connected to the **exhaust system**.

k. Electrical **System**

1. The use of any driver operated electric **starter** is permitted. The **starter** must be installed in the same general location as the **stock starter**. The **starter** must be mounted on the same side of the **flywheel** and **engine**

as **stock**.

2. **Ignition systems** are unrestricted. **Magneto ignition systems** are prohibited. If the distributor is **removed** a blanking plate can be fitted in its place. **Components** that allow the incremental adjustment of ignition timing by the driver during competition are prohibited.

3. The **generator** or **alternator** is unrestricted. If a **generator** or **altenator** is used it must be mounted in the same general location as **stock**.

4. **Batteries** are unrestricted.

5. All other **components** of the electrical **system** are unrestricted.

l. **Exhaust System**

1. The exhaust **header** and **exhaust system** is unrestricted. **Floor pans** can be altered only to recess **mufflers**. No **modifications** can be made to the **bodywork** to fit any other part of the **exhaust system**.

m. Other **Engine Components**

1. The use of alternate **engine components** which are normally expendable and considered replacement parts, such as **fasteners**, **gaskets**, **seals**, **bearings**, water pumps, etc., is permitted. Electrically driven water pumps are prohibited.

2. **Bushings** can be installed where none are fitted as **stock**, provided they are **concentric**, and that the **centerline** of the bushed part is not changed.

3. The **addition** of alignment aides, such as dowels, bolts or keys can be added to **engine components**.

4. Other than the limitations in 9.1.5.E.1.f.2, **engine** drive **pulleys** are unrestricted.

5. **Engine steady bars** are unrestricted.

6. **Engine mounts** of alternate design and/or material can be used, but there can be no change to the **engine's** fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. **Engine mounts** must attach to the **engine** in their **stock** location.

n. **Transmission**

1. The **Transmission** is unrestricted, providing that it is fit in the same basic location as **stock**. Sequential shifting **transmissions** are prohibited. Pneumatic, hydraulic or electric actuation of the **gear** shift mechanism is prohibited.

2. All **transmissions** must have a reverse **gear** that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver operated device for locking out the reverse **gear** can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.

3. Shift **linkage** is unrestricted. The shift **linkage** opening in the transmission tunnel or tunnel cover can be modified to allow the installation of the alternate shift **linkage**.

4. The **transmission** tunnel and tunnel cover can be altered to allow the installation of an alternate **transmission** and/or **drive shaft**. Cars equipped with a removable **transmission** tunnel cover as **stock** can **substitute** the **stock transmission** tunnel cover with one of an alternate material.

o. **Final Drive**

1. **Driveshaft(s)** are unrestricted.

2. **Final drive ratio** is unrestricted.

3. Internal **differential components** are unrestricted. Electric control of the **differential** is prohibited.

4. **Substitution** of the **differential housing** is only permitted on front **engine**/front drive or rear **engine**/rear drive cars through the use of an alternate **transaxle**.

5. **Axle shafts**, **bearings**, **bearing carriers**, **hubs**, and **universal joints**/CV joints are unrestricted.

6. **Transverse engine** cars can rotate the **engine** about the **crankshaft centerline** to align **axle shafts**/**constant velocity joints**. On rear **engine**/rear drive cars the **engine**/**drive train** can be relocated vertically upward, to a

maximum of one inch, to allow alignment of **suspension** and driveline **components**.

2. Drive Train Level 2

a. Drive train Component Modification

1. **Stock** and permitted alternate **components** of the **drive train** can be modified by any mechanical or chemical means. **Modification** of a **drive train component** does not permit relocation of that **component**.

2. No material or mechanical **extension** can be added to any **stock** or alternate **component** unless specifically authorized by these rules. **Repairs** to a **stock** or alternate **component** are permitted provided the **repair** serves no prohibited function.

3. **Stock** and permitted alternate **components** of the **drive train** can have thermal barrier and friction altering coatings applied.

b. Induction System

1. All inducted air must pass through the **venturi(s)** of the cars **carburetor(s)**. All single carbureted cars may fit a permitted optional **carburetor**. Permitted optional **carburetors** are:

1. Weber 32 DGV/DGAV/DGEV
2. Weber 32/36 DGV/DGAV/DGEV
3. Weber 32/36 DFV/DFAV/DFEV
4. Weber 34 DAT/DATR/DATRA/DMTR
5. Holley-Weber 5200

The **stock** or permitted alternate **carburetor** must not be modified. **Carburetor jets needles**, **metering rods** and needle valves are unrestricted. **Choke** mechanisms, plates, rods, and actuating cables, wires, or hoses can be **removed**. The number of **carburetors** must not be changed from **stock**.

2. **Stock** or permitted alternate sidedraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot create a plenum or change the **carburetor(s) orientation**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.

3. **Stock** or permitted alternate downdraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot change the **carburetor(s) orientation**. Adaptors and spacers can have a **bore** larger than the throttle **bore** of the **stock** or permitted alternate **carburetor(s)**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.

4. Fuel Injection: All inducted air must pass through the **throttle body** and be subject to control by the throttle butterfly. The **stock throttle body** casting/housing must be retained. The inside dimensions of the **throttle body** casting/housing and all dimensions of the throttle butterfly must remain **stock**. The throttle butterfly shaft must not be relocated. The outside diameter of the portion of the throttle butterfly shaft located in the **throttle body** bore must be no smaller than **stock**. The contour of the interface between the throttle butterfly shaft and the butterfly must remain **stock**. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain **stock**. The mounting position and injection point must be **stock**. The original type of fuel injection must be maintained (electronic, mechanical, electro-mechanical). In all other respects the fuel injection system is unrestricted.

5. All carburetors must retain the **stock** method of fuel distribution. Utilization or **modification** of a carburetor's **components** to effect an annular discharge configuration is prohibited.

6. **Air cleaners**, **velocity stacks**, air supply **ducts** and **cold air boxes** are unrestricted.

7. The **intake manifold** may be port matched on the port mating surface to a depth of no more than one inch. **Balance pipes** or tubes on all **intake manifolds** can be plugged or restricted. The **intake manifold** can not otherwise be modified.

8. The **accelerator pedal** and **linkage** to the **throttle butterfly** is unrestricted. Electric throttle control is prohibited unless fitted as **stock**. Two spring loaded **systems** of positive throttle closure are strongly recommended.

c. **Fuel pumps**, lines, filters, and pressure regulators are unrestricted, provided no **component** serves any fuel cooling purpose. **Fuel lines** can pass through the driver/passenger compartment. If a mechanical pump is **removed**, a blanking plate can be used to cover the **stock** opening.

d. Emission system **components**, control devices, associated lines, nozzles and wiring must be **removed** and any resultant holes plugged. The plugs must serve no other purpose.

e. The Cylinder Head can only be modified:

1. To install an alternate **camshaft**, and/or adjustable cam **gears**.

2. To port match on the port mating surface to a depth of no more than one inch.

3. To facilitate the installation of permitted alternate **components**, provided the **modification** serves no other function.

4. To achieve the maximum specified **compression ratio** by the machining of the deck surface.

5. To completely plug the holes resulting from the **removal** of **EGR valves** and air nozzles. The plugs must serve no other purpose.

6. To completely plug the **stock fuel injection** ports in the cylinder head, if the **stock fuel injection** is **removed** and **carburetors** are utilized. The plugs must serve no other purpose.

7. To utilize **O-rings** to replace or supplement a cylinder head **gasket**.

8. To fit **valve seats**. **Valve seats** are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.

f. **Camshaft** and **Valve Gear**

1. **Camshafts** are unrestricted. Any lifters, **tappets** or cam followers of the same type and diameter as **stock** are permitted. The interchange of hydraulic and solid lifters is permitted.

2. Camshaft timing chains, **gears**, belts, and **sprockets** are unrestricted provided that they are of the same type, and outside diameter as fitted **stock**. Single row or double row timing chains can be used. **Adjustable timing gears** are permitted.

3. A timing chain/belt tensioner can be added to an **engine** where a tensioner is not fitted as **stock**, provided that it acts upon the portion of the chain/belt that travels from the final cam **sprocket**/**gear** to the **crankshaft**. The **timing belt** cover can be **removed**.

4. Any **ferrous** or stainless steel material **valves** meeting the specified head and **stock** stem diameter can be used. Any **ferrous valve springs** of the same type as **stock**, can be used. **Valve retainers** lash Pads, **valve keepers**, **seals** and adjustment shims are unrestricted. Any **ferrous Valve keepers**, **valve springs**, and **shims** can be used.

5. **Pushrods**, **valve rocker arms**, shafts and attendant assemblies are unrestricted.

6. **Valve guide** material is unrestricted, but must have **stock** external dimensions.

7. Where maximum valve lift is specified, valve lift is measured at the **valve** with zero lash or clearance.

g. **Block** and Cylinders

1. The **block** can be rebored no more than 1.2mm (.0472 in) larger than the maximum dimension given on the **specification** line for that make, model, and **displacement**. A cylinder **block** from any model from the same manufacturer, which is of the same material and dimensionally identical throughout, except for non-critical **bosses**, is permitted. **Oil passages** can be re-routed, enlarged, restricted or plugged.

2. Cylinders or **cylinder sleeves** of any material can be fitted to the **block.**

3. C**rankshaft main bearing caps** and **main bearing cap** bolts are unrestricted.

4. The **block** can be machined to utilize **o-rings** to replace or supplement a cylinder head **gasket**.

5. **Crankshaft** oil **seal(s)** are unrestricted.

h. **Pistons** and **Connecting Rods**

1. **Pistons**, pins, clips and/or pin retainers and **piston rings** are unrestricted. **Pistons** must be constructed of **metal**.

2. **Stock connecting rods** are required, but can be lightened and **balanced.**

3. **Connecting rod** bolts and nuts are unrestricted.

i. **Crankshaft** and **Flywheel**

1. **Stock crankshafts** are required. The **Crankshaft** can be lightened and **balanced**. Journal diameters can be a maximum undersize of 0.045 from **stock** diameter.

2. The direction of the **crankshaft** rotation must remain **stock**.

3. The use of any external **crankshaft vibration dampener** is permitted.

4. Any **flywheel** of the same diameter as the **stock** can be used, provided it attaches to the standard or permitted alternate **crankshaft** at the **stock** location. **Additional fasteners** can be used. The diameter of the **flywheel** includes the diameter of the **starter ring**. Cars that are permitted a specific alternate **transmission** on the **specification** line can use the **stock** diameter **flywheel** for that alternate **transmission**.

5. **Clutch** assemblies, clutch linkage and release bearings are unrestricted. Carbon **clutch components** are prohibited.

j. Oiling **System**

1. Any mechanically driven **oil pump** can be used. Chassis **components** can be modified to allow installation of the **oil pump**. **Dry sump systems** are prohibited.

2. The **Oil pan**/sump, **scraper(s)**, **baffle(**s), **windage tray(s)**, oil pickup(s), pressure accumulator(s) and **oil filter(s)** are unrestricted. The filter(s) and pressure accumulator(s) must be securely mounted within the **bodywork**. **Oil lines** are unrestricted. **Oil Lines** can pass through the driver/passenger compartment.

3. **Breather vents** are unrestricted.

4. No part of the oiling **system** can be connected to the **exhaust system**.

k. Electrical **System**

1. The use of any driver operated electric **starter** is permitted. The **starter** must be installed in the same general location as the **stock starter**. The **starter** must be mounted on the same side of the **flywheel** and **engine** as **stock**.

2. **Ignition systems** are unrestricted. **Magneto ignition systems** are prohibited. If the distributor is **removed** a blanking plate can be fitted in its place. **Components** that allow the incremental adjustment of ignition timing by the driver during competition are prohibited.

3. The **generator** or **alternator** is unrestricted. If a **generator** or **altenator** is used it must be mounted in the same general location as **stock**.

4. **Batteries** are unrestricted.

5. All other **components** of the electrical **system** are unrestricted.

l. **Exhaust System**

1. The exhaust **header** and **exhaust system** is unrestricted. **Floor pans** can be altered only to recess **mufflers**. No **modifications** can be made to the **bodywork** to fit any other part of the **exhaust system**.

m. Other **Engine Components**

1. The use of alternate **engine components** which are normally expendable and considered replacement parts, such as **fasteners**, **gaskets**, **seals**, **bearings**, water pumps, etc., is permitted. Electrically driven water pumps are prohibited.

2. **Bushings** can be installed where none are fitted as **stock**, provided they are **concentric**, and that the **centerline** of the bushed part is not changed.

3. The **addition** of alignment aides, such as dowels, bolts or keys can be added to **engine components**.

4. Other than the limitations in 9.1.5.E.1.f.2, **engine** drive **pulleys** are unrestricted.

5. **Engine steady bars** are unrestricted.

6. **Engine mounts** of alternate design and/or material can be used, but there can be no change to the **engine's** fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. **Engine mounts** must attach to the **engine** in their **stock** location.

n. **Transmission**

1. The **Transmission** is unrestricted, providing that it is fit in the same basic location as **stock**. Sequential shifting **transmissions** are prohibited. Pneumatic, hydraulic or electric actuation of the **gear** shift mechanism is prohibited.

2. All **transmissions** must have a reverse **gear** that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver operated device for locking out the reverse **gear** can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.

3. Shift **linkage** is unrestricted. The shift **linkage** opening in the transmission tunnel or tunnel cover can be modified to allow the installation of the alternate shift **linkage**.

4. The **transmission** tunnel and tunnel cover can be altered to allow the installation of an alternate **transmission** and/or **drive shaft**. Cars equipped with a removable **transmission** tunnel cover as **stock**, can **substitute** the **stock transmission** tunnel cover with one of an alternate material.

5. There is no weight penalty for the use of a **stock transmission** utilizing **stock** case, **gear ratios** and synchromesh style **gear** engagement. An alternate **transmission** that uses **stock** type, circular, beveled **synchronizers**, imposes a 2.5% weight penalty. An alternate **transmission** that uses a **gear** engagement mechanism different than **stock** type, circular, beveled **synchronizers** imposes a 5% weight penalty.

o. **Final Drive**

1. **Drive shaft(s)** are unrestricted.

2. **Final drive ratio** is unrestricted.

3. Internal **differential components** are unrestricted. Electric control of the **differential** is prohibited.

4. **Substitution** of the **differential housing** is only permitted on front **engine**/front drive or rear **engine**/rear drive cars through the use of an alternate **transaxle**.

5. **Axle shafts**, **bearings**, **bearing carriers**, **hubs**, and **universal joints**/CV joints are unrestricted.

6. **Transverse engine** cars can rotate the **engine** about the **crankshaft centerline** to align **axle shafts**/**constant velocity joints**. On rear **engine**/rear drive cars the **engine**/**drive train** can be relocated vertically upward, to a maximum of one inch, to allow alignment of **suspension** and driveline **components**.

3. **Drive Train Rotary Engine Level 2**

a. **Modifications**

1. The capacity of the **working chambers** must not be changed from **stock**.

2. The **eccentric shaft** can be replaced with another made from a **ferrous** material, but no changes in the eccentricity of journal dimensions are permitted.

3. **Rotary engine rotors** are unrestricted.

4. Street Porting of the **engine** only. Bridge porting, peripheral porting, and eyelash porting are prohibited. Contact SCCA National Office for details of Street porting.

5. **Modification** of the water jacket in the area of the **spark plug**, for cooling purposes is permitted.

4. **Suspension and Steering Level 1**

a. The **stock system** of **suspension**, e.g., live axle, swing axle, **McPherson strut**, A-arm, etc. must be retained.

b. **Ride height** is unrestricted.

c. Bolt on **suspension cross members/sub-frames** are unrestricted.

d. **Suspension pickup/pivot points** are unrestricted. **Suspension Components** including **anti-roll bars**, **camber compensating** devices, **panhard rods**, **watts linkage** and **suspension stabilizers** are unrestricted. These **components** can pass through any portion of the car with the exception of exterior **body work**. If these **components** extend into the driver/passenger/**trunk** compartments, they must be covered with **metal** panels.

e. **Suspension bushings**, **bearings** and **ball joints** are unrestricted.

f. Springs and **Shock Absorbers**

1. Any springs or **torsion bars** can be used, provided the quantity of these items remains as **stock**. The location and **attachment points** of springs and **torsion bars** are unrestricted. Spacers/lowering blocks can be used between leaf springs and the **axle housing**. The use of **tender springs** is permitted, provided the **tender springs** are completely compressed when the car is at static **ride height**. Static **ride height** will be determined with the driver seated in the normal driving position.

2. **Shock absorbers** and **McPherson struts**/**Chapman struts** are unrestricted. All cars can fit **coil-over** type springs with tubular, load bearing **shock absorbers** or struts. Such items must not exceed one spring and shock/strut per **wheel**.

A. **Attachment points** for the **shock absorbers** and **McPherson struts**/**Chapman struts** are unrestricted. Rear **attachment points** can be located in the driver/passenger/**trunk** compartment, but must be covered with **metal** panels.

B. When lever shocks are replaced with tubular shocks, the entire shock assembly can be replaced with a link and bracket that performs the control function.

C. **Bump stops** and bracketry are unrestricted.

D. No shock absorber, **McPherson struts**/**Chapman struts** can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.

3. Rockers, **rocker arms**, push and/or pull rods are prohibited.

g. **Steering**

1. The **stock steering system** must be retained e.g. **rack and pinion**, reciprocating ball, **worm and sector**. The **steering system** can be relocated.

2. **Steering system components** are unrestricted.

3. The **steering column** is unrestricted. A collapsible type **steering column** is strongly recommended. The driver's normal seated position must not be relocated.

4. Cars equipped with **power steering** as standard equipment can **modify**, **substitute**, disable and/or **remove** the power pump, related hoses and mounting brackets.

5. Suspension and Steering Level 2

a. **Ride height** is unrestricted.

b. **Suspension Components**

1. **Suspension control arms** are unrestricted, provided the quantity of these items remains as **stock**.

2. **Suspension bushings**, **bearings** and **ball joints** are unrestricted.

3. Any **anti-roll bar(s)** and rear axle **traction bar(s)**, rear axle **panhard rod** and **watts linkage** can be added or **substitute**d, 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.

4. When a cars **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.

5. **Bump stops** and bracketry are unrestricted.

c. **Suspension** Mounting Points

1. Cars equipped with a **McPherson strut**/**Chapman strut suspension** can adjust **camber** and **caster** at the

upper strut mounting point. The upper strut mounting point must remain on **stock** chassis structure. Slotted adjusting plates at the upper mounting point are permitted. The slotted plates must be located on the **stock** chassis structure. Material can be **removed** or added to the top of the strut tower to facilitate installation of the slotted adjuster plate, provided it serves no other purpose.

2. All forms of **suspension** can adjust **camber** and **caster** by the use of shims.

3. Rear **independent suspension** mounting holes can be slotted within the limits of the **stock** structure for the sole purpose of **camber** and/or **toe** adjustment.

4. **Suspension cross member/sub frame** mounting **bushing** material is unrestricted.

5. **Suspension pickup/pivot axis points** can be reinforced but must remain in the **stock** location.

d. Springs and **Shock Absorbers**

1. Any springs or **torsion bars** can be used, provided the quantity and type of these items remains as **stock**. Springs and **torsion bars** must be installed in the **stock** location using the **stock system** of attachment. The use of **tender springs** is permitted, provided the **tender springs** are completely compressed when the car is at static **ride height**. Static **ride height** will be determined with the driver seated in the normal driving position.

2. **Shock absorbers** and **McPherson strut**/**Chapman struts** are unrestricted, provided the quantity and type (i.e. tube, lever, strut) of these items remains as fitted **stock**. **Shock absorbers** and **McPherson strut**/**Chapman struts** must be installed in the **stock** location using the **stock system** of attachment. The mounting of the remote reservoir of a **remote reservoir shock absorber** or **McPherson strut**/**Chapman struts** is unrestricted. No shock absorber, **McPherson struts**/**Chapman struts** can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.

3. Shackles or spacers/lowering blocks can be used with leaf springs to adjust **ride height**.

4. Spacers and threaded sleeves with adjustable spring seats can be used with coil springs. **Coil-over** threaded body shocks/struts are permitted if coil-over shocks/struts were fitted as **stock**.

5. **Bump stops** are unrestricted.

e. **Steering**

1. **Steering system components** can be reinforced by the **addition** of material and/or the **addition** of support to the **stock component**.

2 **Bushings** locating or retaining any **steering system components** can be replaced by **bushings** of any material. The alternate **bushing** can not relocate the **component** it retains.

3. The outer **tie rod** end can be replaced by a **rod end**. The **rod end** can be coupled to the **steering system** by a rod or threaded tube of unrestricted origin and material. The tapered hole in the **steering arm** on the outboard side of the **tie rod** (**rod end**) can be drilled or reamed to allow a bolt to be used to retain the **rod end** to the **steering arm**. The **rod end** can be moved up or down by the installation of spacers for the sole purpose of reducing **bump steer**.

4. The **steering column** is unrestricted. A collapsible type **steering column** is strongly recommended. The driver's normal seated position must not be relocated.

5. Cars equipped with **power steering** as standard equipment can **modify**, **substitute**, disable and/or **remove** the power pump, related hoses and mounting brackets.

6. Cooling System Level 1 and 2

a. Water **radiators** are unrestricted. The **radiator** must be installed in approximately the same the location as **stock**. There can be no **modifications** to the body, chassis, or internal structure of the car to accommodate the **radiator**, other than mounting brackets and attachment **fasteners**. A separate **cooling system expansion tank** can be mounted in the **engine compartment**. Coolant lines can run through the driver/passenger compartment.

b. Coolant lines are unrestricted. Openings resulting from the **removal** of a coolant line can be plugged, the plugs must serve no other purpose. Internal cooling passages can be restricted or plugged, the plugs must serve no other purpose.

c. **Radiator Fans** are unrestricted. Electrically operated **fans** must be mounted within four (4) inches of the **radiator**.

d. **Radiator** Shroud

1. **Radiator** shrouds are unrestricted.

2. Sealing the area between the **radiator**, its shroud, any **fan(s),** and the **stock grille** opening is permitted. No alternate **radiator** shroud can extend behind the **radiator** further than the rear edge of the rearmost mounted **fan**. If no cooling **fan** is fitted, the alternate shroud must end at the rear most edge of the **radiator**.

e. Air cooled **engine** shrouding and **fans** are unrestricted.

f. **Thermostat** and **Thermostat** housings are unrestricted. **Thermostats** can be replaced with a **blanking sleeve** or restrictor.

g. Oil/**Lubricant** Coolers

1. **Engine**, **transmission**, and **differential** coolers are unrestricted. Coolers must be mounted completely within or under the **bodywork**, but can not be mounted in the driver/passenger compartment.

2. **Transmission** and **differential** cooler pumps are unrestricted.

3. Air **ducts** can be fitted to the cooler(s). No **Ducting** can extend forward of the most forward part of the front of the **body** or front **air dam**.

7. **Brakes Level 1 and 2**

a. **Stock calipers** must be retained. Cars fitted with integral **hat brake rotors** can convert to a two piece design **hat** and **brake rotor**. The alternate design **hat** must be made of **ferrous** or aluminum material. Alternate discs can be used, but must be made of **ferrous** material. Alternate drums can be used, but must be made of a **ferrous** or aluminum material. Alternate discs and drums must be the **stock** diameter, width and design. **Brake rotors** can not be cross drilled or slotted unless fitted as **stock**.

b. Cars fitted with rear drum brakes, can convert to rear disc brakes. When converting from rear drum brakes to rear **disc brakes**:

1. Rear **brake rotors** can be no larger in diameter than the largest permitted front **brake rotor**. Rear **brake rotors** must be solid and made of a **ferrous** material. Rear **brake rotors** can not be cross drilled or slotted.

2. Rear **brake rotor hats** can be made of a **ferrous** or aluminum material.

3. Rear **calipers** and mounting brackets are unrestricted but must be made of a **ferrous** or aluminum material.

The standard and alternate brake listings on a vehicle's specification line, does not prohibit a car that was fitted with rear drum brakes as **stock** from converting to rear disc brakes under this rule.

c. Dual **braking systems** are required. Any dual brake **master cylinder(s)** and pedal assembly can be fitted. **Pressure equalizing** and **proportioning valve** devices are unrestricted.

d. **Servo assists** are unrestricted.

e. Drum brake **wheel cylinders** are unrestricted.

f. **Brake pads** and **brake linings** are unrestricted.

g. Brake lines are unrestricted.

h. The **hand brake** and its operating mechanism can be **removed**.

i. Brake **Ducting**

1. Brake air **ducts** can be fitted.

2. The front brake **duct** inlet(s) must not extend to the side beyond the **centerlines** of the front **wheels**, or forward of the forward most part of the front of the **body** or front **air dam**.

3. Rear brake **duct** inlet(s) must face forward, they must be located no more than 24" forward of the rear axle **centerline** and must not extend to the side beyond the **centerlines** of the rear **wheels**.

4. **Backing plates** and **dust shields** are unrestricted.

8. Wheels and Tires Level 1 and 2

a. **Wheels**, **wheel spacers** and **wheel fans** are unrestricted

b. Spare tires and **wheels** must be **removed**.

9. Body/Structure Level 1 and 2

a. Modifications

1. The body, **unibody**, **frame and** their **components** can be lightened, provided that structural rigidity is not compromised to the point of requiring **additional** support. No non-**stock** openings can be created in the bodywork. The lightening of the cars structure can not create any openings into the **cockpit,** or from the **wheel well** to the **engine**/**trunk** compartments.

2. The **hood**, **hatchback**, deck lid and **fenders** can be replaced by **components** of an alternate material, provided their appearance remains **stock**. Factory bolt-on **fenders** can be replaced in their entirety. Cars with non-removable **fenders** can replace the front **fender** panels going forward from the foremost door opening and the rear **fender** panels going rearward from the rearmost door opening. Closed cars must not **remove stock** material above a horizontal line placed at the lowest point of the driver's **door window** opening.

3. The exterior contour of all **fenders** can be **flared**. The **fender** when viewed from the top perpendicular to the ground must cover the portion of the tire that contacts the ground while the car is at rest. No replacement **fender** or **fender flare** can alter the basic **body** configuration or change the **fender** openings size, location and shape when viewed from the side.

4. One piece front **body** sections are permitted only on cars manufactured in that **stock** configuration. One piece front **body** sections must retain inner **wheel wells** if fitted as **stock**. The inner **wheel wells** can be constructed of an alternate material.

5. **Wheel wells** can be altered, using the **stock** type of material, in order to provide clearance for tires and **wheels**. **Wheel well** alterations must not result in the creation of any **additional** openings between the **wheel well** and the **engine**, passenger and **trunk** compartments. Existing openings between the **wheel well** and these compartments can be covered but can not be enlarged. Non **metal wheel wells** can be **removed**. If the **removal** of the non **metal wheel well** creates an opening to the **engine**, passenger or **trunk** compartments the created openings must be covered.

6. Misalignment or **modification** of the **bodywork** to create **ventilation** where none existed **stock**, is prohibited. All **bodywork** must be completely closed and securely fastened while the car is in competition. The **hood** and deck lid hinges can be **removed**. The **hood** and deck lid must be securely fastened; the manner in which they are secured is unrestricted. Door hinges must be retained in their **stock** location. Door hinges must be functional but can be lightened. Doors must be securely fastened closed, provided they can be opened or **removed** quickly in an emergency situation. Door handles can be **removed** and any resultant holes must be covered. The cover must not change the **stock** exterior contour of the door.

7. **Bumpers** that are integrated into the front or rear **bodywork**, can be replaced by **replica components** of an alternate material. The energy absorbing bumper **components** behind the front or rear **bumper** cover can be **removed**. **Bumpers** which are not an integral part of the **body** can be **removed** or replaced by **components** of an alternate material, provided their appearance remains as **stock**. If a **bumper** is **removed**, all mounting bracketry which projects outside the **body** must also be **removed**. **Bumper** bracket holes in the **body** created by **removal** of a **bumper** can be covered provided the covering serves no other purpose.

8.

A. Open cars must **remove** the **windshield** glass, **door window** glass, **quarter window** glass, rear glass, vent glass, frames/channels and all mounting brackets. Window winding mechanisms can be **removed**. A replacement **windshield** must be installed. The replacement **windshield** must be fitted within the vertical planes of the front most and rear most elements of the **stock windshield** and frame. The replacement **windshield** must not exceed the height or width of the **stock windshield** and frame. Any portion of the **windshield** that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement **windshield** can be constructed of glass.

B. Closed cars can retain or replace the **stock** glass **windshield**. The replacement **windshield** must be constructed of a polycarbonate material with a minimum thickness of 6mm, and must be identical in size and **curvature** to the **stock** glass **windshield**. Replacement **windshields** must have a minimum of three inner supports to prevent the **windshield** from collapsing inward. Inner **windshield** supports must be a minimum of 0.75" by .125" straps of aluminum. The inner supports must be mounted a minimum of eight inches apart. Closed cars can replace the **rear window** with clear polycarbonate material having a minimum thickness of 3mm.

C. Closed cars can **remove** all **door window**, **quarter window** and vent window glass. Window winding mechanisms can be **removed**. **Door window**, vent window and **quarter window** frames/channels can be **removed**. **Door window** slots can be covered. Closed cars can install clear polycarbonate material having a minimum thickness of 3mm to replace the **rear, door,** vent and **quarter window** glass. The windows in the rear door of a 4 door car and **quarter windows** can be run in their **stock** open or closed position. **Ducts** can be installed in the **door**, vent and **quarter windows** or resultant **door window** openings, for the sole purpose of supplying cooling air to the driver.

D. **Targa type top** cars can be prepared to either closed car or open car **windshield** and **window specifications**.

E. All glass sunroof and T-top panels must be **removed**. The resulting opening(s) must be covered with panels of **stock** contour and of the same material as the **stock** surrounding roof structure. **Stock metal** sunroof and T-top panels may be either securely retained in the closed position or replaced with panels of **stock** contour and of the same material as the **stock** surrounding roof structure.

9. Air Dams: An air dam can be fitted to the front of the car. It must not protrude beyond the overall outline of the car as viewed from above, or extend aft of the forward most part of the front fender opening (cutout), and must not be mounted more than four inches above the horizontal centerline of the front wheel hubs. An intermediate mounting device can be used on cars whose front bodywork is above the four inch maximum. If the air dam covers any portion of the **stock** grille, an opening must be created in the air dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grille that would otherwise be covered. The height of the opening must be equal to or greater than the distance measured perpendicularly to the ground, between the lowest and highest point of the portion of the grille that would otherwise be covered. The opening in the air dam must be symmetrically aligned in both planes to the grille. Openings in the air dam are permitted for the purpose of ducting air to the brakes, radiator, and/or oil coolers. Openings can be cut in the front **valance** to allow the passage of up to a three inch duct or a rectangular or square duct with a maximum area of seven square inches leading to each front brake. These openings can serve no other purpose. When bumpers are used or when they are part of the bodywork, the air dam and bumper/replica bumper must appear to be two (2) separate **components**. The air dam can have no support or reinforcement extending aft of the forward most part of the front fender opening (cutout).

10. Glass and/or plastic headlight, front parking and **signal light** lenses and **bulbs** can be **removed**. All other lighting **components** can be **removed**. The headlight **bezels/rims** must remain in their **stock** locations. If the headlights are **removed**, openings behind the headlight **bezels/rims** must be covered with wire mesh screens or solid panels. These covers must be of the same or flatter contour as the **stock** headlight lenses.

A. Retractable or “pop up” headlight assemblies can be run in their open, partially opened, closed position or **removed** in their entirety. The openings created by the **removal** of the assembly must be covered with screens or panels. These covers must be the same or flatter contour as the **stock** assembly in its closed position, but need not retain any **bezels/rims**.

B. The openings created by the **removal** of front lighting **components**/assemblies, can be used to **duct** air to the **engine**, **radiator**, oil cooler(s), and front brakes. Holes for the **ducting** no larger than 7.25” in diameter can be cut in interior panels provided the holes are completely filled by the **ducts**.

C. **Side marker light** assemblies can be **removed** and the openings covered with a solid panel.

D. Cars that have plastic or glass **headlight covers** fitted as **stock**, must **remove** those covers and either replace them with duplicates of an alternate material mounted in the **stock** location or the covers can be **removed** to allow the **ducting** of air.

E. **Taillights** must be the **stock** type and mounted in the **stock** location.

11. Open cars must **remove** convertible, removable **tops** and all attaching bracketry and **fasteners**.

12. **Windshield** wiper **system** can be modified, **substituted** or **removed**. Holes created in the **body** by the **removal** of these **components** can be covered.

13. Radio antennas can be **removed**. Holes created in the **body** by the **removal** of the antenna can be covered.

14. Heater plenums that do not serve as a major part of the structure of the **firewall** can be **removed** or modified. Any resulting holes must be covered with **metal** panels.

15. Non-**metal floor pans** can be replaced with **metal floor pans** of a minimum .060” thickness. The **metal**

floor pan must have the same overall dimensions and be mounted in the same location as the **stock component**.

10. Driver/Passenger/Trunk Compartment Level 1 and 2

a. The driver's seat must be replaced with a one-piece racing seat. The driver's seat must be installed so that a second seat of the same dimensions could be simultaneously fitted to the passenger's side of the car (no center seating). All cars registered after July 1, 1985 must have the driver seated on the left when the car is viewed from the rear.

b. The **instrument panel**/**dashboard** and all contents are unrestricted. **Gauges/Instruments** are unrestricted.

c. **Modifications** can be made to the Driver/Passenger/**Trunk** compartment to permit the installation of required safety equipment and to improve driver comfort and driver control of the car. Covers for all equipment located in the driver/passenger compartment forward of the rear most portion of the door opening can not extend higher than six inches below the highest point of the door. The installation of a **dry sump** tank and cover that extends above six inches below the highest point of the door is permitted but must be located completely within 18" of the front **firewall** on front **engine** cars or within 18" of the rear **bulkhead** on rear **engine** cars and no higher than the cowl.

e. All interior **trim**, floor covering, upholstery panels and **stock** seats can be **removed**.

11. Safety Level 1 and 2

a. Fuel cells are required on all Production Category cars, unless the car uses a **stock** plastic (non-**metal**) fuel tank which installed in its **stock** location, has the centerline of the fuel tank located between the axle **centerlines** of the car and between the 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.

12. General preparation Level 1 and 2

a. **Fastener** items can be replaced by similar items performing the same fastening function(s).

b. Any paint scheme or markings meeting GCR **specifications** are permitted.

c. Two way radios are permitted. A hole can be created in the body to mount a radio antenna.

d. Fluids and Lubricants are unrestricted.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

Formula Continental – The CRB welcomes comments from the FC community about reducing the flywheel weight of the Pinto engine to 8.0 lbs (currently 14.5 lbs) to equalize the weight with the Zetec flywheel.

Sports Racer – The CRB has rescinded its recommendation to combine CSR and DSR due to member input.

Production – In conjunction with the Production rewrite, the CRB is seeking input from the Prod community on the following two options for level two (limited prep) suspensions.

OPTION A

5. Suspension and Steering Level 2

a. **Ride height** is unrestricted.

b. Suspension Components

1. **Suspension control arms** are unrestricted, provided the quantity of these items remains as **stock**.

2. **Suspension bushings**, **bearings** and **ball joints** are unrestricted.

3. Any **anti-roll bar(s)** and rear axle **traction bar(s)**, rear axle **panhard rod** and **watts linkage** can be added or **substitute**d, 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.

4. When a cars **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.

5. **Bump stops** and bracketry are unrestricted.

c. **Suspension** Mounting Points

1. Cars equipped with a **McPherson strut/Chapman strut suspension** can adjust **camber** and **caster** at the upper strut mounting point. The upper strut mounting point must remain on **stock** chassis structure. Slotted adjusting plates at the upper mounting point are permitted. The slotted plates must be located on the **stock** chassis structure. Material can be **removed** or added to the top of the strut tower to facilitate installation of the slotted adjuster plate, provided it serves no other purpose.

2. All forms of **suspension** can adjust **camber** and **caster** by the use of shims.

3. Rear **independent suspension** mounting holes can be slotted within the limits of the **stock** structure for the sole purpose of **camber** and/or **toe** adjustment.

4. **Suspension cross member/sub frame** mounting **bushing** material is unrestricted.

5. **Suspension pickup/pivot axis points** can be reinforced but must remain in the **stock** location.

d. Springs and **Shock Absorbers**

1. Any springs or **torsion bars** can be used, provided the quantity and type of these items remains as **stock**. Springs and **torsion bars** must be installed in the **stock** location using the **stock system** of attachment. The use of **tender springs** is permitted, provided the **tender springs** are completely compressed when the car is at static **ride height**. Static **ride height** will be determined with the driver seated in the normal driving position.

2. **Shock absorbers** are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted **stock**. **Shock absorbers** must be installed in the **stock** location using the **stock system** of attachment. The mounting of the remote reservoir of a **remote reservoir shock absorber** is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.

3. **Macpherson/chapman struts** must be installed in the **stock** location using the **stock system** of attachment. **Remote reservoir strut** dampeners are permitted. The mounting of the **remote reservoir** of a **remote reservoir Macpherson/chapman strut** is unrestricted. No **Macpherson/chapman strut** can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.

4.

A. **Macpherson/chapman strut** suspensions that are a two piece **spindle/bearing carrier** and bolt on dampner design, can replace the bolt on dampner portion of the **Macpherson/chapman strut** with any replacement dampner.

B. **Macpherson/chapman strut** suspensions that are a one piece **spindle/bearing carrier** and strut tube design, can **modify** the **stock** strut tube in order to fit a replacement dampner, coil spring and perch. The **spindle/bearing carrier** portion of the strut can be modified in order to fit an alternate strut tube and any replacement dampner. One piece design **Macpherson/chapman strut** suspensions can add material between the tube and **spindle/bearing carrier** portion of the strut for the sole purpose of strengthening the strut tube.

C. **Macpherson/chapman strut** suspensions that are a one piece **spindle/bearing carrier** and strut tube design that also incorporates an integral **steering arm** must retain the **stock steering arm** in its **stock** location.

D. **Macpherson/chapman struts** that are a **bearing carrier**, cannot **modify** or replace the **bearing carrier** under the unrestricted **bearing carrier** rule in section 9.1.5.E.2.o.5.

5. All types of suspensions can **modify** the brake caliper mounting portion of the **spindle/bearing carrier**, if necessary to fit an approved alternate brake **caliper**.

6. Shackles or spacers/lowering blocks can be used with leaf springs to adjust **ride height**.

7. Spacers and threaded sleeves with adjustable spring seats can be used with coil springs. **Coil-over** threaded body shocks/struts are permitted if coil-over shocks/struts were fitted as **stock**.

8. **Bump stops** are unrestricted.

e. **Steering**

1. **Steering system components** can be reinforced by the **addition** of material and/or the **addition** of support to the **stock component**.

2. **Bushings** locating or retaining any **steering system components** can be replaced by **bushings** of any material. The alternate **bushing** can not relocate the **component** it retains.

3. The outer **tie rod** end can be replaced by a **rod end**. The **rod end** can be coupled to the **steering system** by a rod or threaded tube of unrestricted origin and material. The tapered hole in the **steering arm** on the outboard side of the **tie rod** (**rod end**) can be drilled or reamed to allow a bolt to be used to retain the **rod end** to the **steering arm**. The **rod end** can be moved up or down by the installation of spacers for the sole purpose of reducing **bump steer**.

4. The **steering column** is unrestricted. A collapsible type **steering column** is strongly recommended. The driver's normal seated position must not be relocated.

5. Cars equipped with **power steering** as standard equipment can **modify**, **substitute**, disable and/or **remove** the power pump, related hoses and mounting brackets.

OPTION B

5. Suspension and Steering Level 2

a. **Ride height** is unrestricted.

b. Suspension Components

1. **Suspension control arms** are unrestricted, provided the quantity of these items remains as **stock**.

2. **Spindle/bearing carriers** on all suspensions are unrestricted.

3. **Suspension bushings**, **bearings** and **ball joints** are unrestricted.

4. Any **anti-roll bar(s)** and rear axle **traction bar(s)**, rear axle **panhard rod** and **watts linkage** can be added or **substitute**d, 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.

5. When a cars **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.

6. **Bump stops** and bracketry are unrestricted.

c. **Suspension** Mounting Points

1. Cars equipped with a **McPherson strut/Chapman strut suspension** can adjust **camber** and **caster** at the upper strut mounting point. The upper strut mounting point must remain on **stock** chassis structure. Slotted adjusting plates at the upper mounting point are permitted. The slotted plates must be located on the **stock** chassis structure. Material can be **removed** or added to the top of the strut tower to facilitate installation of the slotted adjuster plate, provided it serves no other purpose.

2. All forms of **suspension** can adjust **camber** and **caster** by the use of shims.

3. Rear **independent suspension** mounting holes can be slotted within the limits of the **stock** structure for the sole purpose of **camber** and/or **toe** adjustment.

4. **Suspension cross member/sub frame** mounting **bushing** material is unrestricted.

5. **Suspension pickup/pivot axis points** can be reinforced but must remain in the **stock** location.

d. Springs and **Shock Absorbers**

1. Any springs or **torsion bars** can be used, provided the quantity and type of these items remains as **stock**. Springs and **torsion bars** must be installed in the **stock** location using the **stock system** of attachment. The use of **tender springs** is permitted, provided the **tender springs** are completely compressed when the car is at static **ride height**. Static **ride height** will be determined with the driver seated in the normal driving position.

2. **Shock absorbers** are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted **stock**. **Shock absorbers** must be installed in the **stock** location using the **stock system** of attachment. The mounting of the remote reservoir of a **remote reservoir shock absorber** is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.

3. **Macpherson/chapman struts** must be installed in the **stock** location. **Remote reservoir strut** dampeners are per-

mitted. The mounting of the **remote reservoir** of a **remote reservoir Macpherson/chapman strut** is unrestricted. No **Macpherson/chapman strut** can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.

4.

A. **Macpherson/chapman struts** that are a two piece **spindle/bearing carrier** and bolt on dampner design are unrestricted.

B. **Macpherson/chapman struts** that are a one piece **spindle/bearing carrier** and strut tube design are unrestricted.

5. All types of suspensions can **modify** the brake caliper mounting portion of the **spindle/bearing carrier**, if necessary to fit an approved alternate brake **caliper**.

6. Shackles or spacers/lowering blocks can be used with leaf springs to adjust **ride height**.

7. Spacers and threaded sleeves with adjustable spring seats can be used with coil springs. **Coil-over** threaded body shocks/ **Macpherson/chapman struts** are permitted if coil-over shocks/ **Macpherson/chapman struts** were fitted as **stock**.

8. **Bump stops** are unrestricted.

e. **Steering**

1. **Steering system components** can be reinforced by the **addition** of material and/or the **addition** of support to the **stock component**.

2. **Bushings** locating or retaining any **steering system components** can be replaced by **bushings** of any material. The alternate **bushing** can not relocate the **component** it retains.

3. All types of suspensions that have an integral steering arm to the strut housing or **spindle/bearing carrier** can fit an unrestricted alternate steering arm.

4. The outer **tie rod** end can be replaced by a **rod end**. The **rod end** can be coupled to the **steering system** by a rod or threaded tube of unrestricted origin and material. The tapered hole in the **steering arm** on the outboard side of the **tie rod** (**rod end**) can be drilled or reamed to allow a bolt to be used to retain the **rod end** to the **steering arm**. The **rod end** can be moved up or down by the installation of spacers for the sole purpose of reducing **bump steer**.

5. The **steering column** is unrestricted. A collapsible type **steering column** is strongly recommended. The driver's normal seated position must not be relocated.

6. Cars equipped with **power steering** as standard equipment can **modify**, **substitute**, disable and/or **remove** the power pump, related hoses and mounting brackets.

NEW CAR CLASSIFICATIONS

T3 – Volkswagen GTI effective 1/1/08

REFERRED or TABLED

Improved Touring

1. ITA – Review the classification of the 1996 BMW Z3 1.9L (Breault). Tabled for further research.
2. ITA – Lower the weight of the Charger instead of reclassifying it (Ward). Tabled earlier this year for further research.

Production

1. HP – Add another .1 inch to the VW track (Barrack). Tabled for further research.
2. GP/HP – Classify limited prep motor/full prep chassis for the X1/9 (Brannon). Tabled for advisory committee input.

Touring/Showroom Stock

1. T2 – Allow the Lotus to upgrade the rear toe link (Hahn). Tabled for further research.
2. T2 – Allow the Elise and Exige an accusump (Lipperini). Tabled for receipt of parts per section 9.1.10.C7.
3. T2 – Allow an alternate model for the Scion TC (Lipperini). Tabled for advisory committee input.
4. T3 – Allow an alternate radiator, brake duct kit, and differential cooler kit on the Honda S2000 (Costello). Tabled for receipt of parts per section 9.1.10.C.7.

NOT RECOMMENDED

GCR

Allow alternate fuel cells (Coppola). The current specs are appropriate. We will continue to monitor the industry.

Formula/Sports Racer

F1000 – Allow manual cam chain tensioners (Conrad). There is no proven need.

Grand Touring

1. GT – Allow a heater core to be installed (Fonte). The rules are adequate as written.
2. GT2 – Reclassify the GT2 3498 cc Fiero to GT3 with additional weight (Hamann). The 3498 cc engine is outside the GT3 performance parameters.
3. GT3 – Allow slide throttles (Drummond). The GT category requires butterfly throttles.
4. GT3 – Allow the Porsche 914-6 a 15x8 rear wheel. The rule is adequate as written.

Improved Touring

1. IT – Further define "modified" (Dowd). The rule is clear as written.
2. IT – Clarify the engine and piston bore type (Bennett). The rule is clear as written.
3. ITS – Allow the 280ZX a hood and hatch constructed of alternate materials (Ira). Alternate body components are inconsistent with IT rules.
4. ITS – Allow an alternate control arm for the Porsche 944 (Capuano). Alternate control arms are not allowed in IT.
5. ITR – Reclassify the 1995-97 BMW M3 (Standridge). The car exceeds the performance parameters of ITR. The amount of ballast required to fit the car in ITR has been deemed excessive.

Production

1. FP – Reduce the weight of the 1984-87 Honda Civic/CRX to 1,800 lbs (Gillespie). We will continue to monitor the car's performance.
2. FP – Increase the choke size for the 1984-87 Honda Civic/CRX to 34 mm (Gillespie). We will continue to monitor the car's performance.

Touring/Showroom Stock

1. T – Allow all Touring cars to remove catalytic converters (Hermes). The involved classes are remarkably balanced and competitive with the present rules including cats. This matter remains tabled until a process is in place to assure that boosted cars do not have an unintended substantial advantage upon cat removal and revised computer tune.
2. T – Require turbo charged cars to maintain stock boost pressure (Hahn). The committee will continue to monitor the performance of turbo charged cars.
3. T2 – Reduce the Weight of the BMW 335CI to 3,500 lbs, and allow an alternate suspension kit on the BMW 335CI (Brecht). The car is competitive as specified.
4. T2 – Allow the Cadillac CTS-V a 285/30/18 tire, and reduce the minimum weights of the 2004 models to 3,890 lbs and the 2005 models up to 3,940 lbs (Buttermore). We wish to monitor the results of the recently approved suspension components.
5. T2 – Change the minimum weight of the Lotus Elise to 2,190 lbs (Hahn). The car is competitive as specified.
6. T2 – Reclassify the Mustang Mach 1 to T3 (Lipperini). The car is competitive as classified.
7. T3 – Allow an alternate bypass valve for the Mazdaspeed Miata (Lipperini/Hahn). Alternate components for the turbo charged system are not allowed in Touring.
8. T3 – Allow the alternate suspension parts for the Mustange GT (Lipperini). The car is competitive as specified.
9. T3 – Allow an engine damper on the Honda S2000 (Costello). Alternate engine dampers are not allowed in Touring.
10. T3 – Allow a baffled oil pan on the Honda S2000 (Costello). Alternate oil pans are not allowed in Touring.
11. SSB – Allow the Mini Cooper S a John Cooper Works front and rear suspension strut kit and front and rear springs (Porter). Aftermarket and non-OE optional parts are not allowed in SS. These parts would be considered if the membership supports allowing trunk kits for the SS classes.

12. SSB – Reduce the size of the Solstice tire (Porter). SS requires stock tires.

13. SSB – Slow the Pontiac Solstice more (Ellis/Fondakowski). The car is correctly specified.

14. SSB – Allow an accusump on the Toyota Celica GTS (Lipperini). Alternate engine components are not allowed in SS.

15. Allow the Mini Cooper S a limited slip differential (Porter). The LSD was not available on the 02-04 model years. We will continue to monitor the performance of the 05-06 year cars.

16. SSC – Reduce the weight of the Cobalt SS to 3,000 lbs (Pavageau). The car is competitive as specified.

17. SSC – Allow the 18x7 wheel option for the Scion (Lipperini). The car is correctly specified.

18. SSC – Allow the following for the Scion TC: a strut tie bar, alternate shock absorbers, lowering springs, alternate sway bar springs, quick shifter, alternate air intake, and torque biasing differential (Lipperini). We have requested member input on allowing trunk kits starting in 2008.

19. SSC – Remove 50 lbs from the 1999-2000 Honda Civic Si (Lipperini). The car is competitive as specified.

20. SSC – Allow an accusump on the Scion tC (Lipperini). Alternate engine components are not allowed in SS.

21. SSC – Allow an accusump on the Toyota Corolla XRS (Lipperini/Peele). Alternate engine components are not allowed in SS.

PREVIOUSLY ADDRESSED

Addressed in Technical Bulletin 07-07 or the July 07 FasTrack:

GCR – Clarify the variations in side protection of different classes (Grewe).

GT – Clarify roll cage side protection (Patten).

ITA – Allow the 1999 Spec Miatas to use a 47 mm restrictor (Drago).

Addressed in Technical Bulletin 07-05 or the May 07 FasTrack:

GT – Revisit the restrictor ruling, and remove 80 lbs from the 13B (Drummond).

AS – Allow vortec heads or add weight to the Fords (Stevens).

AS – Increase the weight of the Fords (3 letters).

NO ACTION REQUIRED

GCR

1. Recommendation for a warning tag attached to the fire safety pin is silly (Cohen). Thank you for your input.

2. Do not change the current yellow flag rule (Wheeler). Thank you for your input.

3. Check licenses from other sanctioning bodies to make sure they have not been turned down by SCCA (Butler). Thank you for your input. We accept only those licenses with criteria similar to our own.

Formula/Sports Racer

F500 – F500 engine input (Bell/Doherty). Thank you for your input.

Grand Touring

GT – Support for allowing cars without a windshield and hardtop (Spicuzza). Thank you for your input.

Improved Touring

IT – Opposition to SM in IT (11 letters). Thank you for your input.

Prepared

1. P – Opposition to IT cars counting toward participation numbers (7 letters). Thank you for your input.

2. P – IT cars in Prepared classes input (3 letters). Thank you for your input.

Production

1. P – Support for making the air dam requirements less restrictive (Pineider). Thank you for your input.

2. EP – Do not remove the Toyota Corolla (Llelellyn). The car will be removed from the drop list.

3. FP – Do not remove the Sunbeam Alpine (Walker). The car will be removed from the drop list.

4. FP – Do not remove the Fiat 124 Spider (Dorety). The car will be removed from the drop list.

5. GP – Do not remove the Alpha Romeo Giulietta (Wood). The car will be removed from the drop list.

6. GP – Do not remove the BMW 1600 (Simpson/Bayles). The car will be removed from the drop list.

7. HP – Explain HP adjustments (Barrack). The recent adjustments to the HP class were a result of displacement to weight with adjustments made based on performance based parameters, such as drive configuration and engine designs.

8. HP – Opposition to the 65 lb increase on the HP Triumph Spitfire 1500 (Johnson). Thank you for your input. The weight increases were proportional to adjustments to other cars in the class.

Touring/Showroom Stock

1. SS – Opposition to the 5 year positive adjustment rule (McCaughey). Thank you for your input.

2. SSB – Delay the penalization of the Solstice (Hagerty). Thank you for your input.

3. SSC – Do not penalize the Corolla XRS or Mazda3 (Lipperini). Thank you for your input.

Resumes

Spec Miata

Todd Lamb – Thank you for your resume. We will keep it on file.

Jim Drago – Thank you for your resume. We will keep it on file.

Donnie Barnes – Thank you for your resume. We will keep it on file.

Dave McAnaney – Thank you for your resume. We will keep it on file.

Karl Zimmermann – Thank you for your resume. We will keep it on file.

Touring/Showroom Stock

Sam Ryan – Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE: July 3 & 5, 2007
NUMBER: TB 07-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 8/1/07 unless otherwise noted.

Formula

FA

1. Section 9.1.1.A.2.b, FA engine table, p. 157, change the specs by deleting line Z, Volkswagen 1835cc, in its entirety.
2. Section 9.1.1.A.2.b, FA engine table, p. 157, line X, Volkswagen 1835cc, add to the specs as follows: Notes: Alt block and crankshaft permitted with max. displacement of 2135cc, valve lift (measured at zero lash): .500" max.
3. Correct the alt. Formula 3 Volkswagen engine classification in TB 07-07 as follows:

Section 9.1.1.A.1.a.2, FA car classifications, p. 161, add to the Formula 3 car spec line as follows: Notes: Alt block and crankshaft permitted with max. displacement of 2135cc, valve lift (measured at zero lash): .500" max.

FC

1. Section 9.1.1.B.1.c.32, p. 175, at the request of the manufacturer the CRB is making the following change based on the availability of the Fast Forward aluminum cylinder head. Change the section to read as follows: The use of the Fast Forward aluminum cylinder head is permitted in National competition *beginning* 11/1/07.
2. Section 9.1.1.B.1.d.9, p. 177, add the following after the third sentence: *The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe.*

Grand Touring

GT1

1. Classify the Porsche 997 GT3 Cup car in GT1.

Add new spec line to GTCS, p. 245, 997 GT3 Cup: shall run as delivered for the GT3 Cup Challenge except that tires are unrestricted and fuel per IT specs. Cars shall meet the safety requirements as specified in the GCR except that original, factory installed roll cage is permitted. Competitors shall have a copy of the Cup Challenge rules in their possession. Minimum weight 2810 lbs w/ driver.

GT3

1. Engines – Acura, updated in TB 07-03, change the K20A engine specs to read as follows: Fuel Induction: 33mm SIR.
2. Classify the Audi TT Coupe in GT3.

Add new spec line to GTCS, updated in TB 07-03, Cars – Audi, Model: TT Coupe, Body Style: 2dr, Driveline: FWD, Wheelbase(in): 97.3.

3. Classify the 1984cc engine in GT3.

Add new spec line to GTCS, updated in TB 07-03, Engines – Audi, Engine Type: DOHC, Bore x Stroke(mm): 82.5 x 92.8, Displ.(cc): 1984, Head Type: Alum, Crossflow, Valves/Cyl: 4, Fuel Induction: 33mm SIR, Weight(lbs): 2000.

4. Classify the Ford 2.3L engine in GT3.
5. Add new spec line to GTCS, updated in TB 07-03, Engines – Ford, Engine Family: Duratech, Engine Type: DOHC, Bore x Stroke(mm): 87.5 x 94.0, Displ.(cc): 2260, Head Type: Alum, Crossflow, Valves/Cyl: 4, Fuel Induction: 33mm SIR, Weight(lbs): 2180.
6. Engines – Honda, updated in TB 07-03, change the K20A engine specs to read as follows: Fuel Induction: 33mm SIR.
7. Engines – Mazda, updated in TB 07-03, change the MZR 1999cc engine specs to read as follows: Fuel Induction: 33mm SIR.
8. Classify the Mazda 2.3L engine in GT3.

Add new spec line to GTCS, updated in TB 07-03, Engines – Mazda, Engine Family: MZR, Engine Type: DOHC, Bore x Stroke(mm): 87.5 x 94.0, Displ.(cc): 2260, Head Type: Alum, Crossflow, Valves/Cyl: 4, Fuel Induction: 33mm SIR, Weight(lbs): 2180, Notes: Hood bulge permitted w/ no openings.

9. Classify the Mazda 12A Peripheral Port engine in GT3.

Add new spec line to GTCS, updated in TB 07-03, Engine Family: 12A, Engine Type: Peripheral Port, Displ.(cc): 2292, Fuel Induction: 37mm SIR, Weight(lbs): 2180, Notes: Engine setback from the front spindle centerline to the front spark plug is 4.5".

10. Classify the Pontiac Fiero in GT3.

Add new spec line to GTCS, updated in TB 07-03, Cars – Pontiac, Model: Fiero, Body Style: 2dr, Driveline; RWD, Wheelbase(in): 93.4, Notes: 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.

11. Classify the 2677cc engine in GT3.

Add new spec line to GTCS, updated in TB 07-03, Engines – Pontiac, Engine Type: OHV, Bore x Stroke(mm): 101.6 x 82.55, Displ.(cc): 2677, Head Type: Alum Crossflow, Valves/Cyl.: 2, Fuel Induction: 33mm SIR, Weight(lbs): 2200.

12. Engines – Saab, updated in TB 07-03, change the 1985cc DOHC engine specs to read as follows: Fuel Induction: 33mm SIR.
13. Engines – Volkswagen, updated in TB 07-03, correct by adding to the 1715cc engine specs as follows: Notes: Alt. Eurospec cyl. head may be used.
14. Engines – Volkswagen, updated in TB 07-03, correct by adding to the 1780cc SOHC engine specs as follows: Notes: Alt. Eurospec Sports cyl. head may be used.
15. Engines – Volkswagen, updated in TB 07-03, change the 1984cc DOHC engine specs to read as follows: Fuel Induction:

33mm SIR.

GTL

1. Classify the Lancia Scorpion in GTL.

Add new spec line to GTCS, p. 282, Cars – Lancia, Model: Scorpion, Years: 76-77m Body Style: 2dr, Driveline: RWD, Wheelbase(in): 90.5, Notes: Trunk mounted fuel cell is permitted. Fabric roof panel may be replaced with alternate material.

2. Classify 1756cc engine in GTL.

Add new spec line to GTCS, p. 282, Engines – Lancia, Engine Type: DOHC, Bore x Stroke(mm): 84.0 x 79.2, Displ.(cc): 1756, Head Type: Alum, Crossflow, Valves/Cyl: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1920.

3. Engines – Volkswagen, p. 291, add to the 1715cc engine specs as follows: Notes: Alt. Eurospec cyl. head may be used.

4. Engines – Volkswagen, p. 291, add to the 1780cc SOHC engine specs as follows: Notes: Alt. Eurospec Sports cyl. head may be used.

Improved Touring

ITS

1. Mazda MX-5 / Miata (1999), p. 311, add the 00 model year to the spec line.

2. Classify 01-02 Mazda Miata in ITS.

Add new spec line to ITCS, p. 311, Mazda MX-5 / Miata (01-02), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Dsipl.(cc): 83.0 x 85.0 / 1839, Valves IN & EX(mm): (I)33.10 (E)28.15, Comp. Ratio: 10.0, Wheelbase(in): 89.2, Wheel Dia.(in): 15/16, Gear Ratios: 3.14, 1.89, 1.33, 1.00, 0.81, Brakes Std.(mm): (F)255 or 269.5 Vented Disc (R)252 or 267.9 Vented Disc, Weight(lbs): 2375.

ITA

1. Classify the Merkur Scorpio in ITA.

Add new spec line to ITCS, p. 320, Merkur Scorpio (87-89), Engine Type: V-6 OHV, Bore x Stroke(mm) / Displ.(cc): 93.0 x 72.0 / 2935, Valves IN & EX(mm): (I)46.0 (E)36.0, Comp. Ratio: 9.2, Wheelbase(in): 108.0, Wheel Dia.(in): 15, Gear Ratios: 3.36, 1.81, 1.26, 1.00, 0.83, Brakes Std.(mm): (F)260 Vented Disc (R)260 Solid Disc, Weight(lbs): 2815.

2. Pontiac Fiero GT & Formula V-6 2.8 (1988), p. 320, add to the specs as follows: add the 85-87 model years, Wheel Dia.(in): 14, Gear Ratios: 3.31, 1.95, 1.24, 0.81, Brakes Std.(mm): (F)247 Solid Disc (R)247 Solid Disc.

3. Pontiac Fiero V-6 2.8 (85-87), p. 320, delete the spec line in its entirety.

ITB

1. Volvo 142 / 144 2.0 (69-74), p. 331, correct the specs by adding as follows: Gear Ratios: 3.13, 1.99, 1.36, 1.00.

Prepared

1. Section 9.1.4.B, p. 339 and updated in TB 07-03, add another section to read as follows:

   · Cars eligible for the SCCA Pro Racing MX-5 Cup series, using the current set of Pro Racing rules, except that any DOT tire is permitted provided it does not exceed 225/45/17, the claim rule will not be in effect, fuel per IT specs, and a head and neck restraint is optional. Competitors must have a copy of the current rules in their possession.

2. Section 9.1.4.1.A.4, p. 352, clarify by changing to read as follows: Convertible model cars may compete with a hardtop or as an open car.

3. Section 9.1.4.2.A.3.b, p. 355, clarify by changing to read as follows: Convertible model cars may compete with a hardtop or as an open car.

Production

EP

1. Honda Civic EX VTEC SOHC (94-95), p. 382-383, add the 92-93 model years to the spec line.

FP

1. Ford Fiesta (78-80), p. 404-405, change the specs to read as follows: Track (F/R)(in): 56.5 / 56.0, Wheels(max): 13 x 7.

2. Honda Civic / Civic Si (84-87), p. 404-405, change the specs to read as follows: Weight(lbs): Track (F/R)(in): 59.3 / 59.9, Wheels(max): 13 x 7.

3. Honda Prelude (94-87), p. 404-405, change the specs to read as follows: Track (F/R)(in): 62.1 / 62.1, Wheels(max): 13 x 7.

4. Honda CRX / CRX Si (84-87), p. 406-407, change the specs to read as follows: Track (F/R)(in): 59.3 / 59.9, Wheels(max): 13 x 7.

Showroom Stock

SSC

1. Saturn SL2 (98-00), p. 471, add to the specs as follows: Notes: A max. tire size of 205/50 is permitted based on availability of performance tires; this max. size supersedes SS tire rule in SSS section 9.1.7.E.7.

2. Saturn SL2 (01-03), p. 471, add to the specs as follows: Notes: A max. tire size of 205/50 is permitted based on availability of performance tires; this max. size supersedes SS tire rule in SSS section 9.1.7.E.7.

3. Scion tC (03-07), classified in TB 07-01, change the specs to read as follows: Weight(lbs): 2900.

4. Volkswagen Rabbit (06-07), classified in TB 07-01, change the specs to read as follows: Weight(lbs): 2900.

Spec Miata

1. Section 9.1.8.C.1.i, p. 477, the camshaft specs for the Spec Miata class have been updated. The updated specs, labeled revision #1 are required effective 8/1/07.

Sports Racer

1. Clarify the third and fourth sentences of section 9.1.9.A.2.d.1 to read as follows: Ventilation slots are permitted. The tires

shall not be seen as viewed from *directly* above (i.e., along a line perpendicular to the axle intersecting the center of the top of the tire), although the rear tires may be exposed as viewed from the rear.

CSR

1. Section 9.1.9.A.2.a, CSR Engine Table, p. 494, add to line "S" as follows: Notes: Alt block and crankshaft permitted with max. displacement of 2135cc, valve lift (measured at zero lash): .500" max.

Sports 2000

1. Section 9.1.9.B.5.ff, p. 505, at the request of the manufacturer the CRB is making the following change based on the availability of the Fast Forward aluminum cylinder head. Change the section to read as follows: The use of the Fast Forward aluminum cylinder head is permitted in National competition *beginning* 11/1/07.

Touring

T1

1. Chevrolet Corvette C6 Coupe (05-06), p. 548, add to the specs as follows: Tire Size: (F)18x10 (R)18x11; Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Maximum camber: (F)-3.5 (R)-2.5 degrees w/ GM suspension pkg.
2. Dodge Viper SRT-10 Incl. Coupe (03-06), p. 549, add to the specs as follows: Tire Size: Maximum camber: (F)-3.0 degrees w/ Dodge Motorsports T1 suspension package.

T2

1. Pontiac Solstice GXP (2007), classified in TB 07-01, add to the specs as follows: Notes: Ron Davis radiator part #1-38S006 allowed.

ST

1. Chevrolet Corvette C6 Z06 (06-07), p. 561, add to the specs as follows: Tire Size: Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Maximum camber: (F)-3.5 (R)-2.5 degrees w/ GM suspension pkg.
2. Dodge Viper SRT-10 Incl. Coupe (03-06), p. 561, add to the specs as follows: Tire Size: Maximum camber: (F)-3.0 degrees w/ Dodge Motorsports T1 suspension package.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Ron Jesberger II vs. SOM, COA Ref. No. 07-08-NE
June 21, 2007
** REVISON **

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On May 6, 2007, following the Spec Miata race at the "Easy Points" National held at New Hampshire International Speedway, Eric Lendrum, driver of Spec Miata # 5, protested Ron Jesberger II, driver of Spec Miata # 42, alleging violation of GCR 6.8.1.A, 6.8.1.B and 6.8.1.D. (On course driver conduct).The Stewards of the Meeting (SOM) Jim Poor, Tim Meddaugh and Peter Klein, Chairman, met, reviewed evidence and testimony and upheld Mr. Lendrum's protest. The SOM assessed a loss of two positions in class penalty and the attendant three penalty points. Mr. Jesberger is appealing the SOM decision.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Bob Horansky and Michael West, Chairman, met on June 14 and 21, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Ron Jesberger II
2. Official Observer's Report and related documents

FINDINGS

The First Court's action was a result of contact between cars 42 and 5 at the right hand Turn # 5. The decision of the SOM was based on witness statements from Mr. Lendrum, Mr. Jesberger, Corner 3's Corner Captain, Corner 3's F&C crew, and NEDIV Executive Steward Jack Hanifan who was attending the event as a visitor. Four of the five witness statements agreed that the left front of Mr. Jesberger's car struck the right rear of Mr. Lendrum's car. Those witnesses also faulted Mr. Jesberger for the body contact that caused Mr. Lendrum to spin and allowed Mr. Jesberger to advance his position.

In Mr. Jesberger's witness statement, he stated that he felt Car 5 had slowed more than usual and that he had accidentally bumped Car 5 as a result. In Mr. Jesberger's appeal he stated that Car 5 had moved over into him, causing the contact.

Mr. Jesberger introduced no new evidence and the penalty imposed by the SOM was in accordance with the GCR.

DECISION

The Court of Appeals upholds the SOM decision in its entirety. Mr. Jesberger introduced no new evidence and the penalty imposed by the SOM was in accordance with the GCR. The Court feels that the Appeal was not well founded and directs that the Appeal fee be retained by SCCA.

COURT OF APPEALS

JUDGEMENT O F THE COURT OF APPEALS
Tim Kautz vs. SOM, COA Ref. No. 07-09-CE
June 21, 2007
PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 8 Qualifying session at the Blackhawk Farms National Race, May 19 - 20, 2007, Assistant Chief Steward Mike Smith filed a Request for Action (RFA) with the Stewards of the Meeting (SOM) citing that FF #88, driven by Tim Kautz was in violation of GCR 6.8.1, A.B.C.D (Rules of the Road) causing contact between FF #88 and FV #4, driven by Michael Kochanski. The SOM, Bev Heilicher, Jack Foster, Dave Karling and Kevin Coulter, Chairman, conducted a hearing and found Mr. Kautz in violation of GCR 6.8.1. A.B.C.D (on course driver conduct) and placed him on probation for three race weekends. Mr. Kautz is appealing their decision.

DATES OF THE COURT
The Court of Appeals (COA), Dick Templeton, Bob Horansky and Michael West, Chairman, met on June 15 and 21, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Mr. Kautz dated May 29, 2007.
2. Observer's Report and other related documents from the event dated May 31, 2007.
3. E-mail from Kevin Coulter, Chairman SOM, received June 19, 2007.

FINDINGS

The SOM heard testimony from Mr. Kautz and Mr. Kochanski and from Ron Sokol, listed as "crew". They also received witness statements from Lon Hake and Roy Rogers, corner personnel. There is no doubt that there was contact between the two cars as Mr. Kautz attempted to pass Mr. Kochanski, forcing Mr. Kochanski off the course in violation of GCR 6.8.1.A.B.C.D. The COA reviewed in detail all documents submitted and found no new evidence in the material submitted by Mr. Kautz in his appeal.

DECISION OF THE COURT

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Kautz's appeal is not well founded and his appeal fee shall be retained by SCCA.

COURT OF APPEALS

JUDGEMMENT OF THE COURT OF APPEALS
Tim Kautz vs. SOM, COA Ref. No. 07-10-CE
June 21, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 8 race at the Blackhawk Farms National Race, May 20, 2007, Assistant Chief Steward Mike Smith filed Requests for Action (RFA) with the Stewards of the Meeting (SOM) against the drivers of FF #88, Tim Kautz, and FV #91, Mike Beaumia, citing contact between the two cars in violation of GCR .6.8.1.A.B.C.D. and the Supplementary Regulations. Both cars were forced to retire from the race. In addition, Mr. Beaumia filed a protest against Mr. Kautz citing a violation of GCR 6.8.1.D (passing). The SOM, Bev Heilicher, Jack Foster, Dave Karling and Kevin Coulter, Chairman, conducted a combined hearing on the RFAs and the Protest as they referenced the same matter. The SOM found Mr. Kautz to be in violation of GCR 6.8.1.A.B.C.D., suspended his competition privileges for 45 days along with the loss of all National Competition points, and assessed him 7 penalty points per GCR 7.4.A.7.and 7.4.C. Mr. Kautz is appealing this decision.

DATES OF THE COURT

The Court of Appeals Dick Templeton, Bob Horansky and Michael West, Chairman, met on June 15 and 21, 2007 to hear, review and deliver a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Kautz dated May 29, 2007.
2. Observer's Report from the event and related documents dated May 31, 2007.
3. Still photographs of FF #88 and FV #91 and the helmet of Mr. Beaumia.
4. E-mail from Kevin Coulter, Chairman SOM, received June 19, 2007.

FINDINGS

The SOM heard testimony from Mr. Kautz, Mr. Beaumia, Nick Maurus, driver of FV #97, Jim Dziewior, driver of FV #20, and Kathy Cramer and Kenneth Cramer, corner personnel. FV #97, FV #20 and FV #91 were approaching corner 7 in a single file line on the left side of the course and were being passed by FF #88. Mr. Beaumia in the lead FV #91 pointed Mr. Kautz to pass on his right. As the pass was being made, Mr. Kautz turned left into Mr. Beaumia causing severe contact and damage to both cars. Testimony from all witnesses, including the two following drivers, was in agreement with the description of the incident.

The COA's review of all documents provided no new evidence from that presented to the First Court.

DECISION OF THE COURT

The Court of Appeals upholds the decision of the SOM in it's entirety and reminds Mr. Kautz that it is the passing driver's responsibility to have his car under control at all times and that when passing slower cars, the pass must be made in a safe manner. Mr. Kautz's appeal is not well founded and his appeal fee shall be retained by SCCA

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *June 27, 2007*

The Solo Events Board met by conference call June 27. Attending were board members Chris Dorsey, Jason Isley, Ron Bauer, Andy Hollis, Dick Berger, Marcus Merideth, Donnie Barnes, Steve Wynveen, and Tina Reeves. Also attending were Kaye Fairer of the BOD and Doug Gill of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2008.

Member comments should be sent to seb@scca.com (preferred) or the National Office.

SOLO SAFETY

- The following proposed rule change has been recommended by the SSC and is being submitted for member comment:

Change 3.3.3.B.1 to read as follows: "All loose items, inside and outside the car, must be removed. Hand held items, such as but not limited to, cameras and cell phones are considered loose items. Passenger's seat back and squab shall be secured. Any cameras, if installed, must be securely mounted to withstand loads from driving maneuvers. The camera may be installed either inside or on the outside of the car. In either case, its mounting method and position must not interfere with driving or pose an additional hazard to driver, passenger, or course workers."

SOLO STREET TOURING CATEGORY

- **The implementation date for the following previously-approved proposal is 1/1/2009:**

Remove 14.1.B, the allowance for removal of non-optional A/C components.

SOLO MODIFIED CATEGORY

- The previously-published change proposal regarding Rotax 494 RAVE engines in F Modified has been corrected by the MAC to read as follows:
  - Change Appendix A, Modified Class F, A.5, second sentence to read: "Add 50 pounds for AMW and Rotax 494 (RAVE or non-RAVE) and 493 engines."
  - Add new paragraph to Appendix A, Modified Class F, A.5: "Competitors using the Rotax 494 RAVE engine are required to use the 494 non-RAVE rotary valve: Rotax part #924509 or 924508, Ski Doo prefix 420, 147 degree designation that opens @ 135 degrees BTDC and closes @ 64 degrees ATDC in their engine. RAVE valves shall be blocked in the 'full open' position or left as delivered. No other alterations are permitted. 494 RAVE and non-RAVE parts may not be interchanged between the two engines unless specifically noted."
- The MAC has recommended the following rule change proposal, which is being published here for member review:

Delete current rule section 18.2, *Sports Racing Cars* and replace with:

"18.2 SPORTS RACERS

Closed wheel vehicles are referred to as Sports Racers and are assigned to A, B, and C Modified classes. A Modified vehicles do not have to comply with any GCR, while B and C Modified vehicles must comply with the current year GCR. The competitor must indicate on his entry form to which set of specifications that the car is prepared.

Vehicles that qualify as Sports Racers are those listed in the GCR SRCS, dune buggies, and production based automobiles, whether or not from Appendix A.

Dune buggies and DM/EM cars are allowed in BM at ASR, CSR, and DSR engine and weight rules as long as they do not exceed the D/E Modified aero rule allowances and with the following noted specifics:

A. Tire covering shall be as noted in the D/E Modified rules

B. Minimum body width between front and rear tires does not have to extend to the mid plane of the rims.

C. Suspension does not have to be covered when observed from above.

D. The BM minimum wheelbase of 80" is not required

Any dune buggy, production, or non-production street car meeting all GCR SRCS rule requirements may alternately run in BM with full BM SR aero allowances.

The following applies to all Sports Racers in AM, BM, or CM:

1. Minimum track (front and rear) is 42 inches.

2. Minimum wheel diameter is 10 inches. No maximum wheel diameter. No minimum rim width. Maximum rim width is 15 inches.

3. All four wheels are sprung from the chassis.

4. Wing area shall be computed as described in Section 12.9."

MEMBER ITEMS NOT RECOMMENDED

- Formula Junior at Nationals (ref. 07-321)
- Anti-roll bars in Stock (ref. 07-304)
- Honda CRX ('84-'87) classing in Stock (ref. 07-266)
- BMW 323/325 (E46) classing in Stock (ref. 07-296)
- Panel modification for shock access (ref. 07-224)

ITEMS UNDER REVIEW

- Kart safety, Solo Trials events (KAC)

TECH BULLETINS

1) Stock: Per the SAC, change the current GS listing to: "New Beetle 1.8 Turbo" and add an HS listing that reads: "New Beetle (NOC)" (ref. 07-240)

2) Street Touring: Per the STAC, Street Touring competitors are reminded that ST requires all vehicle modifications to be emissions compliant *as stated in 14.10.C, 14.10.D, and 14.10.E*. All emissions system hardware and software must be operationally functional as originally intended by the manufacturer. Tampering with emissions system software and/or hardware to *create or* cloak non-compliance is not permitted. Some examples of emissions system tampering are O2 foolers, disabling or deactivating Check Engine Light (CEL) code indication, *backdating ECU internals from OBD2 to OBD1*, etc.

3) Street Touring: Per the STAC, the present ST rules wording regarding wings and spoilers only allows swapping like for like if the original device was not an OE option as configured by the factory i.e. a spoiler for a spoiler or a wing for a wing. If a vehicle is available without a wing or spoiler from the manufacturer then either can be installed.

4) Street Modified, Errors and Omissions: The displacement factor application for turbocharged or supercharged engines in SM, as appearing in Appendix A, should be to *add* 1.4L to the actual displacement.

5) Prepared, Errors and Omissions: Per the PAC, the displacement factor application for turbocharged or supercharged engines, XP, as appearing in Appendix A, should be to *multiply* 1.4 *times* the actual displacement.

6) Modified: Per the MAC, The 2007 Solo Rules section Modified Class F, C.(Solo V) on page 206**,** referencing GCR section 12.1.6, should be changed to reference the updated GCR section 9.1.1. This section's numbers should also be revised/renumbered to reflect the deletion of GCR C.7 "Ballasting", which has been removed from this specific GCR section. The referenced numbers should now be: C.1, C.2, C.3,. C.4, C.6. C.7, C.8, C.9, C.10, C.11, and C.12.

RALLYCROSS MEMO

RallyCross Board seeking candidates for RallyCross Divisional Stewards in Southwest Division and Central Division. Please forward a Rally resume and letter of intent to rxb@scca.com. Resumes accepted until August 30, 2007.

HALL OF FAME MEMO

The SCCA Hall of Fame Nomination Committee is accepting nominations for the 2008 Class of the SCCA Hall of Fame.

The purpose of the SCCA Hall of Fame is to preserve, protect and record the SCCA's accomplishments and history for current and future members, through recognizing those who have made a significant impact on the development of the Club. When it comes to Hall of Fame nominations, the candidate's impact on the Club is paramount. Whether it be contributions through a lifetime or one decision that altered the course of SCCA history, the Nominating Committee is in search of those members who have forever changed the face of SCCA.

Every year the Nomination Committee receives more than 100 nominations, from which 15 candidates are chosen. Nominees from the previous year carry over, but resubmitting can only improve one's chances. From the pool of 15, the Selection Committee chooses five distinguished individuals to induct into the Hall of Fame. In 2008, the five inductees will be recognized at the SCCA National Convention, held in San Antonio in February.

Nominations can be sent to Howard Duncan at hduncan@scca.com or Aimee Thoennes at athoennes@scca.com. The deadline for nominations is September 10th.

If you personally have an interest in preserving and honoring the SCCA heritage, can become a member of either committee. Up to six Club members sit on each Committee as well as a member of the SCCA National Office staff and the Club Archivist. There are no requirements to apply and members are rotated every three years. Interested parties can submit a letter and SCCA resume to Howard Duncan at the above email or by mail to P.O. Box 19400, Topeka, KS 66619.

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

SCCA National Championship Runoffs Presented by AT&T

Supplementary Regulations: http://www.scca.com/_FileLibrary/File/RunoffsSupps.pdf

Schedule: http://www.scca.com/_FileLibrary/File/2007Schedule.pdf

Entry Form: http://www.scca.com/_FileLibrary/File/2007EntryForm.pdf

Officials List: http://www.scca.com/_FileLibrary/File/2007RunoffsRaceOfficials.pdf

Volunteer Form: http://www.scca.com/_FileLibrary/File/2007VolunteerForm.pdf

Accredited Driver Licensing Schools: http://www.scca.com/Club/index.asp?reference=schools

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: http://www.scca.com/Club/index.asp?reference=clubforms

Technical Forms: http://www.scca.com/Club/index.asp?reference=techforms

Scrutineer's Forms: http://www.scca.com/Club/index.asp?reference=scrutineering

Vehicle Homologation Forms: http://www.scca.com/Club/index.asp?reference=homologation-forms

General Competition Rules (GCR): http://www.scca.com/Club/index.asp?reference=gcr

SOLO

Tire Rack SCCA Solo National Championships Entry Form: http://www.scca.com/_FileLibrary/File/NationalsEntryForm.pdf

Forms: http://www.scca.com/Solo/index.asp?reference=soloforms

Rulebook: http://www.scca.com/Solo/index.asp?reference=rules

RALLY

Forms: http://www.scca.com/Rally/index.asp?reference=rallyforms

Rulebook: http://www.scca.com/Rally/index.asp?reference=carsandrules

EVENT CALENDAR: http://www.scca.com/Event

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED September 2007

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | *July 2, 2007*

The Board of Directors, Sports Car Club of America, Inc. met via teleconference July 2, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President also participated.

MOTION: To approve the minutes of the June 4, 2007 meeting. (Porterfield/Allen) PASSED, Unanimous

PRESIDENTS REPORT

Jim Julow reported on feedback he has received from the membership from his visits to individual Regions. He previewed items that will be brought to the Board at the August meeting.

OLD BUSINESS

NONE

NEW BUSINESS

MOTION: To approve Barbara Knox as Executive Steward for Southern Pacific Division effective immediately. (Porterfield/Jones) PASSED, Unanimous

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

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CLUB RACING BOARD MINUTES

The Club Racing Board met by teleconference on August 7, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were Mike Sauce and Bob Lybarger, BoD Liaisons; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

The following decisions were made:

PROPOSED RULE CHANGES or CAR RECLASSIFICATIONS. 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 11/1/07: The following changes to item 5 as published in the July FasTrack are recommended based on member input:

Change section 9.4.B.2.c as follows:

Cars must have two braces extending to the rear from the main hoop and attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6 inches below the top), and at an included angle of at least 30 degrees. ~~Main hoop rear bracing must not extend rearward past the shock towers.~~

Change section 9.4.D as follows:

Two side tubes connecting the front and rear hoops across both door openings are mandatory. NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the door. In American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed *only if the door bars extend into the door cavity* ~~to facilitate this type of side protection~~. The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules.

Production

Item 1. Effective 1/1/08: The following changes are recommended to the Production rewrite, item 3 of the August FasTrack, based on member input:

Change section 9.1.5.E.2.f.1 as follows:

Camshafts are unrestricted. Any lifters, **tappets**/cam followers of the same type and diameter as **stock** are permitted. The interchange of hydraulic and solid lifters is permitted.

Change section 9.1.5.E.2.f.4 as follows:

Any **ferrous** or stainless steel material **valves** meeting the specified head and **stock** stem diameter can be used. Any **ferrous valve springs** of the same type as **stock** can be used. **Valve retainers,** ***Spring retainers,*** lash Pads, **valve keepers**, **seals** and adjustment shims are unrestricted. Any **ferrous Valve keepers**, **valve springs**, and **shims** can be used.

Change section 9.1.5.E.2.f.5 as follows:

Pushrods are unrestricted. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. **Valve rocker arms,** cam followers, rocker ratios and rocker/follower ratios must be stock.

American Sedan

Item 1. Effective 11/1/07: Change section 9.1.6.D.1.n as follows:

Any clutch disc and pressure plate of stock diameter may be used~~, provided that they may be bolted directly to an unmodified stock flywheel~~. Pressure plate/clutch cover assembly shall be ferrous only *and shall bolt in the original stock mounting location*. Balancing of the flywheel/clutch *cover assembly*/pressure plate is permitted. *Any flywheel of stock diameter and weighing a minimum of 15.0 lbs w. ring gear may be used.* ~~Lightening of the flywheel beyond the minimum material removal necessary to balance is prohibited. The addition of an external scattershield or explosion proof bellhousing per GCR 9.3.39., is required.~~ SFI 1.1 or 1.2 spec flywheel and clutch are allowed *as long as they meet the above specifications*. ~~The approval of flywheels and clutches meeting SFI specifications in no way modifies the requirements of this paragraph in the American Sedan Category Specifications (i.e. ferrous clutch pressure plate, steel flywheel of stock weight, etc.).~~ Aftermarket starters mounted in stock location are permitted.

MEMBER ADVISORIES

Production – The Production rewrite requires changes to the spec lines of all limited prep cars to reflect the modifications that are currently allowed. The first generation limited prep cars will have these allowances such as a dry sump, added to the spec line. The items

currently listed on the spec line for second generation limited prep car will be removed as they will be addressed in the general text of the rules. The re-write committee is not intending to make changes with this rewrite, but simply clarify the existing rule set.

NEW CAR CLASSIFICATIONS

None

REFERRED or TABLED

Formula/Sports Racer

1. FS – Change the FS homologation requirements for composite chassis (Kehoe). Tabled for further research.
2. FE – Clarify or eliminate the tire rule (Schmucker). Tabled for further research.
3. SR – Change the SR main hoop height requirement (Vavrosky). Tabled for advisory committee input.

Production

P – Classify IT cars in Production (Floyd). Tabled for further research.

EP – Increase the valve lift for the 1987-91 BMW 325 to .450 in. (Smith). Tabled for input from the requester.

Spec Miata

Allow the 95-05 cars to use the flywheel from the 94 model year (Henry). Tabled for further research.

NOT RECOMMENDED

Formula/Sports Racer

1. FV – Reconsider crushable front structure (McCarthy). The proposed rule recognizes the current configurations as compliant. The crushable front structure recommendation is an available option.
2. F500 – Exempt F500 from the new impact attenuator requirement (Walbran). The rule is adequate as written based on the speed and construction of the cars.

Grand Touring

1. GT1 – Classify the Daytona prototype in GT1 (Tuttle). The car does not fit within the stated intent and purpose of the GT1 class.
2. GT2 – Classify the Porsche 997 in GT2 (Grant). We have just classified the car in GT1 and wish to monitor its performance.

Improved Touring

1. ITA – Reclassify the SOHC Neon in ITB (Pritchett). The car is classified appropriately.
2. ITA – Reclassify the MK1 MR2 to ITB (5 letters). The car is classified appropriately.

American Sedan

Allow 350/351 create engines (Johnson). We have proposed a plan for the AS community and wish to limit the number of variables to remain parity within the class.

Spec Miata

1. Allow additional camber adjustments (Bennett). The rule is adequate as written. SM is a spec class.
2. Change the 1995-97 restrictor plate to 47 mm (Henry/Hill). Performance is adequate as specified.
3. Investigate the speed of the 1999+ Miatas (Henry). We continuously monitor performance of all cars.

PREVIOUSLY ADDRESSED

Addressed in Technical Bulletin 07-08 or the August 07 FasTrack:

P – Clarify the 2007 GCR reference relative to the roll cage proposal (Nesbit).

Addressed in Technical Bulletin 07-07 or the July 07 FasTrack:

AS – Allow the removal of headlights (Becker).

NO ACTION REQUIRED

Formula/Sports Racer

1. F500 – Support for 13 in. wheels (Wassersleban). Thank you for your input.
2. F500 – Opposition to 13 in. wheels (2 letters). Thank you for your input.
3. FE/FM – Support for combining FE and FM (15 letters). Thank you for your input.
4. FE/FM – Opposition to combining FE and FM (40 letters). Thank you for your input.
5. FE – Impact attenuator input (Gomberg/Pare). Thank you for your input.
6. FE – Support for impact attenuator proposal (Osinga). Thank you for your input.
7. FV – Allow unleaded fuel (Schiff). We are researching fuel testing options.
8. CSR/DSR – Support for combining CSR and DSR (16 letters). Thank you for your input.
9. CSR/DSR – Opposition to combining CSR and DSR (42 letters). Thank you for your input.

Grand Touring

1. GT – Classify Production cars in GT (Floyd). Production category cars may be classified in GT provided they meet the applicable rules.
2. GT1 – Classify the Mangusta bodywork (Walton). TransAm approved bodywork is allowed in club racing.
3. GT3 – Classify the 13B and Renesis with no bridge port or peripheral port and unrestricted intake (Drummond). All new engine classifications will be required to use an SIR.
4. GTL – Form an exploratory committee to investigate combining GTL and Production (Zekert). As noted in the July FasTrack, the CRB welcomes comments from the membership about procedures for reclassifying cars to ensure competitors have Runoffs eligibility.
5. GTL – Allow the D 15/16 blocks with 3-valve heads (Maloney). Thank you for your input. Alternate blocks of the same dimensions are already permitted.
6. GTL – Merge GP into GTL (Patten). Production category cars may be classified in GT provided they meet the applicable rules.
7. GTL – Implement a tiered structure for SIRs (Lentz). We will continue to monitor the effects of the SIR in competition with the current set of variables in place.

Improved Touring

1. IT – Publish the weight process (Montgomery). The ITAC uses a quantitative process that uses a framework of subjective adders and subtracters to arrive at a process weight that meets the target performance envelope for each class.
2. IT – Keep IT regional only (Floyd). Thank you for your input.
3. IT – Support for open ECUs (2 letters). Thank you for your input.
4. IT – Opposition to open ECUs (3 letters). Thank you for your input.

Production

1. P – Form an exploratory committee to investigate combining GTL and Production (Zekert). Thank you for your input. This might be considered in connection with addressing the current situation in GP.
2. FP – Do not remove the Opel Manta (Anastopoulos). The Opel Manta will not be removed.
3. GP – Reclassify the Nissan 510 to FP (McColl). Thank you for your input. We are currently evaluating the production classifications and will be presenting a plan as soon as possible
4. GP – Reclassify the VW 1.6 Scirocco to FP (Coffin). Thank you for your input. This might be considered in connection with addressing the current situation in GP.
5. GP/HP – Support for combining GP and HP (7 letters). Thank you for your input.
6. GP/HP – Classify a limited prep engine/full prep suspension Fiat X/19 (Brannon). We will review the request in connection with the analysis of how GP cars can be reclassified.

American Sedan

1. Support for all proposals (Johnson/Taylor). Thank you for your input.
2. Engine proposal input (6 letters). Thank you for your input.
3. Support for engine proposal (Johnson). Thank you for your input.

Spec Miata

1. Post more detail about the SM compliance fee (3 letters). Thank you for your input. The fee will apply to both national and regional SM, but will not apply to regional only classes (SMT, SSM, etc.). The program will fund impound activities, training, and tools specific to the SM class.
2. Support for compliance fee with 50 percent towards regionals (Pressman). Thank you for your input.
3. Opposition to compliance fee (Cutler/Somers). Thank you for your input.

Resumes

Formula

John Brewer – Thank you for your resume. We will keep it on file.

TIME TRIALS TECHNICAL BULLETIN

DATE: July 26, 2007
NUMBER: TB 07-09
FROM: Time Trials Administrative Council
TO: Participants, Stewards, Chief's of Tech
SUBJECT: Errors, and Omissions, Clarifications.

All changes are effective 9/1/07 unless otherwise noted.

1. Correct section 5.3.4 to read as follows:
   $1,000,000 ~~500,000~~ medical reimbursement benefits are provided to licensed SCCA members properly credentialed for an event.
2. Correct section 11.3.4 to read as follows:
   ~~A. It is recommended that braces be of the same size tubing as used for the roll bar itself.~~
   A. *Roll bar hoops must have two (2) fore/aft braces with tubing of dimensions at least equal to that required for the main hoop itself. Diagonal lateral bracing of equal dimension tubing must be installed to prevent lateral distortion of the hoop. (In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop on the other side is sufficient). The following alternatives are permitted. Although installing the diagonal lateral brace in the main hoop is the strongest (and hence most preferable) alternative, there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace as shown in the diagram at the end of this section will be acceptable.*

   ~~B. All roll bars must be braced in a manner to prevent movement in a fore and aft direction with the brace attached within the top one third of the roll hoop, and at an angle of at least thirty degrees from vertical. It is strongly recommended that two such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible.~~
   B. *The bracing must be attached as near as possible to the top of hoop, but not more than six (6) inches below the top of the hoop, and at an included angle of at least thirty (30) degrees. If a single brace is used, it must be attached at the top of the main hoop.*

   ~~C. It is suggested that roll bars include a transverse brace from the bottom of the hoop on one side to the top of the hoop on the other side.~~
   C. *If the fore/aft bracing must be removable, the connection between the roll bar hoop and the brace rod must be of the double-lug type fabricated from material at least 3/16 inch thick and welded through a double or gusset arrangement to avoid distortion or excessive strains caused by welding. It is recommended that the fore/aft brace be attached to a chassis member through a double-lug connection.*

3. Clarify section 3.1.3.3 to read as follows: Drive a vehicle which meets the inspection required in TTR Section 9. Proof of current Annual Tech Inspection in Time Trials or Club Racing shall meet these requirements. Window net and arm restraint requirements are waived for cars that meet the definition of street legal. Street legal is defined as a car which meets local requirements for inspection (if applicable) and the car in question possess CURRENT, VALID license and registration. Vehicles that are not street

legal must be eligible for classification in the GCR classes of Showroom Stock, Touring, *Spec Miata,* or Improved Touring…

4. Clarify section 10.24.2 to read as follows: CLOSED SPORTS RACING CARS, PRODUCTION CARS, IMPROVED TOURING*, SPEC MAITA,* AND GT CARS…

5. Clarify section 11.3.2.E to read as follows: Minimum tubing sizes for all Showroom Stock, Touring, *Spec Miata,* and Improved Touring Category automobiles…

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Peter Zekert vs. SOM, COA Ref. No. 07-01-RO
July 26, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On May 31, 2007, Peter Zekert protested the GTL qualifying schedule for the 2007 Runoffs. Specifically, Mr. Zekert cited safety concerns in his petition to separate the combined GTL and GT3 qualifying sessions. Also, he objected to having the GTL competitors qualify with the FP cars. He feels the latter grouping is unreasonable as well as a safety concern. The Stewards of the Meet (SOM) Norm Floyd, Steve Harris and Rick Mitchell, Chairman, met via conference call on June 21, 2007 and June 27, 2007 to review the protest, hear testimony, and rule on the protest. Based on their assessment, the SOM ruled that GTL would qualify with the FP cars on Tuesday, October 9, 2007, rather than with the GT3 automobiles. The SOM ruled that the schedule for the other three qualifying days would remain as originally published in the April 2007 Fastrack News. Mr. Zekert is appealing their ruling.

DATES OF THE COURT

The Court of Appeals Dick Templeton, Bob Horansky and Michael West, Chairman, met on July 26, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Zekert dated July 7, 2007.
2. Mr. Zekert's Protest Form dated May 31, 2007.
3. SOM Decision Letter dated July 4, 2007.
4. April 2007 Fastrack News.

FINDINGS

In his appeal, Mr. Zekert elaborated on his safety concerns regarding combining GT3 and GTL. He provided statements from two other competitors to support his concern. In addition, he questioned the reasoning of the SOM regarding the expected reconfiguration of various sections of the Heartland Park track for this year's Runoffs.

The SOM, in their deliberations, heard testimony from Mr. Zekert, other competitors, and SCCA administrators responsible for the schedule. They also reviewed data from last year's event to determine if the speed differential between the two classes posed any inherent safety concerns. Their conclusion was it did not, particularly with expectations that several sections of the track are being reconfigured with greater safety in mind. The SOM looked closely at the schedule and Mr. Zekert's concern that GTL and GT3 would share the track early in the week when some competitors may still be learning the course. Based on their extensive research, the SOM decided to move GTL qualifying in with FP on Tuesday, leave GTL with FP on Wednesday, and keep GTL with GT3 on Thursday, as scheduled.

Specifically, the SOM granted as much relief to Mr. Zekert as possible considering how tight the schedule is at the Runoffs. The Court of Appeals finds no flaws in the SOM deliberation process, and the decision is within the authorities granted by the GCR.

DECISION OF THE COURT

The Court of Appeals upholds the SOM decision in its entirety. Mr. Zekert's appeal is well founded and his appeal fee, less the administrative fee retained by SCCA, will be returned to him.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Monte R. Shelton vs. SOM COA Ref. 07-11-NP
July 22, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Portland International Raceway on Saturday, June 2, 2007, prior to the Regional Group C race of the Oregon Region Rose Cup, Tom Hendrickson, driver of SPO Lola #06, protested the eligibility of SPO Porsche 962 #58, entrant Monte Shelton, driven by Neil Shelton. Mr. Hendrickson contended the #58 Porsche 962 violated the Supplementary Regulations Paragraph 24.G (Super Production cars) for this event. The Stewards of the Meet (SOM) Gail Fetterman, Howard Allen, and John Martinsen, Chairman, held a hearing and upheld the protest. Monte Shelton, the entrant, is appealing this decision.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Fred Schmucker, and Bob Horansky, Acting Chairman, met on July 5, 12, and 19, 2007 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Monte Shelton received June 29, 2007.
2. Observers Report and related documents.
3. Witness Statement from Don Smethers, Assistant Chief Steward, received July 3, 2007.
4. Witness Statement from Spencer Gorham, Jr., Chief Steward, received July 3, 2007.
5. Memorandum from Jeremy Thoennes, SCCA Technical Services Manager, received July 5, 2007.
6. Witness Statement from Tom Hendrickson received July 6, 2007.
7. Witness Statement from John Martinsen, Chairman SOM, received July 9, 2007.

FINDINGS

Monte Shelton pre-entered Porsche 962 #58 in the Rose Cup Group C SPO class with his son Neil as driver. The car passed tech, was allowed by the Chief Steward to compete, and did qualify.

As background, in 2006 the Event Chief Steward filed a CSA disallowing the eligibility of this same car as a compliant SPO under the GCR. The action was protested and the SOM overturned the CSA under terms of the Supplementary Regulations which allowed stewards discretion for accepting entries of "other cars". The car was allowed to compete. The Chief Steward appealed the decision of the SOM, and the COA disallowed the appeal. Subsequent to that series of actions, a Technical Bulletin was issued by the Club Racing Board to clarify the SPO class to specifically include FIA homologated production cars. This clarification has been carried forward into the 2007 GCR. The Porsche 962 is a homologated FIA car.

This year, following the Group C qualifying, Tom Hendrickson late-entered SPO Lola #06 which would allow him to start with no qualifying times. Mr. Hendrickson then protested the eligibility of Porsche #58 under the terms of the Supplementary Regulations which stated that cars "must be based on mass produced automobiles for public roads or replicas thereof". The Chief Steward and Chief of Tech rendered this Regulation inapplicable based on an additional Supplementary Regulation that gave them discretionary power to allow "other cars" to compete. The SOM upheld Mr. Hendrickson's protest. Mr. Shelton's car was found non-compliant and was not allowed to compete. Mr. Hendrickson then withdrew the entry of his Lola #06 and did not compete.

DECISION

It is clear that under the terms of the GCR the Porsche 962 is a conforming SPO automobile. The definition of "mass produced" is not clear in the requirements of the Supplementary Regulations. The car was accepted by the Chief Scrutineer and Chief Steward for competition.

The Court of Appeals upholds Mr. Shelton's appeal. Mr. Shelton's appeal was well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Sherri Croyle vs. SOM, COA Ref. No. 07-12-SE
August 6, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On June 3, 2007, at the June National/PRO-IT held at Road Atlanta, Sherri Croyle, entrant of the Touring 1 Car #6 driven by Phil Croyle, protested Chris Ingle, driver of T1 Car #7, alleging violation of GCR 6.8.1.A, B, C, and D. (On Course Driver Conduct) for contact at Turn 1 on race lap 2. The Stewards of the Meeting (SOM) Robert Allen, Toni Creighton, Ken Irwin, Sue Roethel and Chairman Clyde Kiser met, reviewed evidence and testimony and upheld Ms. Croyle's protest. The SOM found Mr. Ingle in violation of 6.8.1.A. (avoid physical contact) and assessed a penalty of reprimand and the attendant one penalty point. During their review, the SOM determined that Mr. Croyle, the driver of T1 Car #6, was in violation of 6.8.1.B. (racing room) and assigned him the same penalty. Ms. Croyle is appealing the latter SOM decision.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Tom Hoffman and Chairman Michael West met on July 19 and July 26, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Sherri Croyle and extensive additional documentation.
2. Official Observer's Report and all related documents.
3. Video from Mr. Croyle's Car #6 received July 26, 2007.

4. Video from Mr. Ingle's Car #7 received July 26, 2007.

FINDINGS

The First Court's action penalizing both drivers was a result of contact between Cars 6 and 7 at the right hand Turn #1. The decision of the SOM was based on witness statements from Mr. Croyle, Mr. Ingle, Start, Corner 1 F&C Crew, three participants and officials observing the race, the Race Control Log, videos from both cars and inspection of the cars at impound. All evidence supported the fact that the left front of Mr. Ingle's Car #7 had contact with the right rear of Mr. Croyle's Car #6. Witness accounts and the videos agreed that Car #6 dropped two wheels off driver's left at Start/Finish at the beginning of lap 2, and upon return, each car then found itself on converging paths to Turn #1. The resulting contact at the entry to Turn 1 caused Car #6 to spin off course while Car #7 continued.

The COA conducted a thorough review of the evidence available to the First Court. In addition, the COA considered the extensive documentation, data and photos provided by the appellant, Ms. Croyle. The COA notes Ms. Croyle was concerned that she was not called to testify before the First Court since she filed the protest. The COA decided not to ask Ms. Croyle for any additional testimony based on the depth of detail and the completeness of her written appeal.

Based on the totality of evidence, the COA agrees with the First Court that both drivers shared responsibility for the contact.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. The decision of the SOM and the penalties imposed were in accordance with the GCR. The Court finds the appeal to be well founded. Ms. Croyle's appeal fee will be returned less the administrative portion retained by SCCA.

COURT OF APPEALS

Judgment of the Court of Appeals
Rules Interpretation – 2007 Mazda MX-5 with MS-R Option
July 18, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On May 16, 2007, Bob Dowie, Club Racing Board Chairman, requested a rules interpretation, under GCR 8.4.1, regarding the eligibility in SSB of the 2007 Mazda MX-5 with the MS-R option. Ken Patterson, National Steward's Chairman, convened a Court to render a decision on this request. Gary Meeker, Angelo Gazzola, and Tom Brown, Chairman, reviewed the request, obtained documentation and testimony, and determined the 2007 Mazda MX-5 with the MS-R option is not eligible for SSB competition in 2007. The ruling was forwarded to the Court of Appeals for review.

DATES OF THE COURT

The National Court of Appeals (COA), Dick Templeton, Bob Horansky, and Michael West, Chairman, met on July 18, 2007 to review the First Court's ruling.

FINDINGS

The First Court obtained information, data, and testimony from the Club Racing Board, (CRB), SCCA Club Racing, Mazda Motors, Mazda Motorsports, and a Mazda dealership. The Court assessed this information using a very detailed set of questions and criteria to determine if the 2007 MX-5 with the MS-R option met the requirements set forth in the GCR for Showroom Stock automobiles. The First Court determined the CRB exercised due diligence in approving the MX-5 with the MS-R option for competition in 2007. However, the Court determined the CRB had rendered a ruling that did not meet the tests set forth in GCR 9.1.7.B. for Showroom Stock automobiles, specifically, this model is not available to the general public. Therefore, the First Court ruled the 2007 Mazda MX-5 with the MS-R option is not eligible for competition this year.

Following an exhaustive review, the Court of Appeals concludes the First Court properly considered all facts and fully followed the GCR. Their methods and conclusions are supported by the applicable GCR sections and are within their powers to render.

DECISION

The Court of Appeals upholds the First Court's determination that the 2007 Mazda MX-5 with the MS-R option is not eligible for competition in SSB in 2007.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *July 25, 2007*

The Solo Events Board met by conference call July 25th. Attending were board members Chris Dorsey, Jason Isley, Ron Bauer, Andy Hollis, Dick Berger, Marcus Merideth, Donnie Barnes, Steve Wynveen, and Tina Reeves. Also attending was Howard Duncan of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2008.

GENERAL

· Nominations are requested for the Driver of Eminence and Solo Cup awards, to be presented at the Solo Nationals in September. Members should submit their nominees in writing to the SEB via the National Office.

· The following rule change proposal is submitted for member comment: 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."

· The previously-published revised version of the Solo Trials rules has been updated, and is republished here for member review (changes shown in italics):

APPENDIX D - SOLO TRIALS RULES

I. PURPOSE

Solo® Trials provides a venue for SCCA® members who wish to experience higher speeds than the current Solo® program allows and/or for whom the Time Trials program has not been available or desirable. Solo® Trials is a program for regions and drivers with a lower level of speeds, hazards, administrative complications and costs than Time Trials.

Background Motivation:
Several independent and marque autocross clubs, although considerably less regulated, have offered his type of program for many years without competition from SCCA®. Since region and member input indicated a need SCCA® has developed this new program. An added incentive to formulate this program for our membership was the potential to attract new members from the independent clubs who run this type of event into the SCCA® Solo® Program.

The Solo® Trials Program has three primary goals:
1) to be a venue for our members to compete in a safe, higher speed Solo® event;
2) to give SCCA® Regions, previously unable for various reasons to conduct Time Trials, a different type of Solo event to offer current and potential members; and
3) to develop a cadre of new competitors and organizers experienced in Solo® Trials events who will be encouraged to consider involvement in Time Trial Events. With the achievement of these three goals the Solo® Trials Program will provide a more rounded Solo® program for our members.

II. CONCEPT

All Solo® Trials Events will generally be run on flat, expansive asphalt or concrete pavement with very minimal fixed objects present on the course site. Essentially, these events will be planned for sites such as airport facilities or very large parking areas that can have a defined perimeter to control access and be protected from unwanted entry. This program is not intended for racetrack facilities, which are used for Time Trials events or shopping mall-type parking lots that are commonly used for Solo® events. Extremely rare exceptions may be made for racetrack facility usage under special circumstances when the course design and locations of hazards present appropriate risks, such as an airport-based facility. The course will be designated by pylons, and as in other Solo® events, displacement of these pylons will penalize drivers. Solo® Trials events can be characterized as introductory Time Trials events, using pylon defined road courses and speeds in excess of those currently limited in the Solo® program are permitted but are more limited than for Time Trials events. Approved course designs will not normally permit potential vehicle speeds of the fastest Stock, Street Touring®, or Street Prepared vehicles to exceed 95 MPH.
Solo® Trial events will fall under the authority of the Divisional Solo® Steward (DSS) and under the regulation of the National Solo® Rules (SR), except as exempted by these Solo® Trials Rules.

III. PROCEDURE FOR SCCA® SANCTION

Regions wishing to participate in the Solo® Trials Program shall:
1. Submit to the National Office an event site approval request which includes a proposed scale course design map with surrounding areas indicated; and
2. Submit sanction application to the DSS after receiving event site approval.

IV. SITE SELECTION AND COURSE DESIGN APPROVAL

Courses shall be placed on relatively level, smooth pavement surfaces and shall avoid incorporating elevation changes or abrupt high speed maneuvers that could lead to loss of control. The course design should limit straights (defined as a section of course

where full acceleration is possible, regardless of whether it is totally straight or not) to a maximum of 1,200 feet, including the braking zone preceding a subsequent maneuver. The intent of this requirement is for the top speed of the fastest Solo Stock or Street Prepared-type cars to not normally exceed 95 mph at any point on the course. The course shall be designed to provide the Safety Steward and Chief Steward, or their designated representatives, a direct line of sight to all portions of the course or radio communications must be provided between all corner stations and officials.

Prior event site inspection is mandatory and shall be coordinated with the Solo® Safety Committee (SSC). The inspection shall be made by the Divisional Solo Safety Steward (DSSS) or a designated representative of the SSC. This inspection will ensure that:
1. The proposed course pavement and overall event facility is capable of supporting a safe event;
2. Proper worker safeguards are available and will be utilized; and
3. The event site can be appropriately secured from unwanted entry by unauthorized individuals.

A safety report on the acceptability of the site shall be filed with the SSC with copies to the Director of Solo®. This report shall form the basis of SCCA® sanction and insurance issuance. Once a course site has been approved, it need not be inspected again unless there have been changes in pavement or to surrounding course areas. However, each subsequent event must go through all other sanction requirements.

V. SCCA INSURANCE

Liability and Participant Accident coverage will be provided as indicated
in the SCCA® Insurance Manual

VI. EVENT OFFICIALS

The Chief of Safety shall be appointed by the Divisional Solo® Safety Steward (DSSS). *The host region shall appoint all other officials. All event officials must be SCCA members in good standing.* The selection of the Safety Steward shall be done with utmost care reflective of the type of event. It is recommended that the Safety Steward have Time Trials experience but, as a minimum, shall have five years Solo® experience as a Safety Steward..

VII. ENTRANT ELIGIBILITY AND LICENSING

Driver Eligibility:
Must be an SCCA® member, at least 16 years old, and possess a “full privilege” operator’s (driver’s) license from their state of residence. Novice drivers may not participate in any Solo® Trials event. Drivers in a Solo® Trials event must have experience in at least four parking lot type Solo® events within the last two years. Proof may be in the form of event results or a letter from a Regional Executive, Divisional or National Solo® Official attesting to the experience level of the prospective entrant.

VIII. WORKERS

Events will operate primarily utilizing competitors, who are not competing at the moment, as course workers. This practice will duplicate the procedures currently in place for the Solo® Program. However, it is highly recommended that experienced Club Racing Flagging and Communications workers be used in a supervisory capacity. Prior to the beginning of competition runs, a workers training session will be held in order that each worker (driver) be familiar with what will be expected of them when they are placed on station.

IX. EVENT SAFETY REQUIREMENTS

1. A fire vehicle shall be provided that will be equipped to fight car fires. This vehicle must carry a minimum of 60 pounds total capacity dry chemical fire extinguisher(s).
2. An ambulance must be on call and available to respond within five minutes of a telephone call from the event site. A cellular phone must be available on site to minimize response time in the event of an emergency. At a minimum, one individual certified in Advanced First Aid by the American Red Cross, or equivalent, along with an extensively equipped First Aid, kit must be present and available. If this individual is also a competitor, another certified individual must be on duty while he or she is competing. It is highly recommended that an ambulance be stationed on site and staffed with qualified personnel for the duration of the event.
3. A prearranged safety plan, approved by the SSC, must be in place to cope with major emergencies.
4. At least 20 pounds of dry chemical extinguisher (total capacity) must be provided at each flagging station. Each station shall also be equipped, at a minimum, with a red flag.
5. Radio communication shall be provided from each flagging station to event officials at the event control point.
6. As a minimum, each station shall have two workers.
7. Each flagging station shall be on the inside approach of its respective corner and be placed a minimum of 75 feet from the course edge. It is highly recommended that the station be located behind a solid protection barrier such as, but not limited to, concrete, tire wall, Armco.

X. VEHICLE SAFETY EQUIPMENT REQUIREMENTS

A vehicle safety inspection conducted in accordance with the Solo® Rules, Section 3.3.3 must be successfully completed prior to competition. Competitors and officials are reminded that this inspection must be conducted with consideration to conditions of a Solo Trials event. The Chief Steward is authorized to prevent any vehicle from competing that he or she believes to be inadequate. In addition, vehicles must meet the following applicable requirements:
1. Vehicles prepared to Club Racing specifications must meet all current GCR safety equipment requirements.
2. Vehicles prepared to Time Trials specifications must meet all current Time Trials safety equipment requirements.
3. Vehicles prepared to Solo® specifications must meet the following additional requirements:

a. Prepared and Modified category vehicles, and all open vehicles, must have a roll bar meeting current Solo® Appendix C standards (exception: open cars may substitute factory hardtops equipped with bolt-in fasteners). In addition, Stock, Street Touring®, Street Prepared, and Street Modified vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar. Bolt-in roll bars are permitted. It is highly recommended that all Solo® prepared vehicles have roll cages/roll bars meeting current GCR requirements. Roll cages are highly recommended for all vehicles and, if installed, must conform to current GCR Section 9.4.
b. A driver restraint system as described in the current GCR Section 9.3.18 is required for all Prepared, and Modified category vehicles, and for all Stock, Street Touring®, Street Prepared and Street Modified category vehicles equipped with a roll bar or roll cage. Stock, Street Touring®, Street Prepared and Street Modified category vehicles not equipped with a roll bar or a roll cage may not use an upper body restraint system other than the factory system.
c. A hand-held fire extinguisher meeting the current GCR Section 9.3.22.B is highly recommended.

XI. DRIVER SAFETY EQUIPMENT REQUIREMENTS

The following equipment must be displayed for Tech Inspection and be used during competition by all drivers:
1. A helmet meeting the current Solo® requirements as a minimum.
2. *Vehicles prepared beyond the allowances of Street Modified are required to have a window net, roll up windows or an approved arm restraint system.* All open cars that do not have original equipment roll up windows must be equipped with a window net, or the driver must wear an approved arm restraint system. Vehicles with original equipment roll up windows may compete without either a window net or a driver arm restraint if the driver side window is rolled up during competition.
3. Drivers of open cars shall wear goggles or face shields.
4. SCCA approved fire resistant clothing as listed in the current GCR, Section 9.3.19, is highly recommended for all drivers.
5. Minimum apparel shall be long pants, long sleeve shirts and shoes which fully covers the foot at least to the ankle.
6. F125 drivers must wear full abrasion suits.

SOLO SAFETY

· The SSC has proposed that effective 1/1/09, retaining a Solo Safety Steward's license will require the licensee to attend a refresher SSS training course every three years. Member feedback is invited regarding this proposal.

SOLO STREET PREPARED CATEGORY

· Per the SPAC, the previously-published proposal regarding seats is recommended to the BOD. The proposal is as follows:

Replace 15.2.E with the following (adapted from 14.2.B and the 2nd half of 15.2.E):

"The driver and front passenger seats may be replaced, with the following restrictions: The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 20 pounds and must be attached using the standard body mounting holes/studs. Additional mounting points may be added. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements."

· Per the SPAC, the Porsche 911 listings in ASP are proposed to be revised to read as follows (this is a revision to a previously-published proposal):

911 Turbo/930: ('75-'79; '86-'89)
911 Turbo (964 chassis; '90-'93)
911 Turbo and GT-2 (993 chassis; '95-'98)
911 NA (996 and 997 chassis; '99+)
911 Turbo (996 and 997 chassis; '99+)
911 GT-3 (996 and 997 chassis; '99+)
911 GT-2 (996 chassis; '99-'04)

SOLO STREET MODIFIED CATEGORY

· Per the SMAC, the previously-published proposal regarding SM transmission rules has been tabled.

SOLO MODIFIED CATEGORY

· Per the MAC: It has been suggested that the carburetor restriction the MAC recommended to be placed on multiple carburetion contained in the proposed section E.1. (engine option #1) would make some of the more popular and currently used carburetors illegal, thereby causing unneeded expense to change carburetors to be within the rules.

The current proposal for engine option #1, E.1. reads in part: "...Multiple carburetion is restricted to a maximum of two 40mm carburetors with 28mm venturis..."

The MAC recommends an update to that sentence in proposed section E.1, prior to sending the proposal to the BOD, to read: "...Multiple carburetion is restricted to a maximum of two 44mm carburetors with 28mm venturis..." Member comment is invited regarding this revision.

MEMBER ITEMS NOT RECOMMENDED

· Sky Redline and Solstice GXP classing, ASP to BSP (ref. 07-303) Note: the SEB will continue to monitor these cars' development.

- Miata and CRX classing in SP (ref. 07-345)

TECH BULLETINS

1) Street Touring: In the second sentence of 14.10.E, replace “US DOT” with “EPA tailpipe” and in 14.10.E.6, replace “STS” with “ST” and replace “the Federal 49-state safety and tailpipe emissions” with “EPA tailpipe emissions”. Note: This corrects the reference to the responsible agency within the federal government.

2) Street Touring: The Tech Bulletin published in the August 2007 Fastrack in regards to the “emissions system” was intended to refer to the “emissions monitoring system” in all cases. Since the inception of the ST category, the goal has been to reflect common, street-legal modifications, as stated in the opening paragraph of section 14. An integral part of street legality is emissions legality. The SEB interprets the phrases “meet emissions standards” and “emissions legal” as the ability to *meet the tailpipe emissions standards* of an Inspection and Maintenance (I/M) test. I/M testing is commonly required by the EPA in so-called “non-attainment zones” and is a subset of the original vehicle emissions certification (Federal Test Procedure).

On vehicles equipped with OBD-II monitoring, the I/M test relies on the OBD-II system to determine whether or not the vehicle meets the tailpipe emissions standards. Non-compliance is indicated by the malfunction indicator lamp (MIL, commonly called a check engine light). As such, modifications that invalidate the monitoring and/or reporting of the OBD-II system are not considered emissions legal.

On pre-OBD-II vehicles, the I/M test utilizes a dynamometer test to determine whether or not the vehicle meets the tailpipe emissions standards. The three common tailpipe dynamometer tests are IM240, ASM2525 and ASM5015.

3) Street Prepared: The following new listings, effective immediately upon publication, have been recommended by the SPAC:

Chrysler Crossfire	BSP (same line as SRT-6)
Mercedes-Benz CLK320/CLK32 AMG	BSP

4) Prepared: per the PAC, 17.11.A is clarified to read as follows:

“Vehicles prepared in excess of Solo allowances and prepared up to either the current GTCS or PCS are permitted to compete in their respective Prepared classes. Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo minimum weight from Appendix A plus any Solo weight penalties (wheel size penalties, etc.).

Vehicles taking advantage of this allowance may use Solo or GTCS/PCS allowances in whole, in part or in combination. Cars which are not listed in the GTCS or PCS may not use this allowance, and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GTCS/PCS, upon member request the appropriate specifications will be developed and added to Appendix A.

An exception to the GTCS will be that open cars are permitted, provided they comply with all provisions of Section 17 pertaining specifically to open cars.

The following items listed in the GCR, PCS, or GTCS, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand held fire extinguisher, scattershield/ chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GT specifications. The 10% increase in minimum weight does apply to such cars.”

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | *July 9, 2007*

The RallyCross Board met in conference call on July 9th, 2007. Members in attendance were John Barnett, Mark Utecht, Jayson Woodruff, and Mark Walker (Chair). Also present were Pego Mack, Rally Manager, Howard Duncan (VP Competition Programs) and Howard (Duck) Allen, BoD Liaison.

The meeting was called to order at 8:12pm.

John Barnett presented a progress report from the New Programs committee. Work is proceeding on the new programs packet and information will be submitted to Inside Line as it is produced.

Mark Utecht presented a report from the rules committee. The rules committee recommends no changes to the prepared category for non-strut camber modifications. Motion: Utecht/Woodruff: No changes to prepared category for camber adjustments at this time. (Passed)

Motion: Utecht/Walker: Request member input on the following: Allow Solo Street Prepared, Street Touring, and Club Racing Improved touring vehicles to compete in the appropriate Rallycross Prepared category. Vehicles must be prepared to one set of rules, no cross rules preparation is allowed. (Passed)

The RxB discussed criteria for year end awards. A written proposal will be submitted by Jayson Woodruff for RxB consideration.

The meeting was adjourned at 9:35pm cst.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | *July 17, 2007*

The *RoadRally* Board (RRB) met via conference call on July 17, 2007.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Tim Craft, and Lois Van Vleet; Duck Allen, Board of Directors, and Pego Mack, National Office.

Chairman Poirier called the meeting to order at 8:00 pm CST.

The June 2007 minutes were accepted.

Divisional Stewards

Another invitation to attend future RRB meetings will be extended to divisional stewards.

Great Race Report

The event was successful and was worth the effort to enter, reports Rick Beattie. Using route instructions that were 2 ½ inches thick Rick and Ron Ferris finished 18th in Ron's 1932 Ford.

Event Updates

- The Oregon Rallies liaison is Rick Beattie. The website link has been
- corrected to provide access to the flyer and entry form. Pre-check is scheduled for August 4/5.
- St. Louis has been cancelled.
- The Elkhart Lake, Wisconsin rally on October 5 and 6 has received good support from the Chamber of Commerce and from the PDX at Road America. Although the entry fee may seem expensive all meals are included and the "goodie bags" are ample. The rally will be about 175 miles in length and will qualify to National Rally standards. It will offer E, L, S and Great Race classes.
- United States Road Rally Challenge. Free entries will not be offered this year because the region is bearing the cost of putting on the event. The rally is providing all meals and will offer a Course, Tour, and GTA events.

Rules Committee

Several proposals have been received from SCCA members and the Rules Committee will begin considering them this month.

SCCA Convention – 2008

The convention will be in San Antonio, Texas in February. Seminar topics were discussed.

RRB Newsletter

The newsletter will feature resumes of the RRB members, a list of the 3 top-scoring rallyists, a link to the next National Rally, and will highlight a different region that's active in RoadRally.

New Business

CERs are currently collected on paper documents, but an electronic link has been discovered that will track evaluations on line. Rallymasters need send only the link to rallyists.

There being no further business and no objections, the meeting adjourned at 9:00 PM CDT.

Next Meeting

7:30 PM CDT on Wednesday, August 1, 2007.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | *Aug. 1, 2007*

The *RoadRally* Board (RRB) met via conference call on Wednesday, August 1, 2007.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Tim Craft, and Lois Van Vleet; and Pego Mack, National Office.

Duck Allen, Board Liaison, was unable to attend.

Chairman Poirier called the meeting to order at 7:30 pm CST.

On motion duly made and seconded the July 2007 minutes were APPROVED.

Event Updates

The United States Road Rally Challenge is in the final stages of development. Headquarters is in Delmont, PA near Pittsburgh.

Rules Committee

The RRB took no action on a number of contestant proposals regarding length, points and structure of events in the National Championship Series. Additionally, the RRB took no action on proposals to revise the term "in the vicinity of" and the definition of landmark, eliminate DIYCs from Tour events, allow additional passengers on National Course & Tour events, and compel results reporting by the Regions.

The RRB approved for member comment revisions to Article 18 regarding "Final" results, a minor clarification to Article 8 for scoring of Regional events, and clarification of the terms "/0.00", and "/0.000".

The Rules Committee will be allowed more time to suggest a revision to the definition of "opportunity."

2008 Convention

The RRB is developing programs for presentation at the SCCA Annual Convention to be held in San Antonio, Texas in February, 2008.

2007 Points Standing

The RRB discussed various issues regarding the accumulation of points. The board is pleased with the results to date as to number of events and number of competitors accumulating points.

RRB Newsletter

The board discussed the content of the newsletter and continues to seek refinement and wider appeal.

There being no further business and no objections, the meeting adjourned at 10:00 pm.

Next Meeting: 7:30 PM CDT on Wednesday, September 5, 2007.

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

SCCA National Championship Runoffs Presented by AT&T

Supplementary Regulations: http://www.scca.com/_FileLibrary/File/RunoffsSupps.pdf

Schedule: http://www.scca.com/_FileLibrary/File/2007Schedule.pdf

Entry Form: http://www.scca.com/_FileLibrary/File/2007EntryForm.pdf

Officials List: http://www.scca.com/_FileLibrary/File/2007RunoffsRaceOfficials.pdf

Volunteer Form: http://www.scca.com/_FileLibrary/File/2007VolunteerForm.pdf

Accredited Driver Licensing Schools: http://www.scca.com/Club/index.asp?reference=schools

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: http://www.scca.com/Club/index.asp?reference=clubforms

Technical Forms: http://www.scca.com/Club/index.asp?reference=techforms

Scrutineer's Forms: http://www.scca.com/Club/index.asp?reference=scrutineering

Vehicle Homologation Forms: http://www.scca.com/Club/index.asp?reference=homologation-forms

General Competition Rules (GCR): http://www.scca.com/Club/index.asp?reference=gcr

SOLO

Tire Rack SCCA Solo National Championships Entry Form: http://www.scca.com/_FileLibrary/File/NationalsEntryForm.pdf

Forms: http://www.scca.com/Solo/index.asp?reference=soloforms

Rulebook: http://www.scca.com/Solo/index.asp?reference=rules

RALLY

Forms: http://www.scca.com/Rally/index.asp?reference=rallyforms

Rulebook: http://www.scca.com/Rally/index.asp?reference=carsandrules

EVENT CALENDAR: http://www.scca.com/Event

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED October 2007

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | *Aug. 10-12, 2007*

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, August 10 through 12, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Michael Sauce, and K.P. Jones. Jim Julow, President, Jeff Dahnert, Vice President of Finance, Eric Prill, Vice President Marketing and Communications, Colan Arnold, Vice President, Member Services and Region Development, Howard Duncan, Vice President Rally/Solo, Terry Ozment, Vice President of Club Racing, Jeremy Thoennes, Technical Services Manager, Bob Wildberger President Pro Racing Bob Dowie, Chairman of the Club Racing Board, Ken Patterson, Chairman of the Stewards Program also participated.

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

MOTION: To approve the minutes of the July 2nd, 2007 meeting. (Allen/Porterfield) PASSED Unanimous

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PRESIDENTS REPORT

Jim Julow reviewed activities related sponsorship opportunities, and plans for the National Convention. He also discussed items from his recent visits to a number of regions. He reported that because FIA is planning to replace manual flagging with cockpit lights, the ACCUS funding for additional flags for the SCCA was denied. Jim provided an update on the Region D&O insurance as Pete Lyon could not be in attendance.

FINANCE AND ADMINISTRATION

Jeff Dahnert presented a financial report as of June 2007. He projected that year end will be within the current budget.

SCCA PRO RACING

Bob Wildberger projected that SCCA Pro Racing will finish the year with a profit.

MARKETING & COMMUNICATIONS

Eric Prill reported that Volkswagen is now the official pace cars of the SCCA and SCCA Pro Racing. He gave a preview of the improved web site scheduled to roll out September 4th.

CLUB RACING

Terry Ozment presented drivers school participation data, and an update of Runoffs activity.

MEMBER SERVICES

Colan Arnold reviewed membership retention activities, improvements to Inside Line, volunteer incentives, First Gear performance, and weekend memberships.

RALLY / SOLO / FOUNDATION

Howard Duncan reported on Solo, Road Rally, and Rallycross activities as well as pilot Drift events. He presented an update on the Tire Rack Street Survival program and highlighted the "Street Smarts" e-newsletter.

CLUB RACING BOARD

Bob Dowie presented an overview of current CRB activities.

STEWARDS PROGRAM

Ken Patterson gave a status report on the Stewards Manual, and Strategic Plan.

LIASON REPORTS

Court of Appeals - Howard "Duck" Allen

The COA is now hearing case twenty for this year. Of that total, not all twenty cases were heard with some being withdrawn. So far, most divisions have checked in with an appeal with SEDIV and NORPAC leading the way. The year to date has been below average in terms of caseload but the court has heard the usual number of car-to-car cases or driver-to-driver cases.
At this point of the year, the COA has not found any pressing or approaching problems on the horizon to alert the BOD about.

Road Rally and RallyCross - Howard "Duck" Allen

For next year, the RRB is looking at a minimum of rules changes and as a cost saving measure will not reprint the rulebook. They will probably issue an addendum sheet instead.
The national program to use regional events to count towards the national championship is still a work in progress but the preliminary numbers look good with the number of events and participants are up over previous years.
The rallycross program has had another year of growth with more regions joining the program and putting on events, therefore the number of events and participants is up for 2007.
The Rallycross board is still hammering out the details of governance and is working to establish a business model that will function efficiently and properly serve the needs of the club and its members.
Both boards are looking forward to their yearend events, for Rally it is the USRRC in Pittsburgh and the Rallycross national championships in Hastings Nebraska.

OLD BUSINESS

None

NEW BUSINESS

Ken Patterson is reappointed as Chairman of the Stewards for 2008.

MOTION: To supply 93 octane fuel for the 2007 Runoffs priced no higher than the 100 octane fuel, and that SCCA Inc. absorb the additional costs involved in doing so. (Dent/Gordy) FAILED Voting yes, Dent.

MOTION: To revise the Board of Directors Handbook "Reimbursement of expenses", first sentence to read: Directors are eligible for per diem at the appropriate IRS rate (provided by the FO) to cover hotel, meals and ground transportation to and from hotel. Also revise next to last bullet item to read: The four National Championship series events (maximum of 7 days total). (Gordy/Fairer) PASSED Voting No, Jones, Christian Abstaining, Sauce

MOTION: To appoint the President of SCCA, and the Vice President of Finance to the insurance committee. (Sheridan/Fairer) PASSED Voting NO, Porterfield and Jones

MOTION: To require Solo and Rally contestants beginning January 1, 2008 to be an SCCA regular or weekend member. (Clark/Fairer) PASSED Voting NO, Dent, Sheridan, Sauce

MOTION: To approve those changes to the SCCA 401 (k) plan's Vesting Schedule that are necessary to conform to the requirements of the Pension Protection Act of 2006. (Christian/ Dent) PASSED Unanimous

MOTION: To appoint Richard Miller Rallycross Steward in Southwest Division. (Allen/ Sauce) PASSED Unanimous

MOTION: To appoint Jerry Doctor Rallycross Steward in Midwest Division. (Allen/ Lybarger) PASSED Unanimous

MOTION: To authorize the national staff to proceed with a Chief driver Instructor Program to include a National Chief Driver Instructor and Divisional Chief Driving Instructor as presented to the Board of Directors. (Sheridan/Lybarger) PASSED Voting NO, Jones, Porterfield, Dent

MOTION: To hold the 2008 Solo Nationals September 14 – 19 and the Runoffs October 5 – 12. (Fairer/ Lybarger) PASSED Voting NO, Sauce, Allen, Introne, Sheridan, Clark

MOTION: To waive the provisions of GCR Section 3.2.2.H.1 to allow Southern Pacific Division to conduct 4 double national events in

2008. (Porterfield/Jones) PASSED Unanimous

MOTION: To waive the provisions of GCR Section 3.2.2.H.1 to allow Southeast Division to conduct 3 double national events in 2008. (Jones/ Fairer) PASSED Unanimous

MOTION: To waive the provisions of GCR Section 3.2.2.H.1 to allow Southwest Division to conduct 2 double national events in 2008. (Sauce/ Fairer) PASSED Unanimous

MOTION: To direct the CRB to use existing procedures to delete GCR Section 3.2.2.H.1 (Only one Double National per Division). (Christian / Fairer) PASSED Unanimous

MOTION: To waive the qualification requirements (GCR Section 3.9.2.A) to allow Woody Adams to participate in the 2007 Runoffs. (Christian/Fairer) FAILED, Voting Yes, Christian, Porterfield, Clark, Sauce

MOTION: To waive the qualification requirements (GCR Section 3.9.2.A) to allow Chas Schaffer to participate in the 2007 Runoffs (Holtz/Christian). FAILED, Voting Yes, Porterfield, Holtz, Sauce

MOTION: To approve the following changes to the Operations Manual. (Fairer/Sheridan) PASSED Unanimous

I. Structure of SCCA *(page 1)*

A. CORPORATE ORGANIZATION AND ADMINISTRATION

At its July 1961 meeting, the Board adopted policies, which for the first time asserted the Club's interest in automobile road racing affairs outside the SCCA, and liberalized the Club's previous attitude on strict amateurism. The motions passed at this meeting and amended at later meetings have formed the spine of SCCA racing policies since January 1, 1962. A digest of these motions is as follows:

SCCA reaffirms its position as a member-oriented Club, interested in sports car activities; and will continue to organize, sanction and conduct professional and Club automobile sports events to satisfy the needs and pleasures of its members. SCCA encourages the organizing, sanctioning and conducting of Club races as public spectator events.

5.2.1 National Administrators *(Page 16)*

Appointment: Selected by the Club Racing Board, subject to the approval of the Board of Directors *at their November meeting.* National Administrators shall normally serve for three to four years subject to annual appointments and approval. *Term begins January 1 of the following year.*

5.4 Divisional Field Staff *(Page 17)*

5.4.1. Executive Stewards

Appointment: One per Division, selected by the Area Director(s) for each Division, upon advice from the Chairman of the Steward's Program and final acceptance by the Board of Directors *at their November meeting. Term begins January 1 of the following year.*

I.C.

1.4 Competition Events (Page 27)

Regions must conduct their events under the sanction of the SCCA. The SCCA may grant or withdraw such sanctions for individual events or for specific categories of events. An SCCA sanction is considered to be a privilege and responsibility. Regions that fail to conduct events within the policies, standards, rules and regulations of SCCA are subject to penalties and restrictions ranging up to and including revocation of Charter as determined by the Board of Directors. Specific procedures for handling such cases are described in I.C.1.1.5 of the SCCA Operations Manual.

MOTION: To approve the following changes to the Operations Manual. (Holtz/Sheridan) PASSED, Voting NO, Allen, Christian, Holtz, Lybarger, Sauce

5.2 Club Racing Board (CRB) *(Page 15 & 16)*

Appointment: The Board of Directors annually shall appoint a Chairman and two to six additional members to the Club Racing Board, those selected shall be SCCA members in good standing. Members shall normally serve three to six years 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 con-

cert 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:

i. Clarify a rule – characterized as adding/subtracting/changing language to reinforce the intent of the rule without changing the core definition.

ii. Make specification changes – this includes weight, track, restrictor sizes, and other items typically contained within a vehicle specification line.

iii. Classify cars.

iv. Correct errors and omissions.

v. Implement rule changes for all classes in cases where parts are no longer available and such a shortage would negatively affect the ability to compete.

vi. Recommend rule changes and car reclassification to the Board of Directors for approval.

MOTION: To approve the following SOLO Rules as recommended by the Solo Events Board. (Fairer/Lybarger) PASSED. Unanimous.

GENERAL CATEGORY

ITEM 1) Change 4.2.C.2, second paragraph, second sentence to read:

"...and accompanied by a check or money order in an amount which is twice the current National Tour entry fee, payable to SCCA."

Also change the last sentence to read:

"The fee will be held by National Office and earmarked for Divisional Solo program use."

March 2007 Fastrack News

ITEM 2) Change Appendix D to read:

"APPENDIX D - SOLO TRIALS RULES

I. PURPOSE

Solo® Trials provides a venue for SCCA® members who wish to experience higher speeds than the current Solo® program allows and/or for whom the Time Trials program has not been available or desirable. Solo® Trials is a program for regions and drivers with a lower level of speeds, hazards, administrative complications and costs than Time Trials.

Background Motivation:
Several independent and marque autocross clubs, although considerably less regulated, have offered his type of program for many years without competition from SCCA®. Since region and member input indicated a need SCCA® has developed this new program. An added incentive to formulate this program for our membership was the potential to attract new members from the independent clubs who run this type of event into the SCCA® Solo® Program.

The Solo Trials Program has three primary goals:

1) To be a venue for our members to compete in a safe, higher speed Solo® event;

2) To give SCCA Regions, previously unable for various reasons to conduct Time Trials, a different type of Solo event to offer current and potential members; and

3) To develop a cadre of new competitors and organizers experienced in Solo® Trials events who will be encouraged to consider involvement in Time Trial Events. With the achievement of these three goals the Solo® Trials Program will provide a more rounded Solo® program for our members.

II. CONCEPT

All Solo® Trials Events will generally be run on flat, expansive asphalt or concrete pavement with very minimal fixed objects present on the course site. Essentially, these events will be planned for sites such as airport facilities or very large parking areas that can have a defined perimeter to control access and be protected from unwanted entry. This program is not intended for racetrack facilities, which are used for Time Trials events or shopping mall-type parking lots that are commonly used for Solo® events. Extremely rare exceptions may be made for racetrack facility usage under special circumstances when the

course design and locations of hazards present appropriate risks, such as an airport-based facility. The course will be designated by pylons, and as in other Solo® events, displacement of these pylons will penalize drivers. Solo® Trials events can be characterized as introductory Time Trials events, using pylon defined road courses and speeds in excess of those currently limited in the Solo® program are permitted but are more limited than for Time Trials events. Approved course designs will not normally permit potential vehicle speeds of the fastest Stock, Street Touring®, or Street Prepared vehicles to exceed 95 MPH. Solo® Trial events will fall under the authority of the Divisional Solo® Steward (DSS) and under the regulation of the National Solo® Rules (SR), except as exempted by these Solo® Trials Rules.

III. PROCEDURE FOR SCCA® SANCTION

Regions wishing to participate in the Solo® Trials Program shall:

1. Submit to the National Office an event site approval request which includes a proposed scale course design map with surrounding areas indicated; and

2. Submit sanction application to the DSS after receiving event site approval.

IV. SITE SELECTION AND COURSE DESIGN APPROVAL

Courses shall be placed on relatively level, smooth pavement surfaces and shall avoid incorporating elevation changes or abrupt high speed maneuvers that could lead to loss of control. The course design should limit straights (defined as a section of course where full acceleration is possible, regardless of whether it is totally straight or not) to a maximum of 1,200 feet, including the braking zone preceding a subsequent maneuver. The intent of this requirement is for the top speed of the fastest Solo® Stock or Street Prepared-type cars to not normally exceed 95 mph at any point on the course. The course shall be designed to provide the Safety Steward and Chief Steward, or their designated representatives, a direct line of sight to all portions of the course or radio communications must be provided between all corner stations and officials. Prior event site inspection is mandatory and shall be coordinated with the Solo® Safety Committee (SSC). The inspection shall be made by the Divisional Solo Safety Steward (DSSS) or a designated representative of the SSC. This inspection will ensure that:

1. The proposed course pavement and overall event facility is capable of supporting a safe event;

2. Proper worker safeguards are available and will be utilized; and

3. The event site can be appropriately secured from unwanted entry by unauthorized individuals.

A safety report on the acceptability of the site shall be filed with the SSC with copies to the Director of Solo®. This report shall form the basis of SCCA® sanction and insurance issuance. Once a course site has been approved, it need not be inspected again unless there have been changes in pavement or to surrounding course areas. However, each subsequent event must go through all other sanction requirements.

V. SCCA INSURANCE

Liability and Participant Accident coverage will be provided as indicated in the SCCA® Insurance Manual.

VI. EVENT OFFICIALS

The Chief of Safety shall be appointed by the Divisional Solo® Safety Steward (DSSS). The host region shall appoint all other officials. All event officials must be SCCA members in good standing. The selection of the Safety Steward shall be done with utmost care reflective of the type of event. It is recommended that the Safety Steward have Time Trials experience but, as a minimum, shall have five years Solo® experience as a Safety Steward..

VII. ENTRANT ELIGIBILITY AND LICENSING

Driver Eligibility:
Must be an SCCA® member, at least 16 years old, and possess a “full privilege” operator’s (driver’s) license from their state of residence. Novice drivers may not participate in any Solo® Trials event. Drivers in a Solo® Trials event must have experience in at least four parking lot type Solo® events within the last two years. Proof may be in the form of event results or a letter from a Regional Executive, Divisional or National Solo® Official attesting to the experience level of the prospective entrant.

VIII. WORKERS

Events will operate primarily utilizing competitors, who are not competing at the moment, as course workers. This practice will duplicate the procedures currently in place for the Solo® Program. However, it is highly recommended that experienced Club Racing Flagging and Communications workers be used in a supervisory capacity. Prior to the beginning of competition runs, a workers training session will be held in order that each worker (driver) be familiar with what will be expected of them

when they are placed on station.

IX. EVENT SAFETY REQUIREMENTS

1. A fire vehicle shall be provided that will be equipped to fight car fires. This vehicle must carry a minimum of 60 pounds total capacity dry chemical fire extinguisher(s).

2. An ambulance must be on call and available to respond within five minutes of a telephone call from the event site. A cellular phone must be available on site to minimize response time in the event of an emergency. At a minimum, one individual certified in Advanced First Aid by the American Red Cross, or equivalent, along with an extensively equipped First Aid, kit must be present and available. If this individual is also a competitor, another certified individual must be on duty while he or she is competing. It is highly recommended that an ambulance be stationed on site and staffed with qualified personnel for the duration of the event.

3. A prearranged safety plan, approved by the SSC, must be in place to cope with major emergencies.

4. At least 20 pounds of dry chemical extinguisher (total capacity) must be provided at each flagging station. Each station shall also be equipped, at a minimum, with a red flag.

5. Radio communication shall be provided from each flagging station to event officials at the event control point.

6. As a minimum, each station shall have two workers.

7. Each flagging station shall be on the inside approach of its respective corner and be placed a minimum of 75 feet from the course edge. It is highly recommended that the station be located behind a solid protection barrier such as, but not limited to, concrete, tire wall, Armco.

X. VEHICLE SAFETY EQUIPMENT REQUIREMENTS

A vehicle safety inspection conducted in accordance with the Solo® Rules, Section 3.3.3 must be successfully completed prior to competition. Competitors and officials are reminded that this inspection must be conducted with consideration to conditions of a Solo Trials event. The Chief Steward is authorized to prevent any vehicle from competing that he or she believes to be inadequate. In addition, vehicles must meet the following applicable requirements:

1. Vehicles prepared to Club Racing specifications must meet all current GCR safety equipment requirements.

2. Vehicles prepared to Time Trials specifications must meet all current Time Trials safety equipment requirements.

3. Vehicles prepared to Solo® specifications must meet the following additional requirements:

a. Prepared and Modified category vehicles, and all open vehicles, must have a roll bar meeting current Solo® Appendix C standards (exception: open cars may substitute factory hardtops equipped with bolt-in fasteners). In addition, Stock, Street Touring®, Street Prepared, and Street Modified vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar. Bolt-in roll bars are permitted. It is highly recommended that all Solo® prepared vehicles have roll cages/roll bars meeting current GCR requirements. Roll cages are highly recommended for all vehicles and, if installed, must conform to current GCR Section 9.4.

b. A driver restraint system as described in the current GCR Section 9.3.18 is required for all Prepared, and Modified category vehicles, and for all Stock, Street Touring®, Street Prepared and Street Modified category vehicles equipped with a roll bar or roll cage. Stock, Street Touring®, Street Prepared and Street Modified category vehicles not equipped with a roll bar or a roll cage may not use an upper body restraint system other than the factory system.

c. A hand-held fire extinguisher meeting the current GCR Section 9.3.22.B is highly recommended.

XI. DRIVER SAFETY EQUIPMENT REQUIREMENTS

The following equipment must be displayed for Tech Inspection and be used during competition by all drivers:

1. A helmet meeting the current Solo® requirements as a minimum.

2. Vehicles prepared beyond the allowances of Street Modified are required to have a window net, roll up windows or an approved arm restraint system. All open cars that do not have original equipment roll up windows must be

equipped with a window net, or the driver must wear an approved arm restraint system. Vehicles with original equipment roll up windows may compete without either a window net or a driver arm restraint if the driver side window is rolled up during competition.

3. Drivers of open cars shall wear goggles or face shields.

4. SCCA approved fire resistant clothing as listed in the current GCR, Section 9.3.19, is highly recommended for all drivers.

5. Minimum apparel shall be long pants, long sleeve shirts and shoes which fully cover the foot at least to the ankle."

July 2007 Fastrack News

ITEM 3) For new Appendix section (not mandatory):

"Sound Measurement Procedure

The competitor shall carry sole responsibility for ensuring their vehicle complies with these Sound Control Standards and Procedures. Vehicle sound emission is not a constant factor that can be trimmed to barely legal (in the manner of engine displacement or vehicle weight.) Sound emissions may vary significantly from morning to afternoon, and day to day, so the competitor is advised to target any vehicle sound emission level "adjustments" to well under the limit, to allow for variations in conditions. The intent of the following rules is to truly make our events quieter by limiting the sound level produced by individual vehicles. Competitors are expected to use mufflers as the primary method for sound reduction. Sound measuring stations will be on both sides of vehicles to ensure sound output levels are below limits.

Standard:

Maximum limit of (XX) dB, A weighted, at the measuring point.

Measurement:

The measuring point will be established during course set up, and approved by the event chair. The course map shall be provided to the chief of sound two days before the event.

When possible, measurements will be taken at all event sites to provide information for competitors.

Measurement will be taken at a point on course where the car can reasonably be expected to be at full throttle, under load, and at high RPM.

The measuring point will be 50 ft from the edge of the course lane, using a coned gate as a reference. More than one measuring point may be established.

Sound Station(s):

A Sound Station will be established at the measuring point(s) on the course.- At a minimum, an ANSI Type 2 sound with a digital readout will be used.

The meter will be mounted on a tripod, 3-4 feet above ground level.

The meter will be positioned perpendicular to the vehicle's direction of travel.

The meter will be set to "A" weighting, "Slow" Response.

When possible and practical, the Sound Station(s) will be as far away as practical from inhabited buildings.

The Sound Station Operator will record the Heat #, Run #, Car # and Class and Sound Reading, on a Log developed for that purpose.

Sound Logs will be posted on site after each run group, and on the web following the event.

Sound Logs will be maintained for one year.

Every car will be measured on every run.

The Sound Station Operator and the Grid Sound Control worker will be equipped with a radio on the same channel

as the Corners, Grid and Control.

One or more (as required) of the "downstream" corner stations will be equipped with a black flag and dedicated flagger.

The Sound Control Grid worker will be equipped with a clip board & notepad to record the car number of violators announced by the sound operator, for his reference when the car returns to Grid.

Violations:

When a vehicle exceeds (XX – 3) dBA, the sound operator will inform the grid sound control worker.

When a vehicle exceeds (XX + 3) dBA, the sound operator will announce over the radio, "sound flag, sound flag," then state the car number and class, and the measured reading. The Grid Sound Control Worker will record the car number and sound reading.

The corner station(s) with the black flag will display it when called by Sound Control, so it can be seen by the driver, signifying to the driver that his vehicle has exceeded the (XX + 3) dBA secondary limit.

The driver must immediately come off the throttle and continue through the course, without either stopping or driving at a competition pace.

Any run (XX) dBA or over will be scored a DNF.

The driver will be notified of any measurement over (XX – 3) dBA.

When a car in violation ((XX) dBA or over) returns to grid, the Grid Sound Control worker will notify the driver of the car's measured sound level. The driver will be given the opportunity for a "mechanical delay" to attempt to reduce the vehicle's sound level. If, in the judgment of the Grid Sound Control worker, the driver has attempted a viable remedy, he will authorize a "second chance run". If the driver(s) declines any "repair" action, or the "repair" is deemed inadequate or inappropriate by the Grid Sound Control Worker, the driver(s) will forfeit all subsequent runs in that vehicle. The Grid Sound Control Worker may offer advice to competitors. This advice, however, shall be in no manner be construed to imply that said suggested corrective action(s) absolves the competitor from complying.

If the vehicle exceeds either limit on the "second" chance run, the vehicle may be given one "final chance" run if the vehicle meets all the requirements of the previous paragraph (second chance run).

If the vehicle exceeds the limit on the "final" chance run, all subsequent runs by that vehicle, if any, are forfeited.

Drivers may appeal the decision of the Grid Sound Control Worker to the Event Chair."

March 2007 Fastrack News

SAFETY CATEGORY

ITEM 4) Add to 4.3.1 as follows:

"Helmets meeting British spec BS6658-85 type A/FR are also acceptable."

July 2007 Fastrack News

ITEM 5) Add to Appendix E, just prior to the logbook portion:

"GUIDELINES FROM THE SSC

A. Rollover potential guidelines

B. Guidelines to corner speeds determinations based on radius of a turn
The following chart is a guideline for Regional Officials and Course Designers: it shows values of cornering speeds versus corner radius (not diameter) for various lateral accelerations. This data should be considered in light of other calculations which estimate that a fast Stock or Street Prepared car can pull well in excess of 1.0G's in lateral acceleration, and can accelerate from 30mph to 70mph in less than 300 feet.

Cornering Speeds in Miles Per Hour

Lateral					Turn	Radius	(ft.)				
G's	20	30	40	50	60	70	80	90	100	125	150
0.9	16	20	23	26	28	31	33	35	37	41	45
0.95	17	21	24	27	29	32	34	36	38	42	46
1	17	21	24	27	30	32	35	37	39	43	47
1.05	18	21	25	28	31	33	35	38	40	44	49
1.1	18	22	26	29	31	34	36	38	41	45	50
1.15	19	22	26	29	32	35	37	39	41	46	51
1.2	19	23	27	30	33	35	38	40	42	47	52
1.25	19	23	27	31	34	36	39	41	43	48	53
1.3	20	24	28	31	34	38	40	43	45	50	55
1.35	20	25	28	32	35	38	40	43	45	50	55

July 2007 Fastrack News

ITEM 6) Change 3.3.3.B.1 to read as follows:

> "All loose items, inside and outside the car, must be removed. Hand held items, such as but not limited to, cameras and cell phones are considered loose items. Passenger's seat back and squab shall be secured. Any cameras, if installed, must be securely mounted to withstand loads from driving maneuvers. The camera may be installed either inside or on the outside of the car. In either case, its mounting method and position must not interfere with driving or pose an additional hazard to driver, passenger, or course workers."

August 2007 Fastrack News

STOCK CATEGORY

ITEM 7) Change 13.10.E to read as follows:

> "E. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted provided the system meets the requirements of 3.5. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged. Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE."

April, July 2007 Fastrack News

ITEM 8) Move from AS to FS, the Pontiac Firebird WS6 and Chevrolet Camaro SS, with listings in FS as below:

> Chevrolet Camaro SS 1998-2002
> Pontiac Firebird WS6 all

NOTE: Excluded from this proposal are: 1996-1997 Camaro SS, Level 2 suspension Camaro SS and SS/WS6 with LT4 motor.

February 2007 Fastrack News

STREET TOURING CATEGORY

ITEM 9) Remove 14.1.B, the allowance for removal of non-optional A/C components.

July 2007 Fastrack News

ITEM 10) Add new 14.10E, re-letter subsequent sections accordingly:

> "E. Catalytic converters may be replaced by aftermarket units. Replacements must:
>
> 1) Be certified for use in that vehicle application by the manufacturer or reconditioner,
>
> 2) Bear correct EPA-mandated labeling,
>
> 3) Be of the OE quantity and type (i.e. oxidation, three-way, etc.) and
>
> 4) Be used in the same location(s) as the OE converter(s). This does allow for high performance replacements, provided they meet all restrictions herein."

NOTE: This proposal is in response to member input from STS/STS2 competitors on the recent Stock category proposal to limit catalytic converter replacement to OE-only, and to continuing questions regarding legality of OE-equivalent aftermarket cats. The proposal meets two primary tenets of the Street Touring category by allowing a common street tuner performance mod (i.e. hi-flow cats) while maintaining emissions legality, as defined by the EPA. For reference, the EPA regulations are summarized in the document labeled "What You Should Know About Using, Installing, or Buying Aftermarket Catalytic Converters."

July 2007 Fastrack News

ITEM 11) Change the last sentence of 14.7 to read as follows:

> "Non-standard lateral members that connect between the brackets for the bar, including allowed strut bars per 14.8.M, are permitted."

Also move 14.8.M to a new subsection within 14.2.

July 2007 Fastrack News

STREET PREPARED CATEGORY

ITEM 12) Change 15.2.B to read:

> "Factory rub strips, emblems, and mud flaps may be removed."

March 2007 Fastrack News

ITEM 13) Replace 15.2.E with the following (adapted from 14.2.B and the 2nd half of 15.2.E):

> "The driver and front passenger seats may be replaced, with the following restrictions: The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 20 pounds and must be attached using the standard body mounting holes/studs. Additional mounting points may be added. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements."

May 2007 Fastrack News

ITEM 14) Insert new section 15.2.E after 15.2.D and re-label subsequent sections of 15.2 accordingly:

> "E 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 or welded, but welding must be to the OE subframe stampings, not to the floorpan in between.
>
> 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."

NOTE: This change affects Street Modified as well (see 16.1.G, which will be removed and superseded by the above).

July 2007 Fastrack News

ITEM 15) Change the last sentence of the second paragraph of 15.7 to read:

> "Non-standard lateral members that connect between the brackets for the bar, including allowed strut bars per 15.2.C, are

permitted."

NOTE: This also affects Street Modified.

July 2007 Fastrack News

ITEM 16) Change 15.9.A to read as follows:

"Any ignition setting, adjustment, or system may be used, but these modifications may serve no other purpose including as a traction and/or stability control system. This does not prohibit the use of 'two-step' rev limiters used when the car is stationary." (Rest of section stays as current.)

July 2007 Fastrack News

ITEM 17) Reword first sentence of 15.9.A as follows:

"Any ignition setting, adjustment, or system may be used, subject to 15.10.D." (Rest of 15.9.A remains as current.)

July 2007 Fastrack News

ITEM 18) Reword 15.10.C.1 as follows:

"Carburetors, fuel injection, and intake manifolds are unrestricted, subject to 15.10.D." (Rest remains as current.)

July 2007 Fastrack News

ITEM 19) Insert new rule 15.10.D, re-labeling subsequent sections accordingly:
15.10.D:

"Traction and/or stability control systems, as defined in 12.11, must be standard parts at standard settings, or electronically disabled."

April, July 2007 Fastrack News

ITEM 20) Move from ASP to BSP, Porsche Boxster (all). Add listing on same line in BSP for Porsche Cayman (all).

July 2007 Fastrack News

PREPARED CATEGORY

ITEM 21) Change third sentence of 17.10.P.2 to read:

"Separate expansion or header tank(s) are permitted, provided they are not mounted in the driver/passenger compartment."

March 2007 Fastrack News

ITEM 22) Change 17.11.F to read:

"All cars may have towing eyes, hooks, or straps, which do not dangerously protrude from the bodywork."

June 2007 Fastrack News

ITEM 23) Add to Appendix A, Prepared Class X (XP), as new 2nd paragraph:

"Vehicles previously classed in Prepared Class B (BP), and currently NOC in the Prepared Category, may use the 2006 BP rules in their entirety, in class XP. All 2006 BP allowances, restrictions, and weights apply. This allowance will be removed from the SCCA Solo rules on 1/1/2011."

June 2007 Fastrack News

ITEM 24) In Appendix A, Prepared Class C (CP), insert before the paragraph covering track allowances:

"Unlimited wheel diameters are allowed in C Prepared. Wheels exceeding 16" in diameter will incur a 100# weight penalty."

June 2007 Fastrack News

ITEM 25) In Prepared Class F (FP), Appendix A, change "Porsche 911 (all) (2.0, 2.2, 2.4, 2.7, 2.8, 3.0, 3.2, 3.5, 3.6L)" to:

"Porsche 911 (non turbo engines under 3.6 liters)."

July 2007 Fastrack News

MODIFIED CATEGORY

ITEM 26) Modified Category, Modified Class B, C, change to read as follows:

"C. Sports Racers and All Open Wheel Cars Including Formula Atlantics

1. May use any automotive based 2-valve motor up to 1300cc, any 2-stroke motor up to 900cc, any 4- or more valve motor up to 1005cc. Minimum weight: 1020 pounds.

2. May use any 2-valve automotive-based production engines up to 1615cc. Minimum Weight: 1110 pounds

3. May use any four- or more valve engine up to 1615cc. Any 2-stroke up to 1300cc, Mazda 12A rotary with any porting, any carburetion. May use fuel injection without weight penalty as required by the GCR. Minimum weight: 1180 pounds.

4. May use any naturally aspirated engine up to 3000cc. Minimum weight: 1285 pounds.

5. Minimum rim width: none.

6. Maximum rim width: 15 inches."

Leave "D" for Formula 2000 with FA wings at 1090# as it is currently

Remove sections "E" and "F" and re-letter "G" as "E".

"E. Aerodynamic restrictions for Sports Racers:
The total area when viewed from the top of all wings shall not exceed eight square feet. The current GCR CSR and DSR 45% flat bottom rule and all other aero specifications shall also apply to ASR. Production cars as recognized in DM/EM running in BM as sports racers must have the tires as viewed from above at least ½ covered. Cycle fenders may be used to comply with a sports racer classification.
F. Aerodynamic restrictions for Formula Atlantic (all open wheel in BM)
shall follow the current GCR, no additional Solo wing limitations."

NOTE: There is almost no change to the existing BM weight vs. engine breaks; this is mainly an alignment between Sports Racers and open wheeled cars to have equal weight for equal engine.

March 2007 Fastrack News

ITEM 27) Add to 18.1.E.5 as an additional paragraph:

"Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall not exceed 1 inch deviation from the horizontal in any longitudinal section. Additionally, no side skirt or body side, etc. may extend more then 1cm below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules. Diffuser sideplates and strakes may extend more than 1 cm below the diffuser surface as long they do not attain a definite seal with the ground on level ground."

March 2007 Fastrack News

ITEM 28) Delete current rule section 18.2, *Sports Racing Cars* and replace with:

"18.2 SPORTS RACERS
Closed wheel vehicles are referred to as Sports Racers and are assigned to Modified classes A, B, and C. AM vehicles do not have to comply with any GCR, while BM and CM vehicles must comply with the current year GCR. The competitor must indicate on his entry form to which set of specifications that the car is prepared.

Vehicles that qualify as Sports Racers are those listed in the GCR SRCS, dune buggies, and production based automobiles, whether or not from Appendix A.

Dune buggies and DM/EM cars are allowed in BM at ASR, CSR, and DSR engine and weight rules as long as they do not exceed the D/E Modified aero rule allowances and with the following noted specifics:

A. Tire covering shall be as noted in the DM/EM rules

B. Minimum body width between front and rear tires does not have to extend to the mid plane of the rims.

C. Suspension does not have to be covered when observed from above.

D. The BM minimum wheelbase of 80" is not required.

Any dune buggy, production, or non-production street car meeting all GCR SRCS rule requirements may alternately run in BM with full BM SR aero allowances.

The following applies to all Sports Racers in AM, BM, or CM:

1. Minimum track (front and rear) is 42 inches.

2. Minimum wheel diameter is 10 inches. No maximum wheel diameter. No minimum rim width. Maximum rim width is 15 inches.

3. All four wheels are sprung from the chassis.

4. Wing area shall be computed as described in Section 12.9."

August 2007 Fastrack News

ITEM 29) In 18.2, Modified Production-based Cars, delete the 2nd, 4th, and 5th sentences of the second paragraph, and replace with the following:

"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."

April 2007 Fastrack News

ITEM 30) In Appendix "A", Modified Category, Modified Class F, reword current section "B" to read (changes from the prior version are shown in italics):

"B.1. GCR legal Formula V

(Add): B.2. Formula First (FST)

(Add): C.2.u. *A* limited-slip (*deleted "or "locked" differentials") differential* (LSD) *is* permitted

In C.2.c. (Add) new ending sentence:

"This would include *VW replacement heads as specified without raised ports* and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted."

Delete current section "D" and renumber to "F",

Add new section "D":

"Although the following allowances are generally based upon the FST ruleset, they have been altered to better follow the needs and goals of this program and the philosophy of the Solo Vee."

D.1. Front Suspension

The front suspension shall be standard VW Type I sedans H-beam front suspension (i.e., link pin or ball joint), or an exact replica of one of them and dimensionally identical. *Aluminum H beams are prohibited*. The following modifications are per-

mitted:

D.1.1. Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

D.1.2. Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coil-overs are permitted.

D.1.3. Removal of the shock towers above the upper H-beam tube centerline.

D.1.4. Relocation of the shock dampers is permitted. Shock dampers and their actuation are free

D.1.5. The use of any anti-sway bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Sway bars may not be cockpit adjustable.

D.1.6. Replacement of torsion bar rubbers with spacers of another material.

D.1.7. Installation of any ride height adjuster(s).

D.1.8. Removal of the drum brake backing plates.

D.1.9. In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, and toe-in and link pin inclination are free.

D.1.10. In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

D.1.11. Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

D.1.12. Steering column may be altered or replaced. Steering wheel is free, and may be detachable. Steering mechanism is free, but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

D.2. Rear Suspension

D.2.1. The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

D.2.2. The rear axle bearing retainer flange mating surface may be machined, or shims may be installed under the rear axle bearing, for the sole purpose of adjusting bearing axial float.

D.2.3. Springs, shock dampers, their actuation, and camber compensating devices are free.

D.3. Braking System

D.3.1. Standard VW Type 1-3 brake components, disk or drum, may be used, including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle or any combination thereof is unrestricted as long as the units chosen are deemed safe.

D.3.2. Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

D.3.3. Any type lining or pad material may be used.

D.3.4. Adapter plates may be fitted to allow mounting of front or rear brake calipers.

D.3.5. Cross-drilling or grooving of rotors is permitted. *Rotors made of a ferrous material* shall be used on both the front and rear of the car.

D.3.6. Rear brake drum assemblies may be removed and replaced with one piece cast iron brake rotors with

machined-in rear axle splines. Caliper mounting is free.

D.3.7. The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

D.3.8. A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted

D.3.9. Brake lines may be of any suitable material, including steel braided lines.

D.3.10. 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

Add new section "E":

"E. Solo Vees may upgrade their 1600 cc engines in *either* one of the following two option packages. There shall be no "mixing" of allowances. When chosen as a package, these allowances will override selective limitations in other sections of the Solo Vee rules.

E.1. Increase compression up to and including 10:1 ratio *with OEM bore and stroke*. Fuel injection is prohibited. Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust. *Port location may not be changed from OEM stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding is prohibited. Valve guide centers shall remain OEM stock. OEM stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor is permitted. Multiple carburetion is restricted to a maximum of two 40mm carburetors with 28mm ventures. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2inch ID pipe. Any intake manifold not having a plenum chamber is permitted.*
Minimum weight *1000#*

OR

E.2. Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. *Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OEM stock. Port location may not be changed from OEM stock. OEM stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. 9:1 compression ratio. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.*
Minimum weight 1000#"

March, July 2007 Fastrack News

ITEM 31) Change Appendix A, Modified Class F, A.5, second sentence to read:

"Add 50 pounds for AMW and Rotax 494 (RAVE or non-RAVE) and 493 engines."

August 2007 Fastrack News

ITEM 32) Add new paragraph to Appendix A, Modified Class F, A.5:

"Competitors using the Rotax 494 RAVE engine are required to use the 494 non-RAVE rotary valve: Rotax part #924509 or 924508, Ski Doo prefix 420, 147 degree designation that opens @ 135 degrees BTDC and closes @ 64 degrees ATDC in their engine. RAVE valves shall be blocked in the 'full open' position or left as delivered. No other alterations are permitted. 494 RAVE and non-RAVE parts may not be interchanged between the two engines unless specifically noted."

July, August 2007 Fastrack News

CLUB RACING BOARD
GCR changes

MOTION: To approve GCR General items 1 thru14. (Fairer/Allen) PASSED Unanimous

The following items were approved.

GCR

Item 1. Effective 11/1/07: Add the following new section 3.1.3 and renumber the remaining sections of 3.1:

3.1.3 A *dual* national is two events on one weekend at a track where regions in at least two divisions regularly sanction events. The purpose of a dual national is to provide entrants with one in-division and one out-of-division national event during one weekend at one location. A dual national must meet the following criteria:

- Each sanctioned national meets all the rules of a national event.

- Each national is sanctioned separately by two different regions, each one in a different division.
- Each national runs separately, under separate sanctions, applications, and fees.

Entrants may enter one or the other event or both. The entrant must make application to each national separately, as if they were single nationals.

Item 2. Effective 11/1/07: Add the following to section 4.4.4.E:
Licenses accepted in section 3.1.4 paragraphs 1 and 3 shall be accepted in lieu of requirements as listed in section 4.4.4.A.1 and 2 for issuance of a Regional Competition License.

Item 3. Effective 11/1/07: Change section 6.2.2.E as follows:
... It shall proceed at a constant slow speed, the front row drivers having been instructed not to pass the pace car until the ~~green flag has been displayed~~ *pace car pulls off for the start*.

Item 4. Effective 11/1/07: Change Appendix A 8 EXECUTIVE STEWARD as follows:
The individual appointed by the Board of Directors in each division to supervise and administer SCCA policies and standards for ~~designated classes of events and to train SCCA Stewards. The Executive Steward shall assign Stewards for~~ all Club Racing events.

Item 5. Effective 11/1/07: Change section 9.3.17 DETACHABLE PANELS/SUNROOFS for clarification:
~~Detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. Movable panels such as sliding sunroofs shall be closed. Glass sunroofs must be removed. Metal sunroofs may be retained if bolted in. All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. Note: Specification Books take precedence over GCR rules.~~
Detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. *All glass panels in the roof must be removed. Movable or removable metal or composite panels in the roof may be either removed or positively secured in the closed position. Any openings in the roof resulting from the removal of a panel must be covered with panels of stock contour made of the same material as the stock surrounding roof structure.*

Item 6. Effective 11/1/07: Add the following sentence to section 9.3.22.A.5:
It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.

Item 7. Effective 11/1/07: Change section 6.2.3.A as follows:
Split starts are recommended where there is a large differential in speed or cornering ability between the classes or categories in a single race group. The procedures for a split start shall be set out in the Supplementary Regulations or explained at a Drivers' Meeting. The ~~group~~ *class* containing the car with the fastest qualifying time shall start first. *The lead start group may contain one or more classes.*

Item 8. Effective 11/1/07: Delete section 3.5.6.F in its entirety and re-letter subsequent sections.
~~A separate medical information card, containing at least the following information: name, current medications, blood type, date of last tetanus shot, and allergies shall be provided with all Entry Forms and submitted with all entries to SCCA events.~~
Add a new section to 2.3.2 to read as follows:
Each competitor and worker is encouraged to have someone in their group maintain medical information about them in the event it may be needed by a medical treatment team.

Item 9. Effective 11/1/07: Change section 2.3.2.A to read as follows:
Medical Responsibility of Drivers
No driver shall compete in any event unless he has been examined by a physician within the period specified in Section 4.4.1., Competition Licensing Medical Requirements *and recommended by the physician to be approved for a competition license. Approval will only come from SCCA Licensing Department with the assistance of the Club Racing Medical Director and the Medical Review Board.* ~~, and certified by him or her to be medically fit to drive in speed events.~~

Item 10. Effective 11/1/07: Change section 2.3.2.B to read as follows:
Medical Condition Affecting Fitness of Driver
Any known medical condition (including pregnancy) which could affect medical fitness to compete shall be reported immediately to the Medical Review Board *via the Licensing Department*. Any significant change in medical status including cardiac or neurological problems, such as heart attack, heart surgery, strokes, seizures, any major surgery or diagnosis of cancer must be reported before the competitor resumes racing. The driver cannot compete until reapproved by the Medical Review Board.

Item 11. Effective 11/1/07: Replace sections 4.4.1.C and D with the following:

C. *Many medical conditions may impact the fitness of a competitor. They will be reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether to issue a license or not. The specific medical conditions that may preclude issuance of a license are varied and change according to medical improvements. They will not be listed, but any denial of a license medically will be explained to the applicant.*

~~C. A Competition License shall not be issued to any applicant who has an organic abnormality of the heart as shown in an EKG and a Vector Cardiogram. Those with a possible history of cardiac abnormality may obtain a license only with the con-~~

~~sent of the Medical Review Board, through the National Office.~~

~~D. A Novice Permit may be issued to an applicant who has diabetes that requires insulin, provided the Divisional Medical Director approves. Existing licenses may be renewed subject to normal renewal requirements and approval by the Medical Review Board, through the National Office.~~

Item 12. Effective 11/1/07: Add to the end of section 5.4.1.B as follows:
At tracks where SCCA volunteer medical personnel cannot perform medical duties, the Chief Medical Officer will still be responsible to ensure the proper medical equipment is available, and that proper medical procedures are being followed.

Item 13. Effective 11/1/07: Change section 2.3.2 as follows:

G. A driver or volunteer who suffers loss of conciousness, (LOC) to be defined as lack of response to others or amnesia for the incident, shall be evaluated as follows:

1. Any traumatic LOC < 5 minutes will receive a trackside medical evaluation by the Chief Medical Officer (CMO) or an emergency room and shall not participate the rest of the day. If they are neurologically normal per the CMO 24 hours after the event they may participate. If not normal or not re-evaluated, the Licensing Department shall be notified and they shall submit a neurological evaluation before participating again.

2. Any traumatic LOC > 5 min needs ER visit, brain imaging and shall not be allowed to participate until cleared by the SCCA Medical Review Board They shall submit a normal neurological evaluation to the Medical review Board before their license can be re-activated.

3. If a driver has sustained >3 concussions during same season they shall be evaluated neurologically, and not race for the rest of the season. SCCA Licensing shall be notified immediately.

4. Any significant non-traumatic and unexplained LOC (excluding obvious vaso-vagal, dehydration, expected hypoglycemia) shall result is a suspension of participation until diagnosed, treated, and cleared by the SCCA Medical Review Board.

Item 14. Effective 11/1/07: Change the section title and add the following paragraph to section 9.3.31 as follows:
9.3.31 Lights – ~~Brake and Tail~~
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. ~~Fog/driving l~~ Lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.

Change section 9.1.3.D.10.d to read as follows:
~~Exposed headlights, parking lights, and side marker lights shall be taped. OEM light assemblies mounted on or below (but not in) the bumper shall be removed.~~

Delete section 9.1.4.J.1.c in its entirety and re-letter subsequent sections:
~~Any glass headlights, driving lights, or side marker lenses must be taped with clear tape.~~

Delete section 9.1.7.D.4 and re-letter subsequent sections:
~~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. Fog/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.~~

Delete section 9.1.8.C.9.e in its entirety and re-letter subsequent sections:
~~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.~~

Delete section 9.1.10.D.8.a.4 in its entirety and re-letter subsequent sections:

~~a. 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.~~

~~b. Fog/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.~~

MOTION: To approve GCR General Item 17. (Sauce/Lybarger) PASSED Unanimous

Item 17. Effective 1/1/08: Change section 3.3.5.E as follows:
A $10 surcharge for each Spec Racer, Formula SCCA, and *Spec Miata* ~~Sports Racer~~ ~~SCCA~~ car must be submitted to the SCCA National Office with the tow fund and excess sanction fees for the event.
Note: This recommendation supplants Sports Racer item 1 from the May FasTrack.

MOTION: To approve GCR General Item 18. (Sauce/Lybarger) PASSED Voting NO, Dent

Item 18. Effective 1/1/08, replace section 9.4, 9.4.1, 9.4.2, 9.4.3, 9.4.4, 9.4.6, and 9.4.7 with the following:
Note: Section 9.4.5 will remain unchanged for 2008 except that the section references will be updated.

9.4. ROLL CAGES FOR GT AND PRODUCTION BASED CARS

All cars must utilize a roll cage compliant with the following specifications. These specifications apply to all vehicles registered (issued an SCCA logbook) after 1/1/08. Cars registered before 1/1/08 may continue to compete with their previous roll cage as specified in the 2007 GCR. Cars registered as Production class cars prior to 1/1/08 may continue to use their existing roll cage per the 2004 GCR.

A. DEFINITION

The roll cage consists of the main hoop, front hoop, side protection, and braces as specified in these rules.

B. MAIN HOOP

1. The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of crimping or wall failure. The main hoop must maintain a single plane.

a. On all closed cars, the main hoop must be as close as possible to the roof and "B" pillars.

b. Open cars without the windshield frame may use an asymmetric main hoop. The main hoop must be full width to the passenger side of the car. On the passenger side of the car the hoop must be at least as high as the top of the rear corner of the door as illustrated in figure TBD. The main hoop must be high enough that a straight line drawn from the top of the main hoop to the top of the front hoop would pass over the driver's helmet and steering wheel when the driver is seated in the normal driving position. Additionally, the top of the main hoop must be at least 2 inches above the driver's helmet as illustrated in figure TBD.

c. On open cars retaining the windshield frame the main hoop must be full height for the entire width of the hoop. The top of the main hoop must be at least 2 inches above the driver's helmet as illustrated in figure TBD.

2. Main Hoop Bracing

a. Main hoops shall incorporate a diagonal brace. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (described in 9.4.B.2.c) to the bottom of the opposite rear brace. Automobiles with mid mounted engines can have the lower mounting point attach to the frame of the automobile within six inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop.

b. Cars must incorporate a main hoop horizontal brace at the approximate level of the driver's shoulders but not lower than the shoulder belt mounting point as described in section 9.3.18.D. If a double-diagonal "X" brace is used in the plane of the main hoop, a half-width horizontal brace may be used behind the driver's seat to mount the seat back and shoulder harness as shown in figure TBD.

c. Cars must have two braces extending to the rear from the main hoop and attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6 inches below the top), and at an included angle of at least 30 degrees.

d. Open cars must have two braces extending forward from the main hoop and attaching to the front hoop, not more than 6 inches below the top of the front and main hoop. It is recommended that the front and rear braces attach to the main hoop as close as possible to each other.

C. FRONT HOOP

1. Roll cages may be of two designs, low front hoop or high front hoop. All closed top cars and cars that retain the windshield frame must have a high front hoop design. Open cars may incorporate a high or low front hoop design. High front hoop are also referred to as side hoops.

a. Closed cars

The front hoop (side hoop) must follow the line of the A-pillars to the top of the windshield and be connected by horizontal bars to the top of the main hoop on each side (as close to the roof as possible). Instead of a single front hoop, two side hoops (down tubes) may be used. Alternatively, a top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the A-pillars to the floor may be used. Regardless of which one of the two approved tubing configurations there shall be a tube connecting the two A-pillar tubes at the top of the windshield.

b. Open cars

The height of the front hoop (per section 9.4.B.1.b) must be consistent across the full width of the cockpit.

c. Front Hoop Bracing

All open cars with a high front hoop and all closed cars except those competing in the Improved Touring, Showroom Stock, and Spec Miata classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in Improved Touring, Showroom Stock, and Spec Miata classes also have the front hoop brace.

2. One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Showroom Stock, Spec Miata, and Touring. This tube, one on each side, must connect to the chassis at a point not more than 12 inches forward of the front axle centerline.

3. Cars competing in Improved Touring, Showroom Stock, Spec Miata, and Touring may extend one tube, from each front down tube, forward to the firewall but not penetrating the firewall.

D. SIDE PROTECTION

Two side tubes connecting the front and rear hoops across both door openings are mandatory. NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the door. In American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed only if the door bars extend into the door cavity.

The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules.

E. ROLL CAGE ATTACHING POINTS

1. AMERICAN SEDAN, IMPROVED TOURING, SHOWROOM STOCK, SPEC MIATA, AND TOURING CLASSES – The roll cage must attach to the vehicle structure (floor pan/ rocker boxes) within the passenger compartment in a minimum of six points and a maximum of eight points as specified in these rules.

2. All other classes – There is no limit on cage attachment points. The roll cage shall be integrated into the frame or chassis.

3. Mounting Plates

a. Mounting plates welded to the structure of the car shall not be less than .080 inches thick. The maximum area of each mounting plate in the American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring classes shall be 144 square inches. Plates may be on multiple planes but shall not be greater than fifteen inches on any side.

b. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis, and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. The maximum area of each mounting plate must be 144 square inches. Plates may be on multiple planes but shall not be greater than fifteen inches on any side.

c. Fasteners for bolted or riveted mounting plates must be Grade 5 or better with a minimum diameter of 5/16".

F. TUBING

1. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended) or alloy steel tubing (SAE 4130) must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

2. The following table shows the minimum allowed tubing outer diameter and wall thickness by vehicle weight:

GCR Vehicle WeightTubing Size (inches)

GCR Vehicle Weight	Tubing Size (inches) (outer diameter x wall thickness)
Up to 1,700 lbs	1.375 x .080
1,701 – 2,699 lbs	1.500 x .095
2,700 lbs & up	1.750 x .095

3. The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.

4. The minus variance of tubing wall thickness due to manufacturing tolerances is limited to .010 inch.

5. An inspection hole between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the front and rear hoop as well as one of the supplemental braces to facilitate verification of wall thickness.

G. BASIC DESIGN CONSIDERATIONS

1. All portions of the roll cage subject to contact by the driver must be padded with a minimum 1 inch of material. Padding that meets or exceeds SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.

2. No portion of the roll cage may have an aerodynamic effect by creating a vertical force.

3. The radius of all bends in the roll cage (measured at centerline of tubing) must not be less then three times the diameter of the tubing.

4. It is recommended that all joints of the roll cage be welded. All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Alloy steel must be normalized after welding. It is recommended that a certified AWS D1.1 welder do all welding.

5. It is recommended that gussets be used at all joints. In Improved Touring, Showroom Stock, and Spec Miata a maximum of two gussets per joint are allowed and must be no thicker than .125".

6. Any number of additional tube elements is permitted within the boundaries of the minimum cage structure. Such tube elements may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area provided the bulkhead is sealed around such tube elements.

7. Removable roll cage bracing is acceptable in one of the following configurations:

a. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom by design, and at least two bolts must be used to secure each joint. The telescoping section must be at least 8 inches long. The minimum bolt diameter is 3/8 inch.

b. Removable bracing may incorporate connectors of the double-lug, double ear-type, tapered, or muff-type as shown in figure TBD. The double-lug type must include a doubler, gusset, or capping arrangement to avoid distortion or excessive strain caused by welding. Double ear-type joints must be fully welded at all the mating surfaces.

8. MANUFACTURER SUPPLIED / FIA HOMOLOGATED ROLL CAGES

Cars may compete with FIA homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car.

MOTION: To approve GCR General Item 19-26. (Sauce/Lybarger) PASSED Unanimous

Item 19. Effective 1/1/08, change section 9.3.40 to read as follows:
The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. *In cars where the seat is upright the back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats homologated to and mounted in accordance with FIA standard 8855-1999 or higher need not have the seat back attached to the roll structure. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc).* ~~(See Section 9.4., Driver Protection Structures)~~ Passenger seat back - if a folding seat, it shall be securely bolted or strapped in place.

A system of head rest to prevent whiplash and rebound, and also to prevent the driver's head from striking the underside of the main hoop shall be installed on all vehicles. Racing seats with integral headrests satisfy this requirement.

The head rest on non-integral seats shall have a minimum area of thirty-six (36) square inches and be padded with a minimum of one inch thick padding. It is strongly recommended that padding meet SFI spec 45.2 or FIA Sports Car Head Rest Material. The head rest shall be capable of withstanding a force of two-hundred (200) lbs. in a rearward direction. The head rest support shall be such that it continues rearward or upward from the top edge in a way that the driver's helmet can not hook over the pad.

Item 20. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the GTCS.
Effective 1/1/08: delete section 9.1.2.D.10.a. in its entirety and re-letter subsequent sections.
~~a. Roll Cage~~

~~1. The chassis shall be completely constructed of steel tubing. Monocoque or semi monocoque methods of construction are prohibited except in the case of a vehicle constructed using the original unibody.~~
~~2. NASCAR type side door bars are strongly recommended.~~
~~3. Removable roll cages and/or bracing are prohibited. The roll cage shall be a fully welded, integral part of the chassis.~~
~~4. All cars constructed after January 1, 1988 shall meet the roll cage tubing size requirements of GCR Section 9.4., specified for cars weighing more than twenty five hundred (2500) pounds.~~

Item 21. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the ITCS:
Effective 1/1/08, change section 9.1.3.D.9.f. to read as follows:
Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Door interior trim panels may be replaced with 0.060" aluminum securely attached to the door. 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. ~~The door window glass, window operating mechanism, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed. The stock side impact beam, if equipped, and the outside door latch/lock operating mechanism shall not be removed or modified. This gutting of the door shall only be made if roll cage incorporates NASCAR style side protection extending into the door.~~

Effective 1/1/08, delete section 9.1.3.D.10.a in its entirety and re-letter subsequent sections.
~~All cars shall have a roll cage installed. The cage shall meet GCR Section 9.4.2., requirements for Showroom Stock cage configuration, tubing size, and material, except as provided for in these rules.~~

~~On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g., Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points.~~

~~This installation design must also incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point ("Petty Bar"). Alternatively, the rear window may be removed and a clear, Plexiglas replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or unibody. Such allowances shall be noted on the car's specification line.~~

~~1. Cars registered prior to 10/1/95 are exempt from the mounting plate regulations of GCR section 9.4.2.H.2.~~
~~2. Main hoop braces may be mounted at the rear shock mounts/towers or suspension pickup points. Such rear braces may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area, provided the bulkhead is sealed around said cage braces.~~
~~3. Any number of additional reinforcing bars are permitted within the structure of the cage. Such reinforcing tubes may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area, provided the bulkhead is sealed around such reinforcing tubes.~~

Item 22. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the PCS:
Effective 1/1/08, delete section 9.1.4.Q.1 in its entirety.
~~Roll Cages: A rollcage complying with GCR section 9.4.6. for closed top vehicles shall be installed. Cars may compete with FIA homolo-~~

~~gated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use in World Challenge. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Club Racing Technical Services certifying the origins of the car. No new cars may be constructed with FIA cages.~~

Item 23. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the ASCS:
Effective 1/1/08, delete section 9.1.6.D.9.a in its entirety and re-letter subsequent sections.
~~All cars shall have a roll cage installed. The cage shall meet GCR Section 9.4.4., requirements for GT roll cage configuration, material, and tubing size, except as provided for in these rules.~~
~~Bolt in type cages shall no longer be allowed.~~

~~1. The cage and mounting plates shall be welded to the car.~~
~~A. Each mounting plate shall be at least .080" thick.~~
~~B. Each mounting plate shall not be greater than 100 square inches and shall be no greater than 12 inches or less than 3 inches on a side.~~
~~C. Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box).~~
~~D. The mounting plate may be multi angled but must not exceed these dimensions in a flat plane.~~
~~E. Any number of tubes may attach to the plate or each other.~~

~~2. It shall attach to the main cabin of the car at eight (8) points consisting of the mounting plates for the main hoop, the front hoop, the main hoop rearward braces, and the front hoop firewall braces. Two stayrods may be fitted (also referenced in 9.1.6.D.4.d.4, suspension mounting points) from the shock or strut towers back to the firewall or through the firewall to the cage. If the stayrods intersect the allowed mounting plates at the firewall, they may be welded or bolted to the mounting plate. Otherwise, stayrods that pass through the firewall may not be welded or attached to the firewall, and instead any resulting holes should be sealed. Under no circumstances will there be more than eight mounting plates aft of the firewall.~~

~~3. The forward part of the cage (the front hoop or "downtubes") shall be mounted to the floor of the vehicle, not the firewall or front fender wells. Cages shall incorporate a horizontal bar running under or within the dash area connecting the forward downtubes and a horizontal bar at shoulder height connecting the two downtubes of the main hoop. Minimum tubing size for all required AS roll cage members shall be 1.50 X .120, 1.625 x .120, or 1.75 X .095 DOM mild steel or alloy.~~

~~4. Main hoop braces may be mounted at the rear shock mounts/towers or suspension pickup points. Such rear braces may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/ fuel tank/fuel cell area, provided the bulkhead is sealed around said cage braces.~~

~~5. Within the restriction of Section D.9.a.2., ("mounting points"), above, any number of additional tubes/braces are permitted within the cage structure.~~

~~6. A minimum of two door bars are required on each side of the cage per GCR Section 9.4.4.3.A. Door bars may be extended to the outer door skin. If door bars are so extended, the inner door panel (metal) may be modified to clear door bars. Original door hinges, safety intrusion beam, and remainder of door structure shall be retained. Doors may be pinned, not bolted, for safety. All door glass and winding mechanisms may be removed.~~

~~7. A diagonal main hoop brace shall be located in the plane of the main hoop. In order to provide a secure seat back support a section of tubing equal to the roll bar shall be installed horizontally from the main hoop upright to diagonal brace. This tube should be no higher than shoulder height. Seat backs shall be secured to this tube. Additionally, it is required that the horizontal brace behind the driver's seat continue from the diagonal to the passenger side main hoop upright, or that a second diagonal be installed within the plane of the main roll hoop.~~

Item 24. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the SSCS:
Effective 1/1/08, change section 9.1.7.D.1 to read as follows:
~~Installation of a roll cage shall be as specified and in accordance with Section 9.4.2, of the GCR.~~ Roll cages ~~shall be bolted or welded into the automobile and~~ shall be contained entirely within the driver/passenger compartment. Carpet/padding may be cut for roll cage installation. Front and rear braces may pass through interior trim panels. *The front or side hoops may extend through the dash pad. This includes the forward part of the door if it is an extension of the dash pad.*

Item 25. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the SMCS:
Effective 1/1/08, delete the second paragraph of section 9.1.8.D.8.e.
~~The door window glass, window operating mechanism, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed. The stock side impact beam, if equipped, and the outside door latch/lock operating mechanism shall not be removed or modified. This gutting of the door shall only be made if roll cage incorporates NASCAR style side protection extending into the door.~~

Effective 1/1/08, delete section 9.1.8.D.9.a in its entirety and re-letter subsequent sections.
~~Roll cages shall meet all requirements of GCR Section 9.4.2, for Showroom Stock cage configuration, tubing size, and material. Regardless of car weight, all Spec Miata autos may be constructed to the requirements for a <2200 pound car.~~

Item 26. As a part of the proposed roll cage changes above, the CRB recommends the following changes to the TCS:
Effective 1/1/08, delete the section 9.1.10.D.10.a in its entirety and re-letter subsequent sections.
~~All Touring Category automobiles shall have a roll cage as specified in and in accordance with GCR Section 9.4.3.~~

MOTION: To approve GCR FV Item 2. (Lybarger/Sauce) PASSED Unanimous

Formula

Item 2. (FV) Effective 11/1/07: Replace section 9.1.1.C Formula Vee Preparation Rules with the following:

1. Background

A. History and philosophy of the class

Formula Vee was recognized by SCCA in 1963. The class is highly restricted, originally requiring the use of genuine VW parts "from the standard Volkswagen 1200 Sedan Series type 1, US model sedan as imported by VW" in the engine, drivetrain and suspension. Over the years, the rules have changed slowly to maintain parts availability and allow a gradual evolution of the class. However, the focus remains the same: to provide a cost effective, highly competitive class that, through consistent and tightly controlled component and preparation rules, emphasizes driver ability rather than technological development of the car. Today, as throughout its long history, FV is one of the most highly subscribed classes in SCCA. The goal of these rules is to maintain both the competitiveness and cost effectiveness of the class.

B. Definition

A formula for single-seat, open-wheel racing cars based on standard Volkswagen 1200 series Type 1, U.S. model sedan (imported by VW) components, and restrictive in specifications so as to emphasize driver ability and preparation rather than design and technology of the car.

Formula Vee 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.

No component of the engine, power train, front suspension, brakes shall be altered, modified, or substituted unless specifically authorized. Mass-produced, direct replacement components may be substituted for the following as long as they are of the same material and dimensionally identical to the original VW components they replace:

- VW transmission components
- Rear axle components
- Front suspension
- Brake components

These replacement parts must be generally available to all competitors and must offer no competitive advantage over the original VW parts. Replacement engine components are allowed as described in section C.5.

Any external surface of the suspension, brakes, and transmission/ rear axle may be painted, plated, or anodized.

Engine components shall be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or other official VW guides is allowed provided that tolerances, dimensions, and specifications stated in the GCR are met.

2. Weight and Dimensions

Minimum weight as qualified or raced, with driver:	1025 lbs.
Wheel base, minimum:	81.5"
Wheel base, maximum:	83.5"
Track, front: Standard VW – maximum	52.5" (no spacers allowed)
Track, rear:	49-13/16" + 7/8" - 5/8"
Overall length, minimum:	123" (includes exhaust)
Overall length, maximum:	127" (includes exhaust)
Body height at firewall (bottom of frame to top of bodywork), minimum:	25"

3. Suspension

A. The front suspension and steering shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. The following modifications are allowed:

1. Removal or modification of spring packs including the use of ride height adjusters incorporated into the front beam provided they are not adjustable from the cockpit. At least one spring pack shall be retained as the primary spring media for the front suspension.
2. The use of any anti-sway bar(s), mounting hardware, and trailing arm locating spacers.
3. The use of any direct acting, tube type shock absorber(s) mounted in a longitudinal, vertical plane and acting through the standard mounting points. Spring shocks and linkage activated shocks are prohibited.
4. Relocation of the steering gearbox to any position utilizing an appropriate mounting structure and replacements of the tie rods. Steering damper mount and/or the steering box locating bumps may be removed.
5. Any desired pitman arm may be used.
6. Steering column may be altered or replaced and any steering wheel may be used.
7. Standard steering arms may be altered or replaced and speedometer cable hole may be plugged. No other modification of the wheel spindle is permitted. Non-VW replacement spindles shall maintain the same bearing dimensions and locations and shall maintain the geometric relationship between the spindle and the king pin bore and boss.

Wheel tethers are recommended. If wheel tethers are used, a hole may be drilled in the spindle for the purpose of attachment.

8. The rubber portion only of the bump stop may be altered or removed.
9. Caster, camber, and toe in/out settings are unrestricted. Clearancing of carrier or trailing arm to eliminate binding is permitted. Offset suspension bushings and alternate locating spacers are permitted.
10. No structure, item, or component (including the battery) other than bodywork, can protrude further forward than ten (10) inches from the front of the lower axle beam tube. Any item protruding further than eight (8) inches must include a vertical safety plate. This plate must be constructed of no less than .060" 6061-T-6 aluminum or no less than 16 gauge steel. The plate shall have a minimum frontal surface area of 42 square inches, and shall have a height of not less than four (4) inches and a width of not less than six (6) inches. The plate may have no more than ½ inch cur-

vature or deflection from the vertical plane, and shall be attached to the chassis (frame) at all four corners. The lower braces shall not exceed a 15-degree upward angle when measured from the horizontal plane of the lower frame tubes. If a vented lead acid battery is mounted in front of the axle beam, it shall be encased in a marine-type container. It is recommended that the front area of the nose be filled with foam to aid in impact absorption.

B. The rear axle assembly shall be standard VW sedan as defined herein with axle location provided by a single locating arm on each axle.

1. The rear axle tube may be rotated about its axis.
2. Coil spring(s) shall provide the primary springing medium, with telescopic shock absorber(s) mounted inside the spring(s). Cables, straps, or other positive stops may be used to limit positive camber. An anti-roll bar or camber control device may also be used. When said anti-roll bar or camber control device is removed, the required coil springs shall continue to perform functionally.
3. The shock absorber mounts may be modified.

C. Wheels shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein, or any steel (15) inch X 4.5J wheel within the track dimensions of C.2. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip-on). Hub cap clips shall be removed.

D. Any tire size may be fitted, except that ungrooved radial race tires (radial slicks) are not allowed.

4. Brakes

A. Brake drums, backing plates, and wheel cylinders shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. Ribbed-type rear drums (VW Part # N113-501 615 D or ICP Part # 113 501 615 D) may be used in place of the 1200 series rear brake drums. Rear backing plates may be from any Type 1 model year.

B. These cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels. Any master cylinder(s) may be used.

C. A separate hand brake (emergency brake) is not required. Removal of the hand brake and operating mechanism is permitted.

5. Engine

A. The engine shall be a standard VW power plant, as normally fitted to VW sedans as defined herein. Any engine part(s), listed by the manufacturer (VW) as a current, superseding, replacement part for the standard VW 1200 series, Type 1, U.S. model sedan and interchangeable with the original part(s), may be used. Turbocharging is not permitted.

B. The engine/transmission shall be mounted in the chassis with the transmission to the rear.

C. The following component parts may be replaced with that of other manufacture, provided said part is of the same material, is dimensionally identical, and meets all other tolerances and specifications stated in the GCR.

1. Engine Case – Type I or Type III style single or dual relief cases only
2. Cylinder Heads
3. Cylinders (an O-ring for centering is permitted).
4. Pistons and wrist pins - minimum combined weight without clips or piston rings = 330.0 grams
5. Cam followers - Minimum weight = 60.0 grams
6. Connecting rods with bolts and small end bushing - minimum weight = 425.0 grams
7. Oil pump - exact replica of any standard VW oil pump
8. Distributor
9. Ignition points *or drop-in ignition triggering module (e.g., Pertonix)*
10. Distributor cap
11. Fuel pump - any standard type VW fuel pump which can be fitted without modification of any other part
12. Crankshaft - minimum weight sixteen (16) lbs.
13. Crankshaft gear
14. Flywheel - minimum weight twelve (12) lbs.
15. Pressure plate, or alternate SACHS 211 141 025 DAM pressure plate
16. Clutch disc – 180mm nominal diameter only
17. Throw out bearing
18. Push rods
19. Push rod tubes

D. Allowed Modifications

1. Replacement of standard exhaust system with any exhaust system terminating one (1) to three (3) inches behind the rearmost part of the body.
2. Lightening of the flywheel to a minimum of twelve (12) lbs.
3. Balancing of all moving parts of the engine, provided such balancing does not remove more material than is necessary to achieve the balance except on those component parts where weights are specified.
4. The crankshaft may be ground and the case may be machined to accommodate the use of standard factory oversize/undersize crankshaft bearings, provided the crankshaft location is not changed.
5. Where minimum weights are specified, any lightening is permissible provided the original part complied with the dimensional restrictions set forth.
6. The following standard dimensions and tolerances of engine components are included as information and shall be observed:
   a. Maximum bore: 3.040 inches
   b. Stroke: 2.520 inches +/- 0.005 inch.

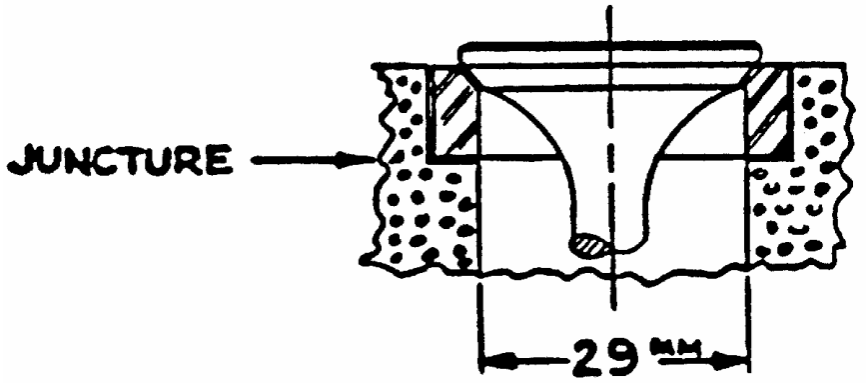
c. Minimum capacity of combustion chamber in head: 43.0cc (Polishing and/or tooling is prohibited.)
d. Minimum depth, top of cylinder barrel to top of piston: 0.039 inch.

The above dimensions may be achieved by machining any previously machined surface, provided that the total surface is machined on the same plane as the previously machined surface. The above dimensions shall be the average of all four (4) cylinders.

7. Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing. Fan belt origin is unrestricted. The use of a fan belt is optional.

8. Installation of a spark plug hole repair utilizing standard thread repair methods, such as Helicoil or welding and rethreading is permitted providing that the spark plug centerline is not changed. The original size and shape of the combustion chamber must be maintained.

9. Polishing of the intake and exhaust ports, provided such polishing does not enlarge the intake port beyond 29mm (1.142") inside diameter and the exhaust port beyond 33mm (1.299") inside diameter. The measurements are to be taken at the juncture of the seat insert and the aluminum port material, and at the manifold face. Valve seat angles shall be machined as specified in the official VW Workshop Manual.



10. Replacement of intake and exhaust valve seats is allowed for the purpose of repair only. Valve Seats may not be moved from their original position. Welding is allowed to facilitate repair and installation of replacement seats. The original size and shape of the combustion chamber must be maintained. Installed seats may neither be proud or recessed of the combustion chamber surface.

Seat Dimensions

Seat Dimensions				
	VW O.D. (inches)	Max O.D. (inches)	Max I.D. (inches)	Max Depth (inches)
Intake	1.385	1.445	1.142	0.375
Exhaust	1.265	1.315	1.299	0.375

Inside diameter of intake seat shall be 1.142" at the juncture of the seat to the aluminum on original seats, or a depth of 0.340" from the combustion chamber on replacement seats. This is to allow blending of the seat to the port. Valve seat angles may not be larger than the outer diameter of the original VW seat (1.385" intake, 1.265" exhaust).

11. The following standard dimensions are included for information only and must be observed:
    a. Exhaust valve diameter: 1.102 or 1.18 inches
    b. Intake valve diameter: 1.18 or 1.24 inches
    c. Reprofiling of valves is not permitted.

12. Alternate exhaust valves are allowed provided the dimensions and materials are the same as standard (VW) exhaust valves.

13. In addition to the original VW manufactured valve, any mass produced, replacement intake valve may be used provided the material, profile, and finish remain essentially identical to the original VW valve, including the prominent lip at the inner edge of the valve seat. The valve must also meet the following dimensions:

- stem diameter: 0.305 inches minimum, measured just below the keeper grooves
- head diameter 1.24 inches maximum
- length 4.450 inches maximum
- valve face width 0.090 inches minimum
- distance from combustion chamber face to seat surface (including any chamfer at valve head) 0.020 – 0.090 inches
- stem diameter within 1.25 inches of the head of the valve 0.293 inches minimum.

14. Valve springs are unrestricted providing:
    a. No more than one spring shall be used per valve.

b. Any steel spring cap and retainers may be used.
c. Spring shall be made of steel.
d. Valve spring shims may be used.

15. Rocker arms may be lightened to a minimum weight of 80.0 grams. VW parts must be used, from 1200, 1300, 1500 or 1600 Type 1 engines; 1:1 or 1.1:1 ratios only.

16. Rocker arm shafts may be modified or replaced by those of other manufacture, including shafts that replace the stock clips with a solid center spacer and bolt on end caps/washers. Wave type spacer washers may be replaced by solid steel type flat washers.

17. The rocker arm shaft assembly may be shimmed out on the cylinder head mounting studs by placing appropriate shims between the cylinder head mounting boss and the blocks on the rocker arm shaft assembly.

18. Valve covers are unrestricted and may be bolted on.

19. Fitting of any standard Solex 28 PCI or 28 PICT carburetor and any jets may be used. Any venturi of standard VW/Solex dimensions may be fitted without alteration to the carburetor body. The venturi shall be fitted in the standard position, but its internal diameter may be machined. The carburetor may be rotated 180 degrees about its vertical axis. Modification of the float is allowed as long as no change is made to the float chamber and/or float valve.
The carburetor must remain untouched with the following exceptions:

a. No material shall be added.
b. Bead-blasting is permitted for cleaning only.
c. Throttle shaft - Shall be a minimum of 0.185" with throttle plate installed. Machined sides shall remain flat and parallel with no chamfering or radiusing.
d. Throttle Plate - Shall be a minimum of 0.053", flat and parallel with no chamfering or radiusing. Diameter shall be a minimum of 1.095 inches.
e. Carburetor Top - The junction of the bowl and bore may be radiused. The bore beneath the radius shall be a maximum of 1.120 inches. Accelerator pump boss shall remain original. The orifice in the base of the accelerator pump boss shall not allow a #56 (0.046 in.) drill bit to pass through (maximum hole diameter shall be less than 0.046 in.).
f. Carburetor Body - The removal of flashing from internal surfaces is permitted, but no additional material is to be removed from the casting in the area of the bore, emulsion tube carrier, or any carrier supports. Bore diameter from throttle shaft down shall not exceed 1.110 inches.
g. Carburetor air cleaner and choke mechanism may be removed. Choke shaft holes may be plugged. Plugs may not protrude into the choke bowl.

20. 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.
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.
c. The manifold shall not weigh less than 24 ounces.
d. All exterior surfaces shall be in original condition and unpainted but may have a thin, transparent coat of rust proofing material.
e. Matching of manifold flanges is permitted.

21. Voltage regulator, generator, and/or generator stand may be removed.

22. Fitting of any standard VW distributor (not restricted to 1200, series) may be used. Use of any standard 6- or 12-volt non-transistorized ignition coil is allowed. Coil mounting location is unrestricted.

23. A VW "D" camshaft, Part Numbers 113-109-015D,113-109-017D, 113-109-019D, 113-109-021D,113-109-023D, 113-109-025D, 13-109-027D, or an exact replica of the same material and dimensionally identical shall be used. The maximum lift at the valve spring collar with zero valve clearance is as follows:

a. Intake .354" + 0.000"
b. Exhaust .3365" + 0.000"

The camshaft profile shall match those which are specified by the official SCCA camshaft plots, plus or minus .002 inch. It is permitted to regrind the camshaft to duplicate the official SCCA profile. In so doing, the relationship between the centerlines of peak lift at the exhaust/intake lobes shall remain at 214 degrees fifteen (15) minutes, plus or minus 1degree. (Reference the Official SCCA Camshaft Checking Procedure). The camshaft timing may be changed in relationship to the crankshaft by utilizing an offset key at the crankshaft timing gear. Camshaft timing is unrestricted within the restrictions provided as authorized above. The camshaft profile shall be checked using the official procedure published by the SCCA.

24. The crankcase may be machined to permit the use of standard VW camshaft bearing inserts, provided that camshaft location is not changed.

25. Crankshaft pulley is unrestricted and may be fitted with an oil seal. The engine case may be machined to facilitate the installation of an oil seal.

26. The installation of baffles housed completely within the original oil sump and crankcase.

27. The use of any oil temperature indicating device.

28. The oil pump cover may be modified or replaced.
29. 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 pick-up pipe may be extended into the sump extension. Accumulators (Accusump) may be fitted.
30. Replacement of oil galley plugs with threaded plugs.
31. A single standard automotive oil filter of not more than one quart total capacity, and a suitable mounting bracket and by-pass valve may be installed. Modification to the lubrication system to facilitate installation of the oil filter is permitted. All components shall be contained within the body to the rear of the firewall.
32. Any oil cooler is allowed. Oil coolers shall be mounted completely inside a plumb line extending downward from the outermost edge of the bodywork.
33. An alternate oil pressure regulator spring and/or shims may be used.

34. The standard clutch operating arm may be modified to allow its attachment in any appropriate position. Dowel pinning of the clutch pressure plate to the flywheel is permitted.
35. The use of any starter is permitted provided it can be fitted without any modification to the engine/transmission.

6. Transmission/Rear Axle

A. The transmission/rear axle assembly shall be standard VW sedan, as defined herein.
B. The synchromesh components shall be in place and operating on at least three gears.
C. Reverse gear shall be operable from the driver's seat.
D. Transmission shall not be installed in an inverted position.
E. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.
F. Allowed modifications:

Installation of any standard VW gear set which can be fitted without modification of any component of the transmission or of the gear set itself and the transposing of the ring gear to provide proper axle rotation. Permanent attachment of the synchro sleeve to 3rd and 4th gears is permitted.

Fully synchromeshed transmission

Gear	Part Number	# of Teeth	Ratio
1st	113 311 251A	10:38	3.8
2nd	113 311 261	17:35	2.06
3rd	113 311 275	22:29	1.32
	113 331 275B	23:29	1.26
	113 331 275A	23:28	1.22
4th	211 311 341	28:23	0.82
	113 311 341	27:24	0.8
Ring & Pinion	211 517 143A	8:35	4.375
	311 517 143B	8:33	4.125

Partly synchromeshed transmission:

Gear	Part Number	# of Teeth	Ratio
1st	113 309 251	10:36	3.6
2nd	113 309 261A	17:33	1.94
	113 309 261	17:32	1.88
3rd	113 309 275	23:28	1.22
	113 309 275A	22:27	1.23
4th	113 309 341A	28:23	0.82
Ring & Pinion	113 517 141A	28:23	0.82
	113 517 141B	7:31	4.43

There are different part numbers for various gears in addition to the ones listed here. This in general indicates changes on the parts such as:

Gear	Part Number	Ratio	Comment
4th	113 311 341	0.82	with key way
	113 311 341A	0.82	with splines
Ring & Pinion	113 517 143	4.125	6 mgt bolts
	113 517 143	4.125	8 mgt bolts

However, there are no other standard ratios than the ones listed here. A gear removed from a transmission can be identified by the number of teeth.

7. Ballasting

Ballasting is permitted, per GCR.

8. Frame

A. The frame/chassis shall be constructed of steel tubing of a maximum diameter or width of 4 inches and be of a safe and suitable design.

B. The driver's feet shall not extend beyond the rear of the front axle beam tubes.

C. There shall not be frame/chassis rigidity or strength derived by means other than the frame tubes. Stressed skin, monocoque, or semi-monocoque construction is not permitted, except that:

The firewall panel and undertray(s) may be rigidly attached to the frame tubes.

D. The undertray (belly pan) from the nose to the rear roll hoop shall not be wider than the bodywork at the bottom of the frame rail or no more than 1/4 inch wider (on each side) than the frame rail when the undertray has an upward turned edge that facilitates mounting the undertray to the chassis or that facilitates mounting the body to the chassis.

E. Engine bay undertrays shall be no wider than the frame rails in this area or no more than 1/4 inch wider (on each side) than the frame rail when the undertray has an upward turned edge that facilitates mounting the undertray to the chassis or that facilitates mounting the body to the chassis.

F. Any undertray(s) between the axle center lines shall be rigidly attached to the frame provided the curvature of said tray(s), measured vertically from the lowest point to the highest point at their attachments to the frame rail members at their sides, shall not exceed 1 inch and have no downward turned edges.

G. Transmission undertrays for cars with a rear subframe shall be no wider than the subframe or no more than 1/4 inch wider (on each side) than the subframe when the undertray has an upward turned edge that facilitates mounting the undertray to the subframe or that facilitates mounting the body to the subframe or 16 inches, whichever is wider. For cars without a subframe, the tray shall be no wider than 16 inches and shall not deviate more than 1 inch from the horizontal plane. Undertray must be firmly attached and have no downward turned edges.

H. The area between the upper and lower main frame tubes, or at least 14 inches above the floor pan whichever is greater, 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 18 gauge steel, attached outside of the main frame tubes.
2. Reinforced body - at minimum, consisting of a double layer, 5 ounce bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame.

For either method, fasteners shall be no closer than an average of 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.

9. Body

A. The chart (figure - Section C.12) illustrates both the intended minimum frontal area and car configuration.

B. The rear bodywork shall enclose the engine by surrounding it from a point no higher than the lower edge of the

intake manifold and extending from the front of the engine to its rear on each side.

C. The rear bodywork must have the ability to enclose the original Volkswagen fan shroud mounted in its stock location (see illustration in Section C.12).

D. The top of the rear bodywork shall extend from the back of the firewall to a point at least 16 inches to the rear of the centerline of the rear axle.

E. Any bodywork forward of the center of the torsion bar tubes shall have a maximum width of 31.75 inches (80.645cm).

F. No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires.

G. Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.

H. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.

I. Wings (airfoils) are prohibited.

J. Floor and safety equipment shall conform to Section 9 of the GCR.

K. A firewall to prevent passage of flame and debris between the engine area and driver's compartment shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height.

L. Air ducting may be attached to the carburetor and/or the engine.

M. Forward facing air ducts may be installed for the purpose of delivering cooling air directly to the engine, cylinder heads, oil cooler, and/or carburetor. If these ducts are within the profile area defined in Section C.12, then the ducted air must make a 90 degree bend within the bodywork.

N. Air duct openings may be located within the cockpit area, and/or penetrate the firewall, provided the duct is baffled or the firewall is extended to prevent flame and debris from reaching the driver. Any shape may be used to form firewall extension. Any other firewall inlet shall also prohibit passage of flame and debris. (Recommended: **All** of this extension be the same width as the firewall, allowing for bodywork contour limitations, and extend in a horizontal plane back 2 inches, minimum, past the carburetor body.)

O. The bottom of any bodywork that extends below the frame members shall be on the same flat plane as the undertray (ref. C.8) and shall not deviate from that flat plane by more than 1 inch front to rear effective for any newly registered cars after January 1, 1983.

P. The rear locating arm(s), coil spring(s), and shock absorber(s) shall not be faired in and shall be visible from the side without removal or manipulation of any part or panel.

Q. The front suspension upright(s) (shock absorber mounts), shock absorbers, and/or trailing arms shall not be faired in by covering or shrouding away from the air-stream except that the front shocks may be mounted behind the shock uprights.

10. Non-Standard Parts

The use of the following non-standard replacement parts is permitted provided that no unauthorized modification of any other component results.

A. Fasteners (nuts, bolts, screws, etc.)
B. Wiring
C. Gaskets and seals
D. Brake lines and fuel line
E. Spark plugs (maximum ½ inch reach)
F. Piston rings
G. Wheel bearings
H. Connecting rod bearings and crankshaft main bearings of same type and size as standard VW
I. Brake shoes and brake lining
J. Valve guides

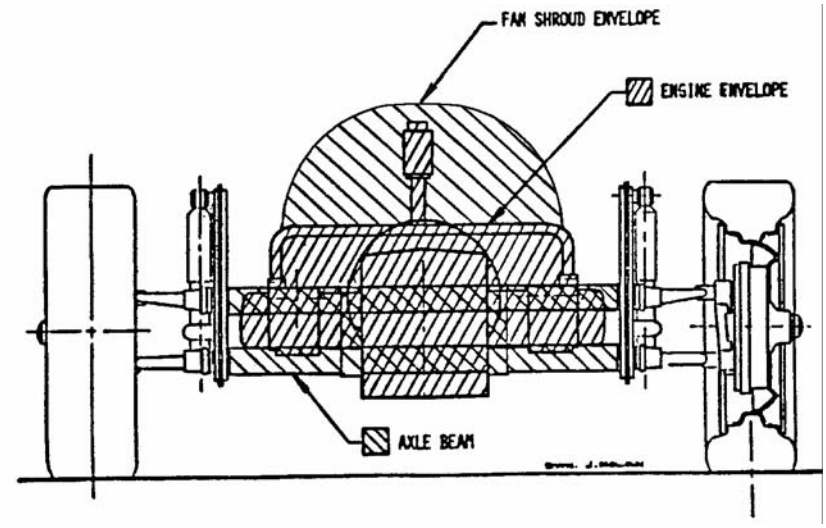
11. Battery

A. The use of any single 6- or 12- volt battery is permitted to power the starter and engine ignition system.

B. Any secondary batteries connected only to gauges, and communications or data acquisition equipment are allowed.

12. Front View

The following illustrates a fan shroud in its stock location.



MOTION: To approve GCR Formula item 3. (Sauce/Lybarger) PASSED Abstaining, Christian

Item 3. (FE) Effective 11/1/07: Replace section 9.1.1.A.5 with the following:

A.5. FORMULA ENTERPRISES PREPARATION RULES

1. Definition

One design, fixed specifications, open cockpit, single seat Formula car with Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises, Inc. All replacement parts are supplied through SCCA Enterprises, Inc., and shall be official SCCA Spec Formula Car parts except where noted in A.5.4.

2. Safety Requirements

Car will be delivered from the manufacturer with approved safety equipment. Replaced items shall be supplied through SCCA Enterprises, except safety harnesses may be replaced by any other that conforms to GCR Section 9.

3. Vehicle Configuration

All SCCA Formula cars to GCR section 9 with the following exceptions: Section 9.3.1, Accumulators.

4. Maintenance and Repairs

It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are official SCCA Enterprises Formula Car parts. If any official SCCA Enterprises' seal is broken, lost by accident or intent, the procedures outlined under A.5.18., shall be followed. Parts and materials with an Enterprises part number having the prefix "WM10" are considered to be unrestricted, providing their dimensions and materials are comparable. No other parts are to be considered "unrestricted" except where specified.

5. Chassis

NO MODIFICATIONS ALLOWED except as noted in these rules.

a. All cars shall use the stock, as delivered by SCCA Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.

b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed.
Definition of cockpit is: area between the front roll hoop and rear roll hoop.

c. Painting or powder coating of the chassis is allowed.

d. Enterprises foot *drop* box part # WM180020~~J~~ may be installed.

6. Bodywork

NO MODIFICATIONS ALLOWED (except as specified)
If any seal, label, stamp is missing the parts must be returned to SCCA Enterprises for resealing.

a. Bodywork shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, *and tow hooks*. All repair work must match original body dimensions and contours.

b. Bodywork fasteners are free.

c. The car may be painted any color(s), except primer.

d. It is required that all cars display the official sponsors of SCCA Enterprises decals and locations as specified by Enterprises.

~~e. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened~~

~~securely to the floor with flat head 5/16" bolts, washers and nuts on both ends of the weight.~~

e. Radiator screens are allowed and recommended.

f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.

g. The front wing main plane, front wing secondary elements, front wing support mounts, and front wing endplates must be used and mounted as delivered from SCCA Enterprises. Any modification to these parts is strictly forbidden. The main wing plane angle is zeroed on the rear upper aft transmission surface measured with a suitable angle gauge, i.e.: digital level on the top main plane 2 inches outward from the nose box mounts. It must meet a minimum measurement of negative .5 degrees (angled down in the back) and a maximum measurement of positive 2.5 degrees (angled up in the back). It is acceptable to shim the main plane to obtain this measurement.

h. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The lower plane angle, zeroed on the rear upper aft transmission surface, measured with a suitable angle gauge. i.e.; digital level on the top surface of the lower rear wing must meet a minimum of –3.0 degrees (angled down in the back) and a maximum of +2.0 degrees (angled up in the back). It is acceptable to adjust the lower rear element to meet these requirements. The upper rear wing element may only be adjusted within the parameter of the endplates and wing adjusters as provided from SCCA Enterprises. No additional holes may be added.

i. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4.1.B. The stock lateral bolsters may be modified *or removed*.

j. SCCA Enterprises windscreen P/N: WM137000 is allowed.

7. Engine and Drive train

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by SCCA Enterprises. All fluids, except fuel, are unrestricted.
2. SCCA Enterprises, Inc., seals on the engine, ~~gearbox,~~ and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through SCCA Enterprises
3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.
4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.
5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.
6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating is allowed on the exterior or interior of the manifold. ~~Manifolds will be available with engines only.~~
7. Engine Control Unit (ECU): Manufactured by MBE and sealed by SCCA Enterprises. Tampering of the ECU, *ECU program*, seal, wiring or sensors is prohibited.
8. The flywheel weight is ~~18 pounds for the standard flywheel, or~~ a minimum of 2.6 pounds for the SCCA Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.
9. No modification to the crankshaft dampener is allowed.

The following parts must be used:

10. Clutch: SCCA Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston #WM701004A, Throw out bearing #WM701006A, Small O-ring #WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.
11. Spark Plugs, Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEC.
12. Fuel Injectors: Part # WM591929
13. Throttle Body: Part # WM591930
14. Fuel Filter: Part # WM591924
15. Air Filter: Part # WM301020
16. Exhaust systems may be thermal coated or wrapped.
17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.
18. An SCCA Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.
19. An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed.
20. An optional SCCA Enterprise alternator kit is allowed, Part # WM1100101
21. Fuel shall meet the requirements for IT cars per the GCR.

b. Transmission

1. The 5 speed sequential transaxle supplied by SCCA Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.
2. The servicing, replacement and modification of internal components is permitted by the competitor. With the following exceptions:
   a. All components must be ferrous metal, except for bearing retainers and bearing cages.

b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.

3. The rear cover plate may manufactured or remanufactured using aluminum.

4. Only the following gear ratios are permitted:

1st gear combination 12:29 Ratio number 2.41
2nd gear combination 15:28 1.86
3rd gear combination 16:24 1.50
4th gear combination 18:22 1.22
5th gear combination 24:26 1.08

5. Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must work as supplied (no tightening of the differential to limit slip) Must be able to use existing components.

6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

7. Shift cable is free, but shifting must remain cable operated.

8. Throttle cable is free, but must remain cable operated.

9. The shift actuator assembly must operate as supplied by SCCA Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

MINIMUM WEIGHTS OF THE FOLLOWING PARTS

Differential Housing (both parts including bearings) 7.4 lbs
Ring Gear 3.6 lbs
Pinion Shaft 4.0 lbs
1st gear 2.7 lbs
2nd gear 1.2 lbs
3rd gear 1.1 lbs
4th gear 1.1 lbs
5th gear 1.0 lbs

8. Suspension

a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.

b. Front Springs: 600 lbs. ±25 lbs. Part # WM203008. Wire size shall measure .360" ±.005".
Rear Springs: 1000 lbs. ±25 lbs. Part # WM203009. Wire size shall measure .410" ± .005".

c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.

d. All suspension parts shall have the SCCA code embedded (a label/or an SCCA Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.

e. Rod ends may be replaced with rod ends having specifications equal to or greater than the OEM supplied rod ends. This includes dimensional material and strength specifications. Replacement rod ends shall be capable of being installed with no modifications to any original components.

f. Anti-roll bars (sway bars) may be disconnected, but not removed.

1. Anti roll bar sizes:
Front .875" OD ±.005"
Top Tee .750" x .135" wall, ±.005"
Top Tee Length: 7.5" maximum end to end
Rear lower stalk .615" Dia. ±.005"
Upper stalk .765" ±.005"
Arm length 5.470" shoulder to shoulder

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.

b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims)

c. Adjustments for the Bilstein will be at the spring perch and with pressure (if rebuilt). Adjustments for the Penske will be at the spring perch or with the rebound adjuster.

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

10. Steering:

NO MODIFICATIONS ALLOWED, except as described within these rules

a. An alternate steering wheel may be used. "Butterfly" style steering wheels are not allowed.

b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable). It may also be modified to accommodate a larger driver.

11. Brakes:

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER BRAKE SYSTEM AS SUPPLIED

WITH VENTED ROTORS as supplied by SCCA Enterprises shall be used

a. Brake pads as labeled and supplied from SCCA Enterprises.

b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450". Part # WM801002x Left, Part # WM801003x Right. Min width is .600"

c. Master cylinders must be the Girling type.
Front master cylinder is.700" piston diameter,
Part # WM802005
Rear master cylinder is .750" piston diameter,
Part # WM802006

d. Calipers must be AP 4 piston. Part numbers are:
LF # WM802004 RF #WM802003
LR # WM802002 RR # WM802001

e. Brake lines are free (no plastic allowed) .

12. Wheels (Only wheels supplied by SCCA Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from SCCA Enterprises with SCCA logo. If logo is worn off or wheels that have been painted or powder coated, wheels must be inspected by SCCA Enterprises or one of their designated Customer Service Representatives and logos replaced.

Front: 8 in X 13 in Part # WM 205001

Rear: 10 in X 13 in Part # WM205002

a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted

b. Wheel spacers are not allowed.

13. Tires

Tires must run in sets of 4 as stated below:

Hoosier R45 *or R45A (SCCA Labeled)* Compound
Front: *PN: 43270,* 21.5 in X 8.0 in X13.0in
Rear: *PN: 43301,* 22.0 in X10.0 in X 13.0 in
Hoosier Wet Compound
Front: *PN: 44195,* 21.5 in 7.5 in X 13.0 in
Rear: *PN: 44217,* 22.0 in 9.0 in X13.0 in

a. A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre-grid or Tech.

b. A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.

c. If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.

14. Electrical System:

NO MODIFICATIONS ALLOWED, except as described within these rules.

a. Wiring harnesses must remain as delivered.

b. Battery may be replaced with a larger one as long it remains in the same location.

c. Battery wiring is free. Car must shut off when master switch is turned off.

d. Any instrumentation is allowed.

e. Data acquisition is allowed, no telemetry is allowed.

f. Any rain light is allowed

15. Weight

The car shall weigh 1265 lbs. minimum, including the driver.

a. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight

16. Updates

Provisions will be made for updates on all safety and mechanical improvements. Such updates will be effective when authorized by SCCA Enterprises, announced by the National Office, and published in Fastrack.

17. Vehicle Logbook

The Vehicle Logbook for each SCCA Formula Car remains the property of SCCA Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises, Inc.,. 14550 E. Easter Ave Suite 400 Centennial, Co. 80112. The logbook will them be reissued to the new owner. When the logbook has been filled, a new one shall be requested from

SCCA Enterprises, Inc.
A FEE OF $200 WILL BE CHARGED FOR LOST LOGBOOKS.
The logbook shall be presented at scrutineering for each event entered. All SCCA Formula Cars are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to SCCA Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to SCCA Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

18. Seals

SCCA Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall have his engine removed and shipped to SCCA Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.
SCCA Enterprises, Inc., seals are required on all Formula Car Engines.
Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises, Inc., shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises, Inc., will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 19.a., 19.b., 19.c., and 19.d.

19. Penalties (Specific to SCCA Enterprises Spec Cars)

If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward, the following penalties will automatically be imposed:

a. Vehicle logbook will be impounded.
b. Disqualification from the event.
c. Suspension of SCCA competition privileges for thirty (30) days.
d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.

In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:

1. Disqualification from the event.
2. A fine of $250.00
3. $500.00 testing fee plus freight charges paid to SCCA Enterprises
4. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.
5. For a second illegal drive train offense, the competitor will be permanently disqualified from further SCCA Formula Car competition.

20. SCCA Formula Car Drive Train Protest

a. Protests shall be filed per the GCR.
b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:

1. Remove and replace motor and transmission - $400.00
    a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.
2. Ship motor to Enterprises and test - $500.00 plus freight and crating charges
    a. SCCA Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.

c. Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.
d. The Chairman SOM is required to inform SCCA Enterprises of the protest using the FE Protest Information Form. A copy of the protest shall be sent to Enterprises.
If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees ($900). The protestee will not be allowed to compete again until all costs are paid. If found legal, the protester forfeits fee (items 1 and 2) above.
e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.
f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in FE competition.

21. Accessory Items

a. Mirrors are free.
b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed
d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by SCCA

Enterprises.

e. Engine compartment fluid hoses may be insulated using heat shield or wrap.

f. Front and rear tow hooks are required, see GCR section 9.3.46.

MOTION: To approve GCR Formula Item 4. (Sauce/Lybarger) PASSED. Unanimous

Item 4. Effective 1/1/08, add new section 9.4.5.F as follows:

1. All formula cars homologated with SCCA as of 1/1/1986 must have a front impact attenuation device meeting at least one of the following criteria:

   A. An FIA-approved front impact attenuation structure.

   B. A metallic structure, securely attached to the front bulkhead, with a minimum cross section of 200 sq cm (31 sq in.), 40 cm (15.75 in.) forward of the clutch and brake pedals (not depressed), constructed of a minimum of 18 gauge 6061-T4 or equivalent aluminum.

   C. A non-metallic composite structure, securely attached to the front bulkhead or incorporated into the nose piece, with a minimum cross section of 200 sq cm (31 sq. in.), 40 cm (15.75 in.) forward of the clutch and brake pedals (not depressed), constructed of a minimum of 6 mm stabilized (honeycomb) material with inner and outer reinforcements of a minimum of two 5-ounce laminates of fiberglass, carbon, or kevlar material.

2. Formula Vee and other formula cars using the VW sedan H-beam front suspension may use the front crush structure specified in 9.1.1.C.3.a.12., or any of the structures listed in 1 above.
3. Formula Mazda cars may use the spec front wing support as a front crush structure, or any of the structures listed in 1 above.
4. Radiators may be incorporated in impact attenuation structures.
5. Composite impact attenuation structures may incorporate carbon and/or kevlar regardless of any class restrictions on materials.
6. Rear impact attenuation structures are strongly recommended for all formula cars, and may incorporate the materials and/or construction techniques listed above for front impact attenuation structures.
7. Pre-1986 formula cars and all sports racers are strongly urged to use front and rear impact attenuation structures, and may incorporate the materials and/or construction techniques for front impact attenuation structures listed above.

MOTION: To approve GCR GT Items 1 thru 3. (Sauce/Lybarger) PASSED. Unanimous

Grand Touring

Item 1. Effective 11/1/07: add to section 9.1.2.F.4.j.6 to read as follows:
Brake ~~rotors,~~ calipers, and/or drums are unrestricted except as limited by the GTCS for a specific make/model. *Brake rotors shall be ferrous material but are otherwise unrestricted.* Brake rotors/drums shall be located in the original position (e.g. inboard vs. outboard). ~~Carbon brake rotors are prohibited.~~

Item 2. Effective 11/1/07: Effective 11/1/07: Change section 9.1.2.F.4.a.4 by deleting the last two sentences as follows:
~~As of 1/1/2002, all new model convertibles will be required to compete with a windshield and hardtop. Convertible models classified before 1/1/2002 will be allowed to compete without a windshield and/or top, regardless of logbook issue date, unless specified differently on the vehicle specification line.~~

Item 3. Effective 11/1/07: All cars in GTL with an intake restriction must use an SIR. Delete section 9.1.2.F.4.i.10 in its entirety.

MOTION: To approve GCR IT Items 1 and 2. (Sauce/Lybarger) PASSED Unanimous

Improved Touring

Item 1. Effective 1/1/08: Move the Honda Civic DX (sedan and HB) from ITA to ITB at a new spec weight of 2,240 lbs.

Item 2. Effective 1/1/08: Delete section 9.1.3.E in its entirety and re-letter subsequent sections:
~~No vehicle with an automatic transmission shall compete in the Improved Touring Category. Station wagons are prohibited.~~

MOTION: To approve GCR Production Items 1 and 2. (Sauce/Lybarger) PASSED Unanimous

Production

Item 1. Effective 11/1/07: Reclassify the 84-87 Civic / Civic Si and 84-87 CRX / CRX Si 1.5L 12V from FP to GP at 2,200 lbs.

Item 2. Effective 11/1/07: Reclassify the 84-87 limited prep CRX/Si and 84-87 Civic/Si from GP to HP at 1,850 lbs.

MOTION: To approve GCR AS Items 1 thru 7. (Sauce/Lybarger) PASSED Unanimous

American Sedan

Item 1. Effective 11/1/07: Change section 9.1.6.D.5.c.1.C as follows:

Rotor shall be of ferrous material, vented. ~~No cross drilling or slotting.~~ Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.

Item 2. Effective 11/1/07: Add new section h to section 9.1.6.D.7, as follows:

h. Under hood bracing on stock hoods may be modified or removed. The external profile of the hood shall remain stock.

Item 3. Effective 11/1/07: Change section 9.1.6.D.8.j as follows:
Removal of wiring associated with a component which may be removed by these rules is permitted. All non-essential wiring*, switches, gauges, horns, flashers, relays, and lights* may be removed. Existing wiring may be substituted.

Item 4. Effective 11/1/07, add to the end of section 9.1.6.D.1.o as follows:
Alternate polyurethane motor mounts are permitted.

Item 5. Effective 11/1/07, change section 9.1.6.D.3.j to read as follows:
Alternate polyurethane transmission mounts are permitted. ~~Energy Suspension P/N 3-1108 (Camaro/Firebird) and P/N 4-1104 (Mustang) transmission mounts are permitted.~~

Item 6. Effective 11/1/07, change section 9.1.6.D.5.j to read as follows:
Rear calipers: Any ferrous or aluminum caliper using four or fewer pistons and using one brake line per caliper. ~~40mm or 50mm PBR single piston calipers are allowed.~~

Item 7. Effective 11/1/07, change section 9.1.6.D.8.c to read as follows:
Gauges and instruments *are unrestricted. The instrument panel may be modified or replaced.* ~~may be added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate(s), or any other location using a secure method of attachment. Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.~~

MOTION: To approve GCR T1 Item 1. (Lybarger/Sauce) PASSED Unanimous

Touring

Item 1. Effective 11/1/07: Add the following to section 9.1.10.D.1.h.1 after the first sentence:
The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged.

MOTION: To approve GCR Showroom Stock item 1. (Sauce/Lybarger) PASSED. Unanimous

Showroom Stock

Item 1. Effective 11/1/07: Reclassify the SSB Subaru Impreza to SSC at 3,135 lbs.

MOTION: To approve GCR Sports Racer item 1. (Lybarger/Sauce) PASSED. Abstaining, Christian

Sports Racer

Item 1. Effective 11/1/07: Replace section 9.1.9.G with the follows:

G. SRSCCA PREPARATION RULES CLASSED IN CSR

1. Definition
One design, fixed specifications, open cockpit, single seat Sports Racer
with Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises, Inc. All replacement parts are supplied through SCCA Enterprises, Inc., and shall be official SCCA Spec Sports Racer parts except where noted in G.4.

2. Safety Requirements
Car will be delivered from the manufacturer with approved safety equipment. Replaced items shall be supplied through SCCA Enterprises, except safety harnesses may be replaced by any other that conforms to GCR Section 9.

3. Vehicle Configuration
All SCCA Sports Racers shall comply to GCR section 9 with the following exceptions: Section 9.3.1., Accumulators.

4. Maintenance and Repairs
It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are official SCCA Enterprises Sports Racer parts. If any official SCCA Enterprises' seal is broken, lost by accident or intent, the procedures outlined under G.18., shall be followed. Parts and materials with an SCCA Enterprises part number having the prefix "WM10" are considered to be unrestricted, providing their dimensions and materials are comparable. No other parts are to be considered "unrestricted" except where specified.

5. Chassis
NO MODIFICATIONS ALLOWED except as noted in these rules.

a. All cars shall use the stock, as delivered by SCCA Enterprises, wood floor of 6mm, with an allowable deviation of 3

mm across the surface for wear.

b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed.

Definition of cockpit is: area between the front roll hoop and rear roll hoop.

c. Painting or powder coating of the chassis is allowed.

d. SCCA Enterprises foot drop box part # WM180020may be installed.

6. Bodywork

NO MODIFICATIONS ALLOWED (except as specified)

If any seal, label, stamp is missing the parts must be returned to SCCA Enterprises for resealing.

a. Bodywork shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, and tow hooks. All repair work must match original body dimensions and contours.

b. Bodywork fasteners are free.

c. The car may be painted any color(s), except primer.

d. It is required that all cars display the official sponsors of SCCA Enterprises decals and locations as specified by SCCA Enterprises.

e. Radiator screens are allowed and recommended.

f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.

g. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The wing element may only be adjusted within the parameter of the wing adjusters as provided from SCCA Enterprises. No additional holes may be added. Different wing endplates may be used as long as the fit within the dimensions of 10 ¾ in wide and 11 in tall. A gurney flap or wicker may be use and may be no taller than ½ in

h. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4. The stock lateral bolsters may be modified or removed.

i. SCCA Enterprises windscreen P/N: WM137000 is allowed.

7. Engine and Drive train

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by SCCA Enterprises. All fluids, except fuel, are unrestricted.

2. SCCA Enterprises, Inc., seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through SCCA Enterprises

3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.

4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.

5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.

6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating is allowed on the exterior or interior of the manifold.

7. Engine Control Unit (ECU): Manufactured by MBE and sealed by SCCA Enterprises. Tampering of the ECU, ECU program, seal, wiring or sensors is prohibited.

8. The flywheel weight is a minimum of 2.6 lbs for the SCCA Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.

9. No modification to the crankshaft dampener is allowed.

The following parts must be used:

10. Clutch: SCCA Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston # WM701004A, Throw out bearing # WM701006A, Small O-ring # WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.

11. Spark Plugs, Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEC.

12. Fuel Injectors: Part # WM591929

13. Throttle Body: Part # WM591930

14. Fuel Filter: Part # WM591924

15. Air Filter: Part # WM301020

16. Exhaust systems may be thermal coated or wrapped.

17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.

18. An SCCA Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.

19. An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed.

20. An optional SCCA Enterprises alternator kit is allowed, Part # WM1100101

21. Fuel shall meet the requirements for IT cars per GCR section 9.3.25.

b. Transmission

1. The 5 speed sequential transaxle supplied by SCCA Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.

2. The servicing, replacement and modification of internal components is permitted by the competitor. With the following exceptions:

a. All components must be ferrous metal, except for bearing retainers and bearing cages.

b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.

3. The rear cover plate may manufactured or remanufactured using aluminum.

4. Only the following gear ratios are permitted:

1st gear combination 12:29 Ratio number 2.41
2nd gear combination 15:28 1.86
3rd gear combination 16:24 1.50
4th gear combination 18:22 1.22
5th gear combination 24:26 1.08

5. Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must work as supplied (no tightening of the differential to limit slip) Must be able to use existing components.

6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

7. Shift cable is free, but shifting must remain cable operated.

8. Throttle cable is free, but must remain cable operated.

9. The shift actuator assembly must operate as supplied by SCCA Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

MINIMUM WEIGHTS OF THE FOLLOWING PARTS

Differential Housing (both parts including bearings) 7.4 lbs
Ring Gear 3.6 lbs
Pinion Shaft 4.0 lbs
1st gear 2.7 lbs
2nd gear 1.2 lbs
3rd gear 1.1 lbs
4th gear 1.1 lbs
5th gear 1.0 lbs

8. Suspension

a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.

b. Front Springs: 600 lbs. ±25 lbs. Part # WM203008. Wire size shall measure .360" ±.005".
Rear Springs: 1000 lbs. ±25 lbs. Part # WM203009. Wire size shall measure .410" ± .005".

c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.

d. All suspension parts shall have the SCCA code embedded (a label/or an SCCA Enterprises stamp) in the part. If they do not it is required to return part to SCCA Enterprises for proper labeling.

e. Anti-roll bars (sway bars) may be disconnected, but not removed.

1. Anti roll bar sizes:
Front .875" OD ±.005"
Top Tee .750" x .135" wall, ±.005"
Top Tee Length: 7.5" maximum end to end
Rear lower stalk .615" Dia. ±.005"
Upper stalk .765" ±.005"
Arm length 5.470" shoulder to shoulder

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.

b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims)

c. Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske rebound or at the perch.

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

10. Steering:

NO MODIFICATIONS ALLOWED, except as described within these rules

a. An alternate steering wheel may be used. "Butterfly" style steering wheels are not allowed.

b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable). It may also be modified to accommodate a larger driver.

11. Brakes:

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by SCCA Enterprises shall be used

a. Brake pads as labeled and supplied from SCCA Enterprises.

b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450". Part # WM801002x Left, Part # WM801003x Right. Min width is .600"

c. Master cylinders must be the Girling type.
Front master cylinder is.700" piston diameter,
Part # WM802005
Rear master cylinder is .750" piston diameter,
Part # WM802006

d. Calipers must be AP 4 piston. Part numbers are:
LF # WM802004 RF #WM802003
LR # WM802002 RR # WM802001

e. Brake lines are free (no plastic allowed).

f. An optional brake duct kit Part # WMxxxxxx is allowed.

12. Wheels (Only wheels supplied by SCCA Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from SCCA Enterprises with SCCA logo. If logo is worn off, or wheels that have been painted or powder coated, wheels must be inspected by a CSR or SCCA Enterprises and logos replaced.

Front: 8 in X 13 in Part # WM 205001
Rear: 10 in X 13 in Part # WM205002

a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted

b. Wheel spacers are not allowed.

13. Tires

Tires must run in sets of 4 as stated below:

Hoosier R45 *or R45A (SCCA Labeled)* Compound
Front: *PN: 43270,* 21.5 in X 8.0 in X13.0 in
Rear: *PN: 43301,* 22.0 in X10.0 in X 13.0 in
Hoosier Wet Compound
Front: *PN: 44195,* 21.5 in 7.5 in X 13.0 in
Rear: *PN: 44217,* 22.0 in 9.0 in X13.0 in

a. A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre-grid or TECH.

b. A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.

c. If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.

14. Electrical System:

NO MODIFICATIONS ALLOWED, except as described within these rules.

a. Wiring harnesses must remain as delivered.

b. Battery may be replaced with a larger one as long it remains in the same location.

c. Battery wiring is free. Car must shut off when master switch is turned off.

d. Any instrumentation is allowed.

e. Data acquisition is allowed, no telemetry is allowed.

f. Any rain light and tail lights are allowed.

15. Weight

The car shall weigh 1365 lbs. minimum, including the driver.

a. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight.

16. Updates

Provisions will be made for updates on all safety and mechanical improvements. Such updates will be effective when authorized by SCCA Enterprises, announced by the National Office, and published in FasTrack.

17. Vehicle Logbook

The Vehicle Logbook for each SCCA Sports Racer remains the property of SCCA Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the

same as the factory chassis number that is stamped on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises, Inc.,. 14550 E. Easter Ave Suite 400 Centennial, Co. 80112. The logbook will them be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises, Inc.

A FEE OF $200 WILL BE CHARGED FOR LOST LOGBOOKS.

The logbook shall be presented at scrutineering for each event entered. All SCCA Sports Racers are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to SCCA Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to SCCA Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

18. Seals

SCCA Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall have his engine removed and shipped to SCCA Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.

SCCA Enterprises, Inc., seals are required on all Sports Racer Engines.

Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises, Inc., shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises, Inc., will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 19.a., 19.b., 19.c., and 19.d.

19. Penalties (Specific to SCCA SCCA Enterprises Spec Cars)

If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward (GCR 5.12.2.C.), the following penalties will automatically be imposed:

a. Vehicle logbook will be impounded.

b. Disqualification from the event.

c. Suspension of SCCA competition privileges for thirty (30) days.

d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.

In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:

1. Disqualification from the event.
2. A fine of $250.00
3. $500.00 testing fee plus freight charges paid to SCCA Enterprises
4. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.
5. For a second illegal drive train offense, the competitor will be permanently disqualified from further SCCA Sports Racer competition.

20. SCCA Sports Racer Drive Train Protest

a. Protests shall be filed per the GCR.

b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:

1. Remove and replace motor and transmission - $400.00
   a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.
2. Ship motor to SCCA Enterprises and test - $500.00 plus freight and crating charges
   a. SCCA SCCA Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.

c. SCCA Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.

d. The Chairman SOM is required to inform SCCA Enterprises of the protest using the SRSCCA Protest Information Form. A copy of the protest shall be sent to SCCA Enterprises.

If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees ($900).

The protestee will not be allowed to compete again until all costs are paid. If found legal, the protester forfeits fee (items 1 and 2) above.

e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.

f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in SRSCCA competition.

21. Accessory Items

a. Mirrors are free.

b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed
d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by SCCA Enterprises.
e. Engine compartment fluid hoses may be insulated using heat shield or wrap.
f. Front and rear tow hooks are required see GCR section 9.3.46.

The following items were rejected.

MOTION: To reject GCR General Item 15. (Dent/Porterfield) PASSED Voting NO, Sauce, Christian

GCR
Item 15: Effective11/1/07: To allow competitors under the age of 16 in SCCA Club Racing events, the following changes are recommended.
Change section 4.4.1.A to read as follows:
Every applicant for a Competition License or Permit shall submit a completed physical examination on the SCCA form to the National Office. The examination date shall be no more than three (3) months prior to the date of application. A new medical form is not required for a Novice Permit holder upgrading to a Regional or National License. A current physical examination form must be submitted every five (5) years for applicants ages ~~16~~*14*-35; every two (2) years for applicants ages 36-59; and every year for applicants age sixty plus (60+). A member shall maintain continuous membership and license for physical examination form to be valid.

Change section 4.4.3.A to read as follows:
An SCCA Regular, or Spouse member who is over ~~sixteen (16)~~ *fourteen (14)* years of age~~, who holds a valid Operators Permit/State Driver's License in his or her state of residence which allows the solo operation of a motor vehicle,~~ may apply for a Novice Permit. For applicants under the age of majority (typically eighteen (18) years of age but see Section 4.4.6.B.), only the National Office may issue permits. All others may be issued by the National Office, a Divisional Licensing Chairman, or a Region by submitting the following:
Change section 4.4.6.A to read as follows:
No one under ~~sixteen (16)~~ *fourteen (14)* years of age may be issued a Novice Permit or Competition License.

MOTION: To reject GCR Formula Item 5. (Sauce/Lybarger) PASSED Voting NO, Sheridan Abstaining, Christian

Formula
Item 5. Effective 1/1/08: In accordance with the strategic plan goal of reducing the number of class and in recognition of the similar performance and overall spec car philosophies of the two classes, the CRB is recommending that the FE and FM classes be combined with appropriate adjustments as needed for the 2008 season.

The following items were sent back to the CRB.

MOTION: To send GCR General Item 16 back to the CRB. (Dent/Fairer) PASSED Unanimous

GCR
Item 16. Effective 11/1/07: Change section 8.4.5 with the following numbering and additional items:
A. After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty or other action of the SOMs or other body appealed from 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 SOM committee at the Court's discretion.
B. Should the Court determine the evidence indicates a party unnamed in the appeal may have contributed to the matter, it may refer the matter to the Executive Steward of the Division. The Executive Steward may request the original court review the material supplied by the Court of Appeals or may order a driver review per the GCR. The Court may not forward any driver-witness provided materials or evidence supplied for the appeal to the Executive Steward or the Stewards of the Meet for any reason.
C. At no time shall the Court of Appeals act as a first court.
D. Penalties imposed by the Court of Appeals shall incur automatic penalty points outlined in *section* 7.4.
E. 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 Court's decision is nullified or otherwise changed.
F. 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.

The following items were withdrawn by the CRB.

Formula
Item 1. (FV) Effective 11/1/07: Change section 9.1.1.C.5.i as follows:
Ignition points *or drop-in ignition triggering module (e.g., Pertronix).*

Note – this item is included in the FV rules rewrite.

Time Trials Rules

MOTION: To approve Time Trials Rules Items 1 thru 8. (Holtz/Fairer) PASSED Unanimous

The following items were approved.

Item 1. Effective 1/1/08: Change section 9.2.1.L and 9.2.1.N to read as follows:

L. Seats – For PDX (Level 1) and Club Trials (Level 2) events the seat shall be securely mounted. If a folding seat, it shall be securely bolted or strapped in place. ~~Effective 1/1/2008 –~~ *It is highly recommended that* for Track Trials (Level 3) and Hillclimb (Level 4) events, the driver's seat shall be replaced with a one-piece bucket type race seat ~~meeting SFI requirements minimum~~ and include an upper brace if non-FIA *homologated*.

N. Passenger Seat – For PDX (Level 1) and Club Trials (Level 2) events, if a folding seat, it shall be securely bolted or strapped in place. For Track Trials (Level 3) and Hillclimb (Level 4) events, the requirements of paragraph L. above apply *(e.g. – if the driver's seat has been replaced with a one piece bucket type race seat, then the passenger seat shall be replaced with a similar seat, both shall include an upper brace if non-FIA homologated.*

Item 2. Effective 1/1/08: Add a new section BB. to 9.2.1 to read as follows:

BB. On all carburetors, (except SU, C and D Sports racers with motorcycle-type carburetors and Formula 500 Mikuni VM38) with a non-threaded fuel inlet fitting, the fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting.

Item 3. Effective 1/1/08: Change the first and second bullets of section 10.1 to read as follows:

- All classes listed in the current GCR (both National and Regional~~— i.e. all classes listed in GCR 9.1.1 through 9.1.10~~) must be accommodated *in Club Trials (level 2), Track Trials (Level 3) and Hillclimb (Level 4) events.* This rule is to allow a place to compete for any car prepared to a GCR class but does not restrict classes from being consolidated because of limited participation.

- *All classes listed in the current Solo National Rules must be accommodated in Club Trials (Level 2) events.* It is strongly ~~suggested~~ *recommended* that the Solo Street Prepared and Street Mod class cars are accommodated *in Track Trials (Level 3) and Hillclimbs (Level 4) events,* provided that they have the required Time Trials safety equipment.

Item 4. Effective 1/1/08: Change selected portions of section 10.3 to read as follows: (Portions omitted remain unchanged)

1. A standard SCCA *Time Trial* Vehicle Logbook shall be used by all competitors at all *Track Trials (*Level 3*)* and *Hillclimb (*Level 4*)* Time Trials competitions, unless exempted by the Supplementary Regulations. *The Club Racing Vehicle Logbook is acceptable for those cars that are prepared to the current GCR.*

The SCCA Time Trials Logbooks and their corresponding serial numbers are obtained from the Time Trials Divisional Program Manager. For divisions that do not have a Time Trials Divisional Program Manager, the logbooks and serial number shall be obtained from the Club Racing Manager.

5. The Vehicle Logbook may be issued by ~~the~~ *a licensed* TT Technical ~~and Safety~~ Inspector *or Club Racing Scrutineer* ~~for the Division~~, who shall also complete the required vehicle information in the front and back of the Logbook. He or she shall conduct a thorough inspection of the vehicle, as provided in Section 9. Technical and Safety Inspection. The logbook issue date is the date of registration. *When a car receives a Time Trials logbook, it should be clearly noted what Level the roll structure is approved for.*

6. Identity Numbers:

A. Each vehicle shall have an identity number corresponding to that of its logbook permanently stamped on its roll bar.

B. The first *two letters shall* ~~digit(s)~~ correspond~~ing~~ to the *issuing Division's* ~~region's~~ identity number shall be separated from the balance of the numbers *(3 digits +)* by a dash (-). *It is highly recommended that the serial number be followed by another dash and the issuing Region Identification Number so to eliminate duplication and for vehicle history purposes. This would enable tracing of an identity number to the Division and specific Region of issue. Example: NP-XXX-101 would show that the serial number was issued in the Northern Pacific Division (NP) and by the Reno Region (101).*

C. The car numbering system, beginning with (001), shall be issued consecutively as the vehicles are registered *via the Time Trials Divisional Program Manager or Club Racing Manager* during a thorough inspection.

Item 5. Effective 1/1/08: Change section 10.21 to read as follows:

The installation of scattershields or explosion-proof bell housings shall be required on all cars *that do not have a stock firewall/tunnel (e.g. GT, Formula, and Sports Racing classes)* ~~(except Showroom Stock, Spec Miata, Touring and Improved Touring)~~ *or* where the failure of the clutch or flywheel could create a hazard to the driver. Chain drive cars shall be fitted with a protective case/shield to

retain the chain in case of failure.

Minimum material specifications are:

.125 inch SAE 4130 alloy steel
.250 inch mild steel plate
.250 inch aluminum alloy
NHRA or SFI approved flexible shields.

Item 6. Effective 1/1/08: change section 10.22 to read as follows:
All cars competing in *Track Trials (*Level 3*)* and *Hillclimb (*Level 4*)* events, with detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. Movable panels such as sliding sunroofs shall be closed. *It is highly recommended that* glass sunroofs ~~must~~ be removed *as follows:* ~~Metal sunroofs may be retained if bolted in.~~ All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. Note: Specification Books take precedence over TTR rules.

Item 7. Effective 1/1/08: Change section 10.23 to read as follows:
It is highly recommended for all cars competing in Track Trials (Level 3) and Hillclimb (Level 4) events that oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. *For any purpose built race car the oil catch tank is required (e.g. any GCR class car unless otherwise specified as exempt in the current GCR).* Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle. Oil holding tanks and oil filters may be mounted in the driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment. A crankcase vacuum breather that passes through the oil catch tank(s) to exhaust systems or vacuum devices that connect directly to exhaust systems is prohibited.

Item 8. Effective 1/1/08: Change section 10.24 to read as follows:
It is highly recommended that all cars competing in *Track Trials (*Level 3*)* and *Hillclimb (*Level 4*)* events, except Showroom Stock and Touring shall be equipped with a master switch easily accessible from outside the car. *For any purpose built race car the master kill switch is required (e.g. – any GCR class car unless otherwise specified as exempt in the current GCR.)* Spec Racer Fords shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an onboard fire system. All terminals of the master switch shall be insulated to prevent shorting out. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

MOTION: To approve Time Trials Rules Items 10 and 11. (Holtz/Fairer) PASSED Unanimous

Item 10. Effective 1/1/08: Change section 10.19 to read as follows:
Fire systems*/extinguishers* are strongly recommended, but not required in *PDX (Level 1) and Club Trial (Level 2) events* ~~Time Trials~~. All cars *competing in Track Trials (Level 3) and Hillclimb (Level 4) events* shall meet the minimum requirements set forth in GCR section 9.3.22.B.

Item 11. Effective 1/1/08: Change section 12. to read as follows:
All drivers in *PDX (Level 1) and Club Trials (Level 2)* ~~SCCA sanctioned speed~~ events *may utilize a restraint harness meeting the specifications of section 12.1 in lieu of the factory/OEM restraints. All drivers competing in Track Trials (Level 3) and Hillclimb (Level 4) events* shall utilize either a five, six or seven point restraint harness meeting the ~~following~~ specifications.

A seven-point restraint harness is recommended *for all events*. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. The restraint system installation is subject to approval of the Chief Technical and Safety Inspector.

12.1. PDX (Level 1) and Club Trials (Level 2)

1. A four point restraint system, for use in enclosed automobiles only, may be employed where the driver is seated in an upright position. Only 4 point restraints that incorporate a manufacturer designed method for prevention of submarining may be used. Five, six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position. Open or convertible cars in PDX (Level 1) or Club Trials (Level 2) events shall adhere to the restraint requirements for Track Trials (Level 3) and Hillclimb (Level 4) events.

2. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.

3. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.

4. The single anti submarine strap of a five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.

5. The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.

6. Each seat (lap) and shoulder belt of the harness (4, 5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). Six or seven point system antisubmarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

7. All 4, 5, 6, and 7 point driver restraint systems shall meet one of the following:
SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.

A. Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.

B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)

C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.

D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

8. Harness Threading: Assemble in accordance with manufacturers instructions.

9. FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.1.7.B.

12.2. Track Trials (Level 3) and Hillclimb (Level 4)

1. A five point system, for use in automobiles where the driver is seated in an upright position, consists of a three (3) inch seat belt, an approximately three (3) inch strap over the shoulder type of shoulder harness, and an approximately two (2) inch anti submarine strap. A Five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

2. A six or seven point system, recommended for use in all automobiles, consists of a three (3) inch seat belt or an FIA approved two (2) inch seat belt (SFI 2-inch seat belts are not currently allowed), approximately a three (3) inch strap over the shoulder type of shoulder harness, and two approximately two (2) inch leg or anti submarine straps. The seven-point system also has an approximately two (2) inch anti-submarine strap.

3. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.

4. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder

straps are permitted. (“Y” type shoulder straps are not allowed.) “H” type configuration is allowed.

5. The single anti submarine strap of the five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.

6. The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.

7. Each seat (lap) and shoulder belt of the harness (5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). Six or seven point system antisubmarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

8. All driver restraint systems shall meet one of the following:
SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.

A. Restraint systems meeting SFI 16.1 shall bear a dated ‘SFI Spec 16.1’ label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.

B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)

C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer’s Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification ‘D ####.T/98’ are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.

D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

9. Harness Threading: Assemble in accordance with manufacturers instructions.

10. FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.2.8.B.

The following items were rejected.

MOTION: To approve Time Trials Rules Item 9. (Holtz/Fairer) FAILED Voting NO, Fairer, Porterfield, Jones, Holtz, Sauce, Allen, Dent, Lybarger, Clark

Item 9. Effective 1/1/08: Change section 11.4 to read as follows:
~~Roll cages (as specified in the GCR, Section 18) are required for the following classes: GT1, Specials, Super Production, all Formula classes, all Sports Racer classes, open GT, and open Production vehicles. In these vehicles, the roll cage structure must meet current GCR requirements for the specific class. If the vehicle does not fall into a Club Racing class, the cage should be prepared to the GCR equivalent or greater (for example, a tube frame Special car should be compared to a GT class cage, while a street driven car the ends up in Special because of odd modifications could be comparable to a Production or IT cage).~~

~~All other classes at Special Time Trials events are required to have a minimum of a roll bar that meets the description in section 18 of the TTR.~~

All new cars registering on or after January 1, 2011 must meet current year roll cage specifications as listed in the GCR. If a class is not listed in the GCR, it should use the equivalent GCR class specifications, for example, Street Prepared or Street Mod cars should use the SS/IT specs, Specials should use the Production/GT specs or Formula/Sports Racer specs where applicable, etc. Street Prepared and Street Mod class cars shall be exempt from the current side protection requirements, but must still include a single

"door" bar on each side of the car. Bolt-in and bolt-together structures shall be permitted in all cars, provided that such structures are designed properly (i.e. overlapping/telescoping sections with double bolts, etc.)

As of January 1, 2013, ALL cars running in Level 4 events must meet current year GCR specifications for Roll Cages.

As of the dates listed above, the exemption for Vintage and Historic cars below will no longer be in effect. All cars shall comply with the above rules.

If a car is running in a Vintage or Historic class and prepared to those specifications, they may run only a roll bar if no cage was used at the time the car was originally raced. This applies to all the cars with cage requirements, including Formulas (cars) and Sports Racers. Competitors are encouraged to use full roll cages if at all possible. The purpose of this tolerance is to allow for original race cars to be raced in original form (or as close as possible) without devaluing the vehicle by installing a full roll cage. This shall NOT be interpreted to apply to kit cars, special constructions, replicas, or any car that has been significantly modified from its condition as originally raced. Vintage and Historic cars may upgrade to current tires, batteries, incidental items, and other unavailable items to return the car to racing condition.

MOTION: To adjourn. (Allen/Fairer) PASSED

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | *Sept. 4, 2007*

The Club Racing Board met by teleconference on September 4, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh and Craig Taylor. Also participating were Mike Sauce and Bob Lybarger, BoD Liaisons; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-10, the following decisions were made:

PROPOSED RULE CHANGES OR CAR RECLASSIFICATIONS

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 1/1/08: Change item 2 of the August FasTrack by changing the appropriate section as follows:

The following is acceptable for cars registered before 1/1/09:

On-board fire systems shall use Halon 1301 or 1211, with a five pound minimum capacity (by weight). ~~(GT1 cars must have a minimum ten pound system with nozzles located in the driver/passenger compartment and in the fuel cell area. see Section 9.1.2.D.10.f., or 9.1.2.F.3.e.).~~

Item 2. Effective 1/1/08: Change section 3.2.2.H.1 by deleting the section in its entirety and renumbering the subsequent sections.

~~One (1) per division.~~

Item 3. Effective 1/1/08: Change section 4.4.3.A as follows:

The applicant will receive the Novice Permit, with one photo attached. ~~At the time of issue, the applicant shall either purchase a current GCR or have one in his or her possession. The GCR may be purchased either from the region or SCCA (800) 770-2055.~~ This Permit shall be presented at Driver School.

Item 4. Effective 1/1/08: Change section 5.8.1 as follows:

The Chief Starter *directs and manages the volunteers working the specialty, ensuring that directions given* ~~gives directions~~ to competing drivers by flag, hand, and body signals *are done so as* prescribed by the GCR with respect to starting, suspending, and ending a race.

Item 5. Effective 1/1/08: Change section 5.10.3.B.3 as follows:

The timing and scoring information shall include: total number of entries, including DNFs*, DNQs,* and DNSs, the overall and class finishing positions ...
Add a new definition to Appendix A, Administrative Glossary as follows:

DNF (Did Not Finish) – A driver who has failed to complete at least half the distance of the race (if the race runs an odd number of laps, half-distance is the amount rounded down to the nearest whole number.)
DNQ (Did Not Qualify) – A driver/car combination that has been on the track at any time covered by the race sanction, but did not qualify for the race.
DNS (Did Not Start) – A driver/car combination that qualified for, but did not start the race.

Item 6. Effective 1/1/08: Change section 7.2.E as follows:

Fine ($250). A fine of up to $250 may be imposed. Fines shall be in whole dollar amounts only. ~~Outstanding fines (in excess of $250) are appealable to the Board of Directors.~~

Effective 1/1/08: Change section 7.4.A.2 as follows:

$250 ~~or more~~

Item 7. Effective 1/1/08: Change section 8.4.5 with the following numbering and additional item:

A. After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty or other action of the SOMs or other body appealed from 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 SOM committee at the Court's discretion.

B. At no time shall the Court of Appeals act as a first court.

C. Penalties imposed by the Court of Appeals shall incur automatic penalty points outlined in *section* 7.4.

D. 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 Court's decision is nullified or otherwise changed.

E. 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.

Item 8. Effective 1/1/08: Change the last sentence of section 8.4.6 and add to the end as follows:

Penalties involving time, disqualification, ~~suspension~~ or loss of points shall be made effective from the date of the conclusion of the event involved*. Penalties involving suspension shall be made effective from the date of the COA decision.*

Item 9. Effective 1/1/08: Change section 9.3.26.1.b as follows:

Fuel cells must be located within 12 inches of the standard tank ~~or alternate tank as shown in the PCS/GTCS~~. The 12-inch measurement is taken from the perimeter of the stock and alternative fuel cell. ~~Free~~ *F*uel filler location is *unrestricted* within the bodywork ~~allowed~~ with installation of a safety fuel cell.

Effective 1/1/08: Add a new paragraph to section 9.3.26.3 to read as follows:

Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.

Effective 1/1/08: Make the following changes to section 9.1:

Delete section 9.1.1.A.1.a.8 and re-letter subsequent sections.

~~The fuel filler cap shall be recessed within the coach work line.~~

Delete the second sentence of the third paragraph of section 9.1.1.C.8

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete the last paragraph of section 9.1.1.C.8:

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.D.7.f and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.D.12.C.4 and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.G.1.D.2:

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.H.1.C.3 and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.H.1.F.3 and re-letter subsequent sections.

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.9.A.1.d.3 as follows:

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Item 10. Effective 1/1/08: Change section 9.1.12 Note 1 as follows:

For the purposes of this section, "entrants" shall be defined as drivers classified in the final official race results of National races as finishers, did-not-finish (DNF), *did not qualify (DNQ), did-not-start (DNS),* or disqualified (DQ). ~~Drivers classified as did not start (DNS) shall not count as entrants.~~

Item 11. Effective 1/1/08: Change selected portions of section 9.3.18 as follows (omitted subsections remain unchanged)

A. A five point system, for use in automobiles where the driver is seated in an upright position, consists of:

- A three-inch seat belt or an FIA or SFI 16.5 certified two-inch seat belt.
- An approximately three-inch ~~strap over the shoulder type of~~ shoulder harness; or *FIA or SFI 16.5 certified two-inch shoulder harnesses only if the HANS® device is used by the driver. Should the driver, at anytime not utilize the HANS® device, then three-inch shoulder harnesses are required*.
- An approximately two-inch anti submarine strap

A five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

B. A six or seven point system, recommended for use in all automobiles, consists of:

- A three-inch seat belt or an FIA *or SFI 16.5 certified* two-inch seat belt.

· An approximately three-inch ~~strap over the shoulder type of~~ shoulder harness; *or FIA or SFI 16.5 certified two-inch shoulder harnesses only if the HANS® device is used by the driver. Should the driver, at anytime not utilize the HANS® device, then three-inch shoulder harnesses are required.*

· *Two or three approximately two-inch leg or anti submarine straps ~~The seven point system also has an approximately two (2) inch anti submarine strap.~~*

C. ~~The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six point or seven point systems where they attach to the seat belt or shoulder harness straps.~~

H. All driver restraint systems shall meet one of the following: SFI specification 16.1, *16.5*, ~~FIA specification 8853/1985 including amendment 1/92~~ or FIA specification~~s~~ 8853/98 ~~and 8854/98~~.

1. Restraint systems meeting SFI 16.1 *or 16.5* shall bear a dated SFI Spec ~~16.1~~ label. The certification indicated by this label shall expire on December 31st of the 2nd year after the date of manufacture as indicated by the label. *If for example the manufacture date is 2006 the second year <u>after</u> the date of manufacture is 2008.*

~~2. *Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)*~~

3. *Restraint systems homologated to FIA specification~~s~~ 8853/98 ~~and 8854/98 will not have a date of manufacture label. Instead they~~ will have a label containing the ~~Manufacturer's Name,~~ type of harness designation ('C-###.T/98 or D-###.T/98) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. ~~FIA restraint systems with the certification 'D-####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti submarine straps.~~*

4. *If a restraint system has more than one type of certification label, the label with the latest expiration may be used.*

~~J. FIA certified 2 inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2 inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3 inch shoulder harnesses are required. The replacement cycle for the 2 inch harnesses shall be per Section 9.3.18.H.~~

Formula

Item 1. (FV) Add the following after the fifth sentence of section 9.1.1.C.5.21 (note section number is 9.1.1.C.5.23 in the rewrite) to read as follows: *The camshaft timing may also be changed in its relationship to the crankshaft by utilizing an adjustable cam gear that retains the existing helical gear thrust angle and that is statically adjustable only (e.g., no dynamic adjustment mechanisms that respond to engine speed changes).*

Improved Touring

Item 1. Effective 1/1/08: Change section 9.1.3.D.7 as follows:

Rubber bump stops may be removed*, modified, or replaced,* but their chassis mounts, brackets, etc., may not be altered in any way.

Item 2. Effective 1/1/08: Reclassify the ITA 1983-4 Dodge Shelby Charger to ITB at 2,430 lbs.

American Sedan

Item 1. Effective 1/1/08: Change section 9.1.6.D.4.d.6 as follows:

Rubber bump stops may be removed, *modified, or replaced,* but their chassis mounts, brackets, etc., may not be altered in any way.

Touring/Showroom Stock

Item 1. Effective 1/1/08: Add new section 10 to 9.1.7.D as follows:

Steering lock mechanisms may be removed.

Item 2. Effective 1/1/08: Add new section 11 to 9.1.7.D as follows:

An electrical master switch may be installed.

Effective 1/1/08: Add new section g to 9.1.10.D.10 as follows:

An electrical master switch may be installed.

<u>MEMBER ADVISORIES</u>

None

NEW CAR CLASSIFICATIONS

None

REFERRED or TABLED

Grand Touring

GTL – Classify the 12A engine in GTL (Girven). Tabled for further research.

Production

GP – Classify the 2007 Honda Fit (Allen). Tabled for further research and completion of the VTS sheets.

Touring/Showroom Stock

1. T3 – Add the 2007 Subaru Legacy GT to the 2005-6 spec line (Faitz). Tabled for verification of specs.
2. T3 – Classify the Honda S2000 CR (Niffenegger). Tabled for further research.
3. SSB – Remove the restrictor from the Z4 (Tippens/Daniels). Tabled for further research.
4. SSC – Add a restrictor and weight to the Corolla XRS (Myers). Tabled for further research.

NOT RECOMMENDED

Touring/Showroom Stock

1. SS – Require braided steel brake lines (Sherk). There is no proven need. The Showroom Stock rules require the use of stock components.
2. SSB – Allow removal of the driver's side OEM safety belt (Manning). The SS rules do not allow removal of the safety belts.
3. SSB – Allow removal of sun visors, grad handles, and removable headrests (Manning). The SS rules do not allow removal of interior items.

PREVIOUSLY ADDRESSED

Addressed in Technical Bulletin 07-08 or the August 07 FasTrack:

GCR – Limit the size of roll cage mounting plates (3 letters).

T3 – Allow updating/backdating for the Cobalt (Aquilante).

Addressed in Technical Bulletin 07-03 or the March 07 FasTrack:

GT3 – Allow the GT3 Porsche 914-6 an alternate engine (Jones). The revised spec lines published in the March FasTrack allow for any combination of classified body and engine configurations.

NO ACTION REQUIRED

GCR

1. Proposal for a new kind of driver's school (Kryder). Thank you for your input, which will be considered, as we are evaluating our driver's school program.
2. Review the split start language (Borinski). Thank you for your input.
3. Eliminate race fuels that are harmful (Nordwald). Thank you for your input. The CRB continues to study alternative fuel testing procedures.
4. Support for 14 year old competitors (7 letters). Thank you for your input.
5. Opposition to 14 year old competitors (19 letters). Thank you for your input.
6. Interest in developing an electric vehicle class (Coomer). Thank you for your input. The CRB supports the concept of alternative fueled vehicles in competition. We would be willing to consider classification requests for inclusion in our existing classes. Stand-alone classes may also be created at the regional level.

7. New roll cage rules interfere with HANS® device installation (Groot/Johnson). Thank you for your input. The rules specify a minimum height for the horizontal bar, but not a specific location.

8. Create a class for my specific car and then I will remain a member (Bradbury). The requested car and modifications are permitted in D Prepared.

9. Roll cage input (3 letters). Thank you for your input.

10. Car count and Runoffs input (Bovis). Thank you for your input. We have forwarded your letter to the BoD, as your comments and suggestions fall in their arena.

11. Opposition to "unnamed parties" language, as it is conflicting (Gomberg). Thank you for your input.

12. Car count input (Koehling). Thank you for your input.

Formula/Sports Racer

1. F – Impact attenuator input (2 letters). Thank you for your input.

2. FC – Support for 8-lb flywheel (2 letters). Thank you for your input.

3. FC/S2 – Support for AI head before Runoffs (2 letters). Thank you for your input.

4. FC/S2 – Opposition to AI head before Runoffs (5 letters). Thank you for your input.

5. FE/FM – Support for combining FE and FM (2 letters). Thank you for your input.

6. FE/FM – Opposition to combining FE and FM (7 letters). Thank you for your input.

7. CSR/DSR – Support for combining CSR and DSR (2 letters). Thank you for your input.

Grand Touring

GTL – Allow GP in GTL (Verify). Thank you for your input.

Improved Touring

1. IT – Support for open wiring harnesses (Blethan). Thank you for your input.

2. IT – Support for open ECUs (Mitchell). Thank you for your input.

Production

1. P – PCS input (5 letters). Thank you for your input. These comments will be reviewed before finalizing the new PCS.

2. P – Opposition to reclassifying the 1984-7 Civic/CRX and Civic/CRX Si to GP (Meller). The specifications for this car were closely reviewed as part of the full class analysis of HP. Based on the available information, the specifications for the car as it is classed in HP should allow the car to be competitive, but not dominant. Also, when put into HP, the base weight of the car was increased by 50lbs from the base weight in GP.

3. P – Support for option A (Cypher). Thank you for your input. The comment will be considered when finalizing the new PCS.

4. P – Support for option B (Graham/Calman). Thank you for your input. The comment will be considered when finalizing the new PCS.

5. GP – Reclassify the 510 to EP or FP (Bouquillon). Thank you for your input. The committee is working on a proposal for the small bore Production classes.

6. GP – Reduce the weight of the 1588 VW before reclassifying in HP (Lavine). Thank you for your input. The committee is working on a proposal for the small bore Production classes.

7. GP – Reclassify the Rabbits and Cabriolets to FP (Mathis). Thank you for your input. The committee is working on a proposal for the small bore Production classes.

8. GP – Classify the BMW 1600 in HP (Simpson). Thank you for your input. The committee is working on a proposal for the small bore Production classes.

9. GP – Reclassify the VW GTI to HP (Wills). Thank you for your input. The committee is working on a proposal for the small bore Production classes.

10. GP – Keep GP as a national class (Gagliardi). Thank you for your input. The committee is working on a proposal for the small bore Production classes.

11. GP – Move the MGA to FP (Prather). Thank you for your input. The committee is working on a proposal for the small bore Production classes.

12. GP/HP – Support for combining GP and HP (13 letters). Thank you for your input.

13. GP/HP – Alternative to combining GP and HP (Broring). Thank you for your input. The committee is working on a proposal for the small bore Production classes.

American Sedan

1. Engine proposal input (2 letters). Thank you for your input.
2. Support for removing windshield wipers, motors, arms, and brackets (2 letters). Thank you for your input.
3. Support for removing headlights (Wheeler). Thank you for your input.
4. Opposition to removing headlights (Chediak). Thank you for your input.
5. Support for alternate water pumps (2 letters). Thank you for your input.
6. Support for unrestricted gauges (Wheeler). Thank you for your input.
7. Support for alternate rear brake calipers (Wheeler). Thank you for your input.
8. Support for alternate transmission mounts (Wheeler). Thank you for your input.
9. Support for alternate motor mounts (Wheeler). Thank you for your input.
10. Support for removing non-essential wiring (Wheeler). Thank you for your input.
11. Support for removing hood bracing (Wheeler). Thank you for your input.
12. Support for new brake language (Wheeler). Thank you for your input.
13. AS input (Kopp). Thank you for your input.
14. Consider safety when adding horsepower (Lee). Thank you for your input.

Touring/Showroom Stock

1. T – Elise input (Brand). Thank you for your input. We will continue to monitor the car's performance.
2. T/SS – Support for dropping the 5-year positive adjustment rule (AuBuchon/Myers). Thank you for your input.
3. T/SS – Support for the 10-year rule change (5 letters). Thank you for your input.
4. SS – Support for trunk kits (Ocuto/Mars). Thank you for your input.
5. SS – Trunk kit input (3 letters). Thank you for your input.
6. SS – Support for non-factory wheels, springs, shocks, ECU tuning, and cold air intakes (Mars). Thank you for your input.
7. SS – Support for gutting interiors (Mars). Thank you for your input. The rules are adequate as written.
8. SS – Support for Torsen of Quaiffe LSD (Mars). Thank you for your input. If permitted, they are on a case-by-case basis, depending on how the cars are sold.
9. SSB – Do not penalize the Solstice (Hagerty). Thank you for your input.
10. SSB – Allow the MX-5 MS-R package (11 letters). Thank you for your input. The CRB cannot change the court's decision.

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: September 4, 2007
NUMBER: TB 07-010
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 10/1/07 unless otherwise noted.

Showroom Stock
SSB

1. Mazda MX-5 (2007), classified in TB 07-01, delete the changes made in TB 07-04 as follows: ~~Wheel Size(in): 17 x 7, Notes: MS-R option permitted.~~ Change the specs to read as follows: Weight(lbs): 2630.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Tim Myers vs. SOM COA Ref. No.07-20-GL
September 10, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the national race for SSC cars at O'Reilly Raceway Park on July 8, 2007, Tim Myers, driver of SSC # 22, protested Ralph Porter, driver of SSC # 32, citing violation of GCR 6.8.3 (off course excursion) and 2.1.4 (reckless and dangerous driving). The Stewards of the Meeting (SOM), John Pfetzing, Dan Hodge, Bob Martin, Kyle Breedlove, and Doug Mildon, Chairman, held a hearing, heard testimony, reviewed witness statements, and viewed a videotape. The SOM disallowed Mr. Myers protest and returned his protest fee. Mr. Myers is appealing the SOM ruling.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on August 9, 16, 23, 30 and September 6, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal and supporting documentation received. July 24, 2007.
2. Official Observer's Report and related documents received July 24, 2007.
3. Email letter and pictures from Ralph Porter received August 3, 2007.
4. Videotape from Mr. Myers' car received August 27, 2007.

FINDINGS

In his protest, Tim Myers contends Ralph Porter violated GCR 6.8.3 when he drove through a row of orange pylons placed on the racing surface at the finish line to create a blend lane for cars entering the track from the pit lane. Mr. Myers contends the pylons create an artificially marked racing surface and, therefore, Mr. Porter should have been forced to reenter the course at the point he went through the first pylon. The SOM determined the Supplementary Regulations do not list that section of the track as being artificially marked. They, therefore, determined Mr. Porter did not leave the racing surface and did not violate GCR 6.8.3. They further determined Mr. Porter's actions in avoiding contact with Mr. Myers were not reckless and, therefore, he did not violate GCR 2.1.4.

The Court of Appeals reviewed the Supplementary Regulations and agrees the course was not artificially marked. Since the Supplementary Regulations do not exclude the section of track in question, it is part of the racing surface.

In his testimony to the SOM and his lengthy appeals document, Mr. Myers states more than once that he intentionally moved to his left in an effort to impede Mr. Porter's ability to pass as both cars approached the finish line. Several pictures submitted by Mr. Porter clearly show Mr. Myers moving to his left even though both cars are on the main straight. Mr. Porter is along side Mr. Myers well before the finish line with a clear lane available for both cars. Mr. Myers' calculated movement to his left impeded Mr. Porter's opportunity for racing room in violation of GCR 6.8.1.B. The SOM chose not to take any action against Mr. Myers for violating GCR 6.8.1.B. Since the First Court took no action against Mr. Myers, the COA also chooses not to request any further review of Mr. Myers' actions.

The COA notes this appeal has taken an inordinate length of time to review and decide. Regrettably, the videotape supplied by Mr. Myers, viewed by the SOM, and subsequently received by the COA, is blank. Several reproduction services were consulted before it was determined the videotape footage could not be salvaged. However, based on the totality of all other evidence considered by the COA, the loss of the videotape footage did not impugn the integrity of the Court's deliberations and decision.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Myers' appeal is not well founded and his appeal fee shall be retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
John Nesbitt vs. SOM, COA Ref. No. 07-15-NE
September 13, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF
During the June 17, 2007 MARRS 4 event at Summit Point, John Nesbitt (SIT at the event) filed a protest against Chief Steward Lindy Toland following Mr. Toland's Chief Stewards Action (CSA) shortening Race Group 8 (FV and F500) from 16 to 14 laps based on the

event's Supplementary Regulations. Mr. Nesbitt contended that the Supplementary Regulations violated GCR 3.5.3 and 9.1.1. The Stewards of the Meet (SOM), Walter Michael, Judith Olivey, David Gomberg and Susan Robishaw, Chairman, met, reviewed Mr. Nesbitt's written protest and disallowed Mr. Nesbitt's protest. Mr. Nesbitt appealed that decision.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Bob Horansky and Michael West, Chairman, met on July 26, August 2, 9, and 16, and September 6 and 13, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and relevant documents received June 28, 2007.
2. Observer's Report and related documents received July 10, 2007.
3. Email from Chairman SOM Susan Robishaw received August 8, 2007.
4. Email from Regional Executive WDC Region Gayle Lorenz dated August 1, 2007.
5. Email from COA Chairman Michael West to Ken Patterson dated August 21, 2007.
6. Email from Ken Patterson to Michael West dated September 5, 2007.

FINDINGS

The Supplementary Regulations for this and all other MARRS events clearly state: "Sunday races will be 16 laps or 30 minutes, whichever comes first, with the exception of any group consisting of less that 16 qualifying cars. Race laps for those groups will be equal to the number of cars in the group as of the end of qualifying on Saturday (e.g., a 14-car group will receive a 14-lap race)."

GCR 3.5.1 states that the SCCA Club Racing Board (CRB) must approve the Supplementary Regulations before a sanction number will be issued. GCR 3 .5.1 also allows regulations different from those of the GCR. The First Court determined that both GCR tests were met for the Supplementary Regulations for the event. Therefore, the First Court ruled the Chief Steward's action was clearly within his powers (GCR 5.12.2.A.7) based on the event's Supplementary Regulations and disallowed the protest.

The COA noted that the protestor was not allowed due process as neither he nor the witness he requested was afforded the opportunity to testify. Accordingly, the COA asked the Chairman of the Stewards Program to have the First Court reopen the hearing and allow the testimony.

After deliberation, the Chairman of the Stewards Program referred the matter back to the COA for final adjudication.

DECISION

The COA upholds the decision of the First Court. The COA regrets the inordinate amount of time involved in reaching its decision as well as the breach of GCR procedure by the First Court. Stewards are reminded that due process is absolutely necessary in all actions.

Mr. Nesbitt's appeal is well-founded and his appeal fee shall be returned.

COURT OF APPEALS

Judgment of the Court of Appeals
Bart Wolf vs. SOM COA Ref. No. 07-16-CE
August 9, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 7 National Race at the Road America June Sprints, June 24, 2007 Mark Mercer, driver of S2000 # 06, filed a protest against Bart Wolf, driver of S2000 # 28, citing violations of GCR 6.8.1.A and 6.8.1.D (On Course Driver Conduct). Mr. Mercer alleged that Mr. Wolf caused contact between the two cars at Turn 5 resulting in Mr. Mercer's being unable to finish the race. The Stewards of the Meet (SOM) Ron Poth and Mike Smith, Chairman of Action #16 (Mercer Protest), conducted a hearing, found Mr. Wolf in violation of GCR 6.8.1.A & D., penalized him three finishing positions, and assessed him 3 penalty points. Mr. Wolf is appealing the decision of the SOM including the filing of the protest later than within the proper time limits provided by the GCR.

DATES OF THE COURT

The Court of Appeals, Dick Templeton, Fred Schmucker and Michael West, Chairman, met on July 26, and August 9, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and related documents from Mr. Wolf, dated July 5, 2007.
2. Copy of the Observer's Report, dated June 30, 2007.
3. Copy of the Protest and related items, dated June 30, 2007.
4. Letter from Protest Chairman Mike Smith, dated July 25, 2007.
5. Video Tape from Mr. Wolf's car, dated July 25, 2007.

FINDINGS

The SOM heard testimony from Mr. Mercer and Mr. Wolf, reviewed the race log and witness statements from Jeffery Reglin, Flagger at Turn 5; Duck Waddle, Safety Steward; and Bob Alder, Larry Detrich, Beverly Meyer, Mark Daniels, Jr., and Steven Kaupp, spectators at

Turn 5. At the time of the incident, Turn 5 was under a stationary yellow flag which was displayed as a back up to a waving yellow flag at Turn 6. The two cars had just finished waving the leader by and were resuming their normal line when Mr. Wolf attempted to pass Mr. Mercer, striking the left rear of Mr. Mercer's car with the right front of his car. This contact resulted in Mr. Mercer spinning off the course and being unable to continue the race. The SOM determined that Mr. Wolf was not fulfilling his responsibility of being aware of the conditions surrounding his car pertaining both to other competitors and the yellow flag condition of the course. In addition, the SOM determined that Mr. Mercer was interviewed by the Stewards of the Course regarding activities during the race which delayed his ability to file the protest, and by the Chief Steward's review and acceptance of his protest. Due to these circumstances beyond Mr. Mercer's control, the SOM thus extended the filing period in accordance with GCR 8.3.2.B.7. Testimony from all witnesses, including the drivers, was in agreement with the description of the incident.

The COA's review of all documents provided no new evidence that was of sufficient probative value to cast doubt on the accuracy of the evidence and testimony presented to the First Court at the event.

DECISION OF THE COURT

The Court of Appeals upholds the decision of the SOM in its entirety and reminds Mr. Wolf that it is the responsibility of all drivers to not only be in control of their cars, but also to be aware of existing flag and course conditions at all times. Mr. Wolf's appeal is not well founded and his appeal fee shall be retained by SCCA.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Mark Drennan vs. SOM, COA Ref. No. 07-17-NP
August 9, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On June 24, 2007, following the Group 7 race for SMT and SSM at the SFR Regional #5 Hall of Fame / Formula V Regional held at Thunderhill, Rick Raimondo, driver of SMT #13, protested Mark Drennan, driver of SMT #12, alleging violation of GCR 6.8.1.D, (unsafe pass) resulting in contact at Turn 9. The Stewards of the Meeting (SOM) Dennis Dean, Dick Raymond and Chairman Gary Meeker met, reviewed evidence and testimony and upheld Mr. Raimondo's protest. The SOM found Mr. Drennan in violation of 6.8.1.D and assessed a time penalty of thirty seconds and the attendant three penalty points. Mr. Drennan is appealing the SOM decision, alleging that the protest was not filed within the thirty minutes specified in GCR 8.3.2.B.3.

DATES OF THE COURT

The National Court of Appeals (COA) Tom Hoffman. Fred Schmucker, and Michael West, Chairman, met on July 26, and August 2 and 9, 2007 to hear, review and render a decision on the appeal. Dick Templeton, member of the Court, was recused as he was an official at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Mark Drennan, dated July 3, 2007. and received by SCCA July 10, 2007.
2. Official Observer's Report and all related documents received July 24, 2007.
3. Email from Gary Meeker, received July 30, 2007

FINDINGS

The basis of Mr. Drennan's appeal is the First Court's decision to hear Mr. Raimondo's protest after the time limit set forth in GCR 8.3.2.B. Documents from Chairman Meeker verified that Mr. Raimondo was delayed in having an opportunity to file his protest due to official activity in Impound that required his presence. The SOM exercised the power granted them in GCR 8.3.2.B.7 to extend the time limits.

DECISION

The Court of Appeals upholds the decision of the SOM. The appellant provided no new evidence. The decision of the SOM to hear the protest was in accordance with the GCR. The Court finds Mr. Drennan's Appeal to be not well founded and his appeal fee will be retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
David Dickoff vs. SOM COA Ref. No. 07-18-NP
August 30, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group H regional race at Portland International Raceway on July 1, 2007, Chief Steward Skip Yocum submitted a Request for Action (RFA) to the Stewards of the Meet (SOM) to investigate an incident between AS #59, driven by David Dickoff, and ITS #1, driven by Ron Tanner. The RFA contended the incident after Turn 7 caused car #1 to spin off course and then be struck by car #59.

The SOM, Steve Archer, Dan Mullin and Ken Jones, Chairman, held a hearing and found Mr. Dickoff in violation of GCR 6.8.1.B. (On Course Driver Conduct – "racing room"). The SOM penalized him with a reprimand and imposed one penalty point. Mr. Dickoff is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on August 23 and 30, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Dickoff, including photos of Mr. Dickoff's AS #59. received July 24, 2007.
2. Observers Report and related documents received July 24, 2007.
3. Written statement from Ken Jones, Chairman SOM, received August 1, 2007.
4. Video of the Group H race as recorded from car #86, driven by John Baker, received August 20, 2007.

FINDINGS

The SOM heard statements from Mr. Dickoff and Mr. Tanner, and reviewed a station report from Turn 8 corner workers. Additionally, the SOM viewed a video taken from car #86 which was behind cars #1 and #59 during the subject incident. The video showed that car #1 was executing a pass of car #59 on the left at Turn 7, a left hand turn. There was contact between both cars causing car #1 to go off course driver's left, spin backwards, and cross the track in front of #59. Car # 59 then struck car #1 a second time on the opposite side of the vehicle. Both vehicles continued and finished the race.

The COA reviewed all the documentation, plus a memo from Ken Jones, Chairman of the SOM. In his memo to the Court, Mr. Jones stated the SOM decision, based on review of all of the evidence, was that Mr. Dickoff had to have been aware that Mr. Tanner's car was on his left "for some time prior to the contact". The Court also viewed a DVD copy of the original video the SOM viewed on-camera at the event.

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Rick Mancuso vs. SOM COA Ref. No. 07-21-CE
August 30, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On July 15, 2007 at post-race impound for National Race Group 7 (S2000, CSR,DSR) at the Autobahn CC Road Course, S2000 Car # 6 (Nick Mancuso, driver) was found to have competed with non-compliant fuel (GCR 9.3.25.A). Kevin Coulter, Assistant Chief Steward, directed that Car # 6 be penalized and moved to last finishing position in class by means of a Chief Steward's Action (CSA). Rick Mancuso, entrant for Car # 6, protested the action. The Stewards of the Meet (SOM) Peter Olivola, Dave Karling and Chairman Rob Woolston met, examined evidence, heard testimony, and rendered a ruling upholding the Chief Steward's Action. The SOM chose not to assess any points nor add any additional penalties. Rick Mancuso is appealing the SOM decision.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Tom Hoffman and Michael West, Chairman, met on August 9, 16, 23 and 30 to hear, review and render a decision on the appeal. Bob Horansky, a regular member of the Court, was unavailable to participate.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Rick Mancuso received July 24, 2007.
2. Official Observer's Report and related documents received July 24, 2007.
3. Email from Rob Woolston, Chairman SOM, dated August 13, 2007.
4. Email from Area 5 Director Bob Lybarger dated August 13, 2007.

FINDINGS

In his appeal, Mr. Mancuso makes numerous assertions. Mr. Mancuso states that there was no performance advantage in the "blend" of fuels his team used. GCR 9.3.25.A. makes no reference to performance advantage. It simply sets forth clear and definitive specifications for the fuel that shall be used in competition. The fuel used by Nick Mancuso during the race in his S2000 #6 did not con-

form to the listed specifications. The SOM permitted multiple tests of his fuel including a sample from the team's fuel supply. The fuel supplied from the car and their fuel supply failed each test. The driver and team mechanic witnessed the fuel testing. The Court of Appeals notes fuel testing was available to all competitors throughout the weekend. The track fuel supplied for the weekend was tested and determined to be in compliance both Saturday and Sunday.

The appellant also feels that the penalty is too severe for the infraction. A position penalty is well within the powers of the Chief Steward (GCR 5.12.2.C.10).

Rick Mancuso makes repeated reference to the "approved fuel." The COA notes that the GCR does not specify any particular brand of fuel. The rule plainly states the specifications for permitted fuel. Included in Mr. Mancuso's appeal were several MSDS sheets for another fuel, but none for the fuel which he states that they blended. The MSDS sheets are not germane to the issue.

Finally, Rick Mancuso refers to the Chief Steward's action directing that fuel be tested as "a cruel and uninformed act." The COA points out that the Chief Steward is mandated to impound the top 3 finishers in each class at a National event and test for weight and two other items the Chief Steward feels are appropriate for the class. (GCR 5.9.3.C.)

All actions by the Chief Steward, the Chief Scrutineer, and the SOM were in full compliance with the GCR.

Finally, the Court finds that the tone of Mr. Mancuso's appeal was unnecessarily harsh in condemning the SCCA Rules, procedures, and actions of the officials. The COA reminds Mr. Mancuso that GCR 2.0. states: "Entrants, drivers, officials, and all other participants at an event shall conduct themselves according to the highest standards of behavior, and sportsmanship."

DECISION

The appellant supplied no new evidence to support his appeal. The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Mancuso's appeal is not well founded and his appeal fee shall be retained by SCCA.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *August 22, 2007*

The Solo Events Board met by conference call July August 22. Attending were board members Chris Dorsey, Ron Bauer, Andy Hollis, Marcus Merideth, Donnie Barnes, Steve Wynveen, and Tina Reeves. Also attending were Kaye Fairer of the BOD and Doug Gill of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2008.

GENERAL

The following rule change proposal, effective date 1/1/2009, is published here for member comment. Its provisions are recommended for 2008.

- Change 3.7.H to read as follows: "For National Championship, National Tour, and Divisional competition, current official SCCA required decals must be displayed on each side of the vehicle in a prominent location. For Divisional, Tour, and National Championship events, one official SCCA approved National sponsor identification logo must be displayed in an upright position, in a prominent location on each side of the vehicle. Further information is contained in Appendix F."

SOLO PREPARED CATEGORY

- Per the PAC, the VVT weight adder proposal has been withdrawn following review of member input.

MEMBER ITEMS NOT RECOMMENDED

- Removal of Porsche 911 993 and/or 996 Turbo AWD from exclusion list (ref. 07-383, 07-384)
- 2-seat models in STX and STU (ref. 07-253, 07-344)
- STU engine allowances (ref. 07-361)
- Push-starting karts on course (ref. 07-377)

TECH BULLETINS

1) Street Touring: Add to Appendix F: "Seat belt receivers integral to stock seats do not have an allowance for deletion and must

be maintained if replacement seats are installed."

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | *Aug. 13, 2007*

The RallyCross Board (RXB) met via conference call on August 13, 2007.
Attending were : Mark Walker , chairman; John Barnett , secretary; members: Mark Utecht, Matt Nicols, Tom Nelson , Jason Woodruff, and also Pego Mack, Rally Department Manager.

Meeting called to order at 8:00CDT.

The final version of the July 07 minutes were approved. (Utecht/Nelson)

1. Tom Nelson discussed the progress of the Safety Steward committee development. Things are progressing well.

2. John Barnett discussed the Region Development program. It was discussed how information could be publicized to regions who do not yet have a RallyCross program in place.

Old Business
1. The "crossover proposal" to incorporate Improved Touring and Street-Prepared Solo cars into the Prepared RallyCross classes was deemed not to be in the best interest of the program at this time.

New Business

1. Richard Miller recommended to the BOD for the position of SWDIV RallyCross Steward.

2. Jerry Doctor was previously recommended to the BOD for MIDDIV RallyCross Steward. This was discussed further.

Member Advisories:
The following subjects were presented to the board for action:

1. National Representation and Structure (Malsed) Current structure is adequate.

Discussion:
National Convention schedule was discussed and RXB participation at the convention was discussed.

Discussion:
CO National was discussed.

Discussion:

Upcoming National Championship event was discussed.

Next Meeting
September 10, 2007 8:00pm CDT

Respectfully submitted,
John Barnett, 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

SCCA National Championship Runoffs Presented by AT&T

Supplementary Regulations: http://www.scca.com/documents/Club_Events/RunoffsSupps8.20.pdf

Schedule: http://www.scca.com/documents/Club_Events/REVISED2007Schedule.pdf

Officials List: http://www.scca.com/documents/Club_Events/2007runoffsraceofficials.pdf

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

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED November 2007

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | *Oct. 1, 2007*

The Board of Directors, Sports Car Club of America, Inc. met via teleconference October 1, 2007. The following members participated: Bob Introne Chairman, Howard Allen, Jim Christian, Charlie Clark, Colonel Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahnert, Vice President of Finance, also participated.

MOTION: To approve the minutes of the September 11, 2007 meeting. (Fairer/Sauce) PASSED, Unanimous

PRESIDENTS REPORT

Jim Julow reported on the Pro Solo Finals, and the Solo Nationals. There were 1158 entries at the Solo Nationals, and 251 for the Pro Solo. Kathy Barnes did a great job as Race Chairman for the Solo Nationals. He also highlighted the ongoing improvements to the road course at Heartland Park Topeka.

FINANCE

Jeff Dahnert reported on the August financials, and projected a year end in the black.

OLD BUSINESS

NONE

NEW BUSINESS

The board discussed a number of issues, but took no formal action.

MOTION: To adjourn. (Fairer/Dent)

Respectfully submitted,

Jim Christian
Secretary

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CLUB RACING BOARD MINUTES

The Club Racing Board met by teleconference on September 27, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh and Craig Taylor. Also participating were Mike Sauce and Bob Lybarger, BoD Liaisons; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

The following decisions were made:

PROPOSED RULE CHANGES OR CAR RECLASSIFICATIONS

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 1/1/08: Change section 8.1.4 to read as follows:

To obtain a determination on the legality of a vehicle or component, without filing a formal protest, a competitor 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 sections 8.3 and 8.4 apply except that* ~~Their decision would then be reviewed by the Court of Appeals. The fee for this service is $250. A portion of this fee may be refundable at the discretion of either or both courts. P~~ *p*enalties or penalty points will not be assessed in the event of a negative ruling. *Also, a* non-compliant ruling will be published; a compliant ruling will not be published. *The fee for this service is $125 for the first court and $125 for the Appeals Court.*

MEMBER ADVISORIES

1. Based on member input the CRB is withdrawing GCR item 5 from the October FasTrack regarding definitions of DNF, DNS, and DNQ.

2. The CRB welcomes input from the membership on creating a regional-only class for Formula First based on the following rule set.

These rules use a slightly different numbering system from the SCCA GCR. Rules are grouped by subject matter. Principal points in each subject use two numbers separated by a period ("1.1"). For each subsidiary point a period and another number is added ("1.1.1"). This makes it easy to cite individual points.

These rules describe and specify Formula First racing cars. Formula First is an open wheel class using predominantly Volkswagen production components in a single seat body with a steel frame. It is an evolution of Formula Vee, using a wider range of components. FORMULA FIRST DOES NOT DISPLACE FORMULA VEE. A Formula First car is ineligible for Formula Vee. The intent of these rules is to provide for cars of substantially equal performance with moderate construction cost, low operating cost, and high reliability and longevity.

1. Definition

1.1. Formula First is a class for single seat racing cars based on components from the standard Volkswagen Types 1 sedan, as originally manufactured by Volkswagen from 1966 to 2004. Since it is a restricted class, all allowable modifications are stated herein. The purpose of the Formula First class is to emphasize driver ability and to encourage the participation of owner/builders and owner/preparers while using proven Volkswagen components (or exact replicas). Homologation is required for all cars registered after January 1, 1983. Homologation for FS classification is required on all Formula First cars.

1.2. No component of the engine, power train, front suspension, or brakes shall be altered, modified, or changed, nor be of other than VW manufacture (or an exact replica thereof), unless specifically authorized herein. Mass-produced, direct replacement components may be substituted for original VW components. These replacement components must be constructed of similar to original material(s), maintain the original function(s) and general dimension(s) of the original VW components they replace. If the Official Formula First rules committee deems necessary for a part to be substituted that does not meet the above criteria, then that part and only that one can be labeled as a direct replacement in the rules package. Furthermore, these replacement parts must be generally available to all competitors and offer no competitive advantage over the original VW parts. There are no exceptions. IF IN DOUBT, DON'T.

1.3. Any VW Type 1 component, of VW manufacture or an exact replica in size, shape, and material, may be used unless a specific part (VW or aftermarket) is specified.

1.4. All measurements given in these rules are exact unless a specific tolerance is stated. A car exceeding any measurement or outside a tolerance, BY ANY AMOUNT is not in compliance.

1.5. Any external surface of the suspension, brakes, and transmission/rear axle tubes may be painted, plated, or anodized.

1.6. Weights and Measurements.

1.6.1. Minimum weight, as qualified or raced, with driver: 1125 pounds

1.6.2. Wheelbase minimum 81.5"; maximum 85.5"

1.6.3. Front track maximum: 57" at zero camber & toe

1.6.4. Rear track maximum: 55" at zero camber & toe

1.6.5. Overall length: Maximum 140" (includes exhaust)

2. Suspension

2.1. Front Suspension.

The front suspension shall be standard VW Type 1 sedan ball joint H-beam front suspension or an exact replica of one of them and dimensionally identical. The following modifications are permitted:

2.1.1. Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the ball joint H-beam to permit attachment of the beam to the chassis, and other components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other function.

2.1.2. Front spring(s) are unrestricted except that the front suspension lifting spring(s) must be a continuous unit measuring 37.63" (+ or - .13") in length, is completely housed internal of the torsion spring tube(s), and fit unaltered control arm spring sockets.

2.1.3. Removal of the shock towers above the upper H-beam tube centerline.

2.1.4. Relocation of the shock dampers is permitted. Shock dampers and their actuation are free providing that no VW components are altered, modified or changed unless specifically authorized herein. Bump rubbers with a maximum length of 2 ½" may be used to protect the shock(s)/chassis from bottoming. Use of related bump rubber packing washers/solid spacers is free. Coil spring mounted (coil-over) shocks are not permitted.

2.1.5. The use of any anti-sway bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Sway bars may not be cockpit adjustable. Front suspension Z-bars are not permitted.

2.1.6. Replacement of torsion bar rubbers with spacers of another material.

2.1.7. Installation of ride height adjuster(s), constructed for use with standard VW spring packs, to the H-beam allowing rotation of the spring pack. One (1) ride height adjuster per torsion spring tube is permitted. No cockpit adjustment of ride height is permitted.

2.1.8. Removal of the brake backing plates.

2.1.9. Camber/caster eccentric adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

2.1.10. Any wheel bearings that fit the VW type 1 spindles and disk brake hubs without modification may be used.

2.1.11. Steering column may be altered or replaced. Steering wheel is free, and may be detachable. Steering mechanism is free, but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

2.2. Rear Suspension

2.2.1. The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed. Rear axle O.A. length: 26 11/16" + or – 1/8"

2.2.1.1. The rear axle bearing retainer flange mating surface may be machined, or shims may be installed under the rear axle bearing, for the sole purpose of adjusting bearing axial float.

2.2.2. Springs, shock dampers, their actuation, and camber compensating devices are free.

3. Braking System

3.1. Standard VW Type 1 disc brake components must be used, including any standard VW Type 1 original or aftermarket direct replacement brake caliper constructed of cast iron material. Front rotor minimum weight: 13.0 lbs. each without wheel mounting studs.

3.1.1. Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel. This metal removal shall only be to allow wheel clearance.

3.2. Any type pad material may be used on standard VW Type 1 brake pads.

3.3. Adapter plates may be fitted to allow mounting of front or rear brake calipers.

3.4. Cross-drilling or grooving of rotors is not permitted.

3.5. Rear brake drum assemblies must be removed and replaced with one-piece cast iron rear brake rotors with machined-in rear axle splines. Caliper mounting is free. Min. rotor weight: 15.0 lbs each, without wheel mounting studs.

3.6. The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

3.7. A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

3.8. Brake lines may be of any suitable material, including steel braided lines.

3.9. Wheel mounting lug bolts may be replaced with studs.

3.10. All brake components must remain within the safety tolerances and minimum dimensions established by the component manufacturer.

3.11. Rear drum brakes on existing homologated Formula First cars will be allowed until 1/1/09

4. Wheels and Tires

4.1. Wheels shall be 13" diameter by 6" wide. (+ or – 1/8" for all dimensions)

4.1.1. Wheels must be of one-piece construction and may be constructed of steel, aluminum, or magnesium, but each wheel must comply with a minimum weight of 10 pounds, less tire, wheel weights and valve stem assembly.

4.1.2. Wheel bolt pattern is free, except that it must use 4 lug bolts or studs with lug nuts. No centerlocks. As a recommended standard, the common bolt pattern for Formula First is 4"x 4 bolt.

4.1.3. Spacers between the wheel and rotor are permitted.

4.2. Tires shall be Formula Ford slicks in standard front and rear sizes and using a hard compound. The Region, Division and/or racing series sanctioning the races shall specify which manufacturer or manufacturer's tires meeting this general description shall be permitted.

Regional, Divisional and/or Race Series Tire Options:

4.2. 1. Option 1. The spec tire manufacture for Formula First shall be Hoosier Tire. Front tires shall be #43130 20.0"x 6.0" – 13" R60 compound. Rear tires shall be #43302 22.5"x 7.5"– 13" R60 compound.

4.2.2. Option 2. The spec tire manufacture for Formula First shall be Goodyear Tire. Front tires shall be #807-366-068 3321 20.0"x 6.0" – 13" R600 compound. Rear tires shall be #870-274-068 2015 22.5"x 7.5"– 13" R600 compound.

4.2.3. Option 3. The spec tire manufacture for Formula First shall be American Racer Tire. Front tires shall be 20.0"x 6.0" – 13" 133 compound. Rear tires shall be # 22.5"x 7.5"– 13" 133 compound.

4.2.4. Inter divisional races or special events may choose to allow more than one tire option by listing the options allowed for said event in the event supplemental regulations.

4.3. Any tires (brand, size, tread or construction) fitting the 13 x 6 rims may be used when the Chief Steward declares a rain race.

5. Engine

5.1. The engine shall be the standard VW "1600" (1584 cc) twin port, unless otherwise stated in these rules.

5.1.1. Engine components shall be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or in other official VW guides is permitted provided that the specifications, tolerances, and dimensions specified in these rules are not

exceeded.

5.1.2. Standard engine reconditioning practices are permissible as set out below. Such machining shall occur on the same plane as original VW specification. It is not permissible to add metal or any other material to any engine component, unless specifically stated herein.

5.1.3. Balancing of the following moving parts of the engine is allowed: pistons, connecting rods, crankshaft, flywheel, front pulley, and clutch disc and clutch cover. Balancing may not remove more material than is necessary to achieve the balance, except on those component parts where minimum weights are specified herein. The addition of weight to the clutch cover plate, for the sole purpose of achieving balance, is permitted.

5.1.4. Polishing of the contact faces of moving parts is permitted.

5.2. 1584 cc engine dimensions

Bore 85.7 mm maximum

Stroke: 69.1 mm maximum

Exhaust valve diameter: 32.06 mm maximum

Intake valve diameter: 35.56 mm maximum

Intake port dimension at head: 33 mm maximum

Exhaust port dimension at head: 33 mm maximum

Intake manifold horizontal inside diameter: 32 mm maximum

Manifold casting maximum diameter at flange: 33 mm maximum

Maximum valve lift: .455". Measured at Valve cap with 0" lash. An average of the four exhaust valves must be .455" or less and an average of the four intake valves must be .455" or less.

Rod weight with bolt and small end bushing: Minimum 570 grams. Rod length, center to center: 5.35" to 5.45". Any piston rod may be used that meets the VW dimensional and weight specifications listed herein.

Piston weight with pin: Minimum 515 grams.

Minimum distance: Top of piston to top edge of #1 ring groove: 8.0 mm

Crankshaft weight: 20 pounds minimum

Flywheel: Clutch diameter 200 mm; weight - 12 pounds minimum

Deck height: .045" minimum

Cam followers: 90 grams minimum

Rocker arms: 80 grams minimum (w/o adjuster)

5.3. Crankcase, Clutch and Flywheel

5.3.1. Any 1200 or 1600 VW case or exact replica may be used. (Aftermarket competition cases that vary in design from the original VW case are not permitted.)

5.3.2. Standard reconditioning of the case halves is permitted.

5.3.3. The case may be drilled to accept an external oil cooler or oil filter.

5.2.3. Generator/alternator, stand, and fan housing and fan may be removed.

5.3.4. Oil baffles may be installed. They must be housed completely within the original oil sump and crankcase.

5.3.5. An oil temperature sending unit may be installed in the crankcase.

5.3.6. Oil galley plugs may be replaced with threaded plugs.

5.3.7. Cylinder head studs may be replaced with studs of different material.

5.3.8. The crankshaft may be ground and the case may be machined to accommodate the use of the standard VW oversize/undersize crankshaft bearings, provided the crankshaft location is not changed. It may also be machined to permit installation of camshaft bearings.

5.3.9. The use of an aftermarket counterweighted crankshaft with standard VW stroke, index and journal sizes is mandatory. Bearings may be standard VW undersized/oversized and rods ground to accommodate them.

5.3.10. Crankshaft front pulley is free.

5.3.11. The flywheel may be lightened to a minimum of 12 pounds. Flywheel dowels may be reconditioned. Additional dowels may be added on the same face. The flywheel clutch plate surfaces may be machined.

5.3.12. Any 200 mm VW clutch disc, pressure plate and throwout bearing (or replacement replica) as fitted to the VW Type 1, 2 and 3 are permitted. The standard VW clutch actuation arm may be modified to allow its attachment to the standard VW clutch throwout bearing shaft in any appropriate position. Clutch shaft arm actuation (cable, levers, or hydraulic) is free.

5.3.13. Oil filler/engine vent(s), dry sump tank and catch tank(s) are unrestricted provided they meet SCCA GCR 17.26. (pg 92)

5.3.14. The installation of a crankshaft pulley oil seal is permitted.

5.3.15. The installation of case center main web location pins or shuffle pins are permitted.

5.4. Camshaft.

5.4.1. Only the Engle W110 camshaft is permitted. Specifications listed herein are for checking purposes only. Re-grinding of the Engle W110, or any camshaft, to meet or maximize these specifications is strictly prohibited.

Cam lift: Exhaust and Intake .392" variance + .003"

Lobe centers: 108 deg +/- 30 sec.

Intake opens @ 19 deg. Intake closes @ 48 deg. (at .050" valve lift) (+/- 30 sec)

Exhaust opens @ 55 deg. Exhaust closes @ 12deg. (at .050" valve lift) (+/- 30 sec)

5.4.2. Cam timing (advance/retard) may be achieved by offset keys or adjustable cam gear. Cam timing may not be adjustable without disassembling the case. No form of VTEC, cockpit adjustment, or other variable cam timing is permitted.

5.4.3. Cam gear must be of stock dimensions, including angle and width of teeth.

5.4.4. Cam followers may be reconditioned and/or may contain camshaft face lubrication holes.

5.5. Pistons and Cylinders.

Pistons and cylinders shall be standard VW replacement parts or exact replicas. Any piston rings that can fit the standard grooves are permitted. Piston pin retaining clips may be replaced with Teflon buttons.

5.6. Cylinder Head

5.6.1. The standard 040 or 043 twin port cylinder head are the only heads permitted. A MOFOCO 040 head is also allowed. Other vendors will be added as requested, IF the castings are the same as the 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.

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

5.6.3. The combustion chamber must hold a minimum of 47 cc, with valves in place.

5.6.4. Replacement of valve seats and valve guides with others of standard dimensions and material is permitted.

5.6.5. Valves and valve seats may not be reshaped. Valve to valve seat mating surface (figure 1) shall be cut as follows. The 45 deg valve seat width (figure 2) shall be maintained by cutting a 15 deg chamfer (figure 3) at the outside edge of the seat and a 75 deg chamfer (figure 4) at its inner edge. Seats cannot be refaced if too little material remains for a 15 deg chamfer to be cut without going beyond the boundary of the insert. If the chamfer extends to the head, the seat or the head must be replaced.

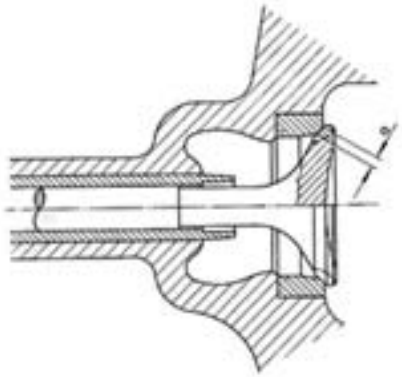


Fig 1

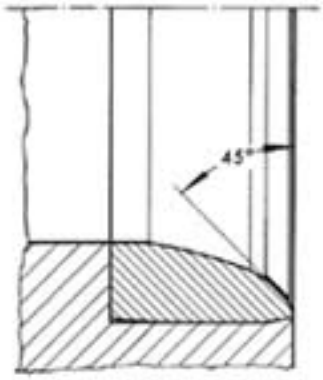


Fig 2

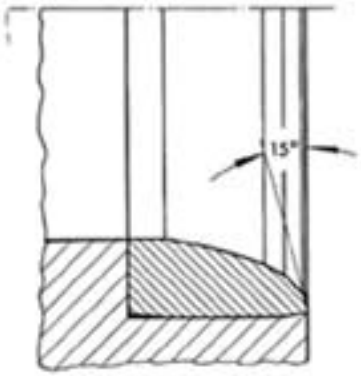


Fig 3

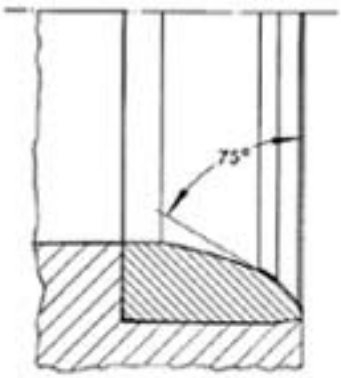
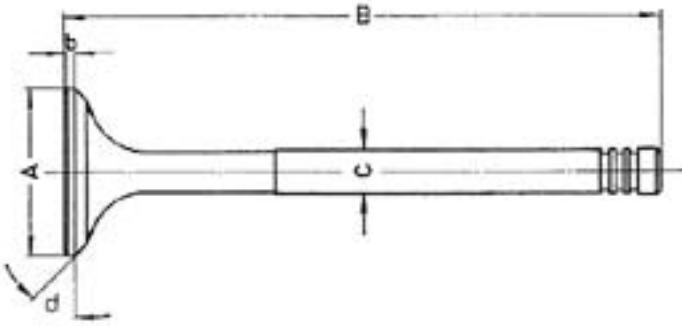


Fig 4

5.6.5.1. Valve specifications (figures 1 & 5):Dimension “a” – valve seat contact width: Intake – 1.30 mm to 1.60 mm Exhaust – 1.70 mm to 2.00 mm Seat contact angle on valve: 45 deg Intake and Exhaust
Dimension “A” – valve head dia: Intake – 35.56 mm max. Exhaust – 32.06 mm
Dimension “B” – valve length: 110.5 mm to 112.5 mm
Dimension “C” – valve stem dia: Intake – 7.94 mm min. Exhaust – 7.91 mm
Dimension “b” – valve head margin: Intake - .80 to 1.50 mm Exhaust – 1.00 to 1.70 mm
Dimension “d” – face angle of valve only: Intake - 44 deg Exhaust – 45 deg



5.6.5.2. Maximum allowable O.D. of intake seat - 40mm.

Maximum O.D. of the 45 deg. angle on intake seat shall not exceed the outer diameter of the original VW intake seat (37mm). Maximum depth of replacement seat - 10mm.

Maximum allowable O.D. of the exhaust seat - 37mm.

Maximum O.D. of the 45 degree angle on the exhaust seat shall not exceed the outer

diameter of the original VW exhaust seat (34mm).

Maximum depth of replacement seat - 10mm

5.6.6. Stainless steel valves of the same dimensions as stock are permitted.

5.6.7. Single valve springs must be used, but are otherwise free except that no unauthorized modifications to other parts may be made to accommodate them.

5.6.8. Shimming of valve springs is permitted.

5.6.9. Combustion chambers are to remain in standard, as cast condition, except that fly cutting is permitted to obtain the permitted compression ratio. No other tooling or polishing of the combustion chamber is permitted.

5.6.10. Any aluminum or steel pushrod may be used. Length is free.

5.6.11. Only standard 1.1:1 ratio1600 rocker arms may be used. The two bars need to be visible. Minimum rocker arm weight listed under 5.2.

5.6.12. Wavy washers in the rocker gear may be replaced with solid washers.

5.6.13. Swivel-foot valve adjusters may be used, provided that they are on the same center plane as the standard screw and offer no increase in valve lift.

5.6.14. The rocker shaft posts may be shimmed to restore original geometry after authorized fly cutting.

5.6.15. Spark plug holes may be repaired using standard thread repair methods, such as Helicoil inserts, providing that the spark plug centerline is not changed.

5.6.16. Valve covers are unrestricted and may be bolted on.

5.6.17. Push rod tubes are unrestricted.

5.6.18. Any ferrous metallic valve spring retainers and keepers are permitted.

5.7. Oil system

5.7.1. Any standard VW Type I, or replacement replica in size, shape, and material, oil pump may be used. Oil pump pressure port plugging is permitted.

5.7.2. Any oil pump cover may be used.

5.7.3. A dry sump oiling system is permitted.

5.7.3.1. The dry sump pump must bolt into the standard location, must be driven by the camshaft and have no more that two stages.

5.7.4. A sump extension may be fitted using or in place of the oil strainer cover plate. The oil pump pickup pipe may be extended into the sump extension. The sump extension shall not extend below the lower frame members surrounding the engine.

5.7.5. Any oil cooler is allowed provided it is located within the bodywork and behind the firewall.

5.7.6. An alternate oil pressure regulator spring or springs may be used.

5.7.7. A standard or racing type automotive oil filter of not more than one-quart capacity may be installed provided it is located within the bodywork and behind the firewall. No cooling fins are permitted on the filter or connecting lines. Connecting lines shall not exceed 12 feet in total length, including oil cooler connections if part of the oil filter circuit.

5.8. Fuel pump

5.8.1. Fuel pump is free. A block off plate may be installed if the mechanical fuel pump is removed.

5.9. Carburetor.

5.9.1. Only the Mexican made Bocar 34 PICT/3 replacement carburetor shall be permitted. The carburetor shall be in “as new” condition. The carburetor may be cleaned with commercially available “carb cleaner”. NO MEDIA BLAST CLEANING IS PERMITTED. Original replacement replica gaskets, float, needle & seat may be replaced as needed. Float level may be adjusted via shim(s) under the needle & seat. Only the modifications listed herein are permitted. If you don’t see it listed herein, you can’t do it, NO EXCEPTIONS.

5.9.2. The choke plate, choke heater element and related components, choke shaft and related hardware may be removed and the shaft holes taped or plugged. Any air filter, air horn, or combination of filter and horn may be used.

5.9.3. Modification or removal of the idle shutoff solenoid to allow air/fuel flow without power is permitted.

5.9.4. Main fuel and air correction jet sizes are free.

5.9.5. The carburetor may be rotated 180 degrees about its vertical axis.

5.9.6. The choke heater element housing may be cut off the carburetor top housing.

5.9.7. The fuel inlet must be threaded into the carburetor top housing, the original brass swaged in fitting is not permitted.

5.9.8. Vacuum fittings may be removed and ports plugged.

5.9.9. The full throttle stop bracket may be modified to allow for full throttle operation.

5.9.10. Throttle plate screws shall be "as supplied" from Bocar, no grinding, filing or trimming on these screws, NO EXCEPTIONS.

5.9.11. NO OTHER TOOLING OR MODIFICATIONS ARE PERMITTED. REBUILDING IS NOT AN EXCUSE FOR MACHINING, MODIFYING OR CHANGING ANY DIMENSIONS OR ANY COMPONENT OF THE CARBURETOR, NO EXCEPTIONS.

5.9.12. Carburetor dimensions: Specifications listed herein are for checking purposes only. Re-working of the Bocar PCIT/3 to meet or maximize these specifications is strictly prohibited.

Throttle plate thickness: .055" Minimum

Throttle shaft thickness: .210" Minimum

Venturi/Choke inside dimension: 26 mm Maximum

5.10. Intake Manifold

5.10.1. The intake manifold shall consist of standard VW Type 1 1600 (1584 cc) twin port components, or direct replacement, unless stated otherwise in the following rules.

5.10.2. The heat sink casting may be removed or modified.

5.10.3. Other EXTERNAL modifications to the cast sections are permitted for clearance purposes, provided no performance advance results.

5.10.4. The standard 1600 manifold end castings must be untouched internally other than for the purpose of port matching.

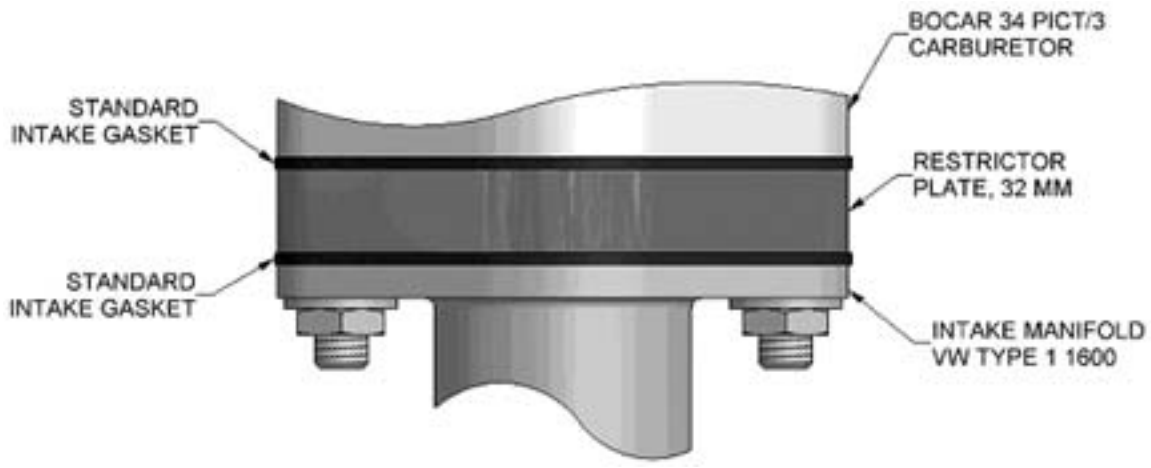
5.10.5. Port matching to a depth of 1.0" into the manifold casting from the manifold/head joining surface is permitted.

5.10.6. The official Formula First 32 mm restrictor plate must be installed per the following instructions listed. Absolutely no modifications are permitted to the restrictor plate. Any defects or marks on the blue anodize is not allowed and must be exchanged immediately for a new official Formula First 32 mm restrictor plate.

5.10.6.1 The official Formula First 32 mm restrictor plate must be installed/assembled exactly in the following order, using only the listed parts. No exceptions allowed.

1. Intake manifold
2. (1) Standard VW (or direct replacement) carburetor gasket
3. Official Formula First 32 mm restrictor plate
4. (1) Standard VW (or direct replacement) carburetor gasket
5. Bocar 34 PICT/3

5.10.6.2. Installation diagram supporting 5.10.6.1.



5.10.6.3. Any Formula First car may be subject to a "spot check" for restrictor plate compliance. A spot check may be visual or may require a vacuum leak check performed as follows:

1. Run engine at 2500 RPM
2. Seal the carburetor air inlet
3. Engine must stall within 4 seconds

5.10.7. All intake manifold vacuum fittings or ports must be plugged.

5.11. Engine cooling system.

5.11.1. The air-cooling system for cylinders and cylinder heads is free, subject to limitations on bodywork. See 5.7.7. with respect to oil coolers and lines.

5.12. Exhaust System

5.12.1. The exhaust system is free, but must comply with SCCA and local noise requirements and with overall body dimensions requirements.

5.13. Electrical System

5.13.1. 12-volt electrical systems shall be used.

5.13.2. The distributor must be a standard VW mechanical advance distributor, or Bosch 009, or a replacement replica, with the following modifications permitted.

5.13.3. The advance curve may be adjusted.

5.13.4. Standard Bosch or replica points may be replaced with an electronic replacement points set (Pertronix, Comp-U-Fire, etc.). The replacement set must be totally within the distributor.

5.13.5. Any coil is permitted.

5.13.6. Any 12v on-board automotive starter capable of starting the engine from the driver's compartment is permitted.

5.14. Other non-standard components.

5.14.1. Use of the following non-standard replacement parts is permitted provided that no unauthorized modification of any component results: Any fasteners (nuts, bolts, screws, etc); wiring; gaskets and seals; fuel line; spark plugs (maximum 1/2 inch reach); piston rings; fan belt; and connecting rod bearings, camshaft bearings, and crankshaft main bearings, provided the bearings are of the same type and size and VW standard or oversize bearings.

6.Transaxle

6.1. The standard VW Type 1, 2 or 3 swing axle type transaxle must be used in standard configuration unless stated otherwise in these rules. All five gears (including reverse) must be operable, and controllable from the driver's seat. Synchromesh must be operating on all four forward gears. A direct replacement transmission case, VW part # 081-301-051, or replacement replica, "Rhino" case is permitted.

6.2. Shock damper mounts may be modified or removed.

6.3. Transmission shall not be installed in an inverted position.

6.4. The crown wheel must be transposed in the transmission case.

6.5. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.

6.6. The following gear ratios must be used with the 1600(1584) engine:

1 - 3.80; 2 – 2.06; 3 – 1.26; 4 – 0,89; differential 4.125

7. Frame and Body

7.1. Frame

7.1.1. The frame shall be constructed of steel tubing with a maximum cross section of 4". The driver's feet shall not extend forward the rear edge of the front axle beam tubes.

7.1.2. No frame/chassis rigidity or strength shall be derived from anything other than the steel frame tubes. No stressed skin, monocoque, or semi-monocoque construction is permitted.

7.1.3. The firewall panel must extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height from the floor pan may be rigidly attached to the frame tubes.

7.1.4. The undertray(s) or belly pan(s) shall be rigidly attached to the frame provided that the curvature of said undertray(s), measured vertically from the lowest point to its highest point at its attachment point to the frame rail member at its sides, shall not exceed 1" and have no downward turned edges. Undertray(s) or belly pan(s) shall not extend more than ¼" beyond the vertical line of the closest mating bodywork.

7.1.5. The area between the upper and lower main frame tubes, or at least 14" above the undertray(s) or belly pan(s) whichever is greater, from the front roll hoop bulkhead to the main roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the side of the cockpit area. For either method, fasteners shall be no closer than an average of 6" centers (no stress bearing panels). The material used for chassis braces in this area shall be at least equivalent to roll hoop brace material.

7.1.5.1. Panel(s): Minimum of either .060" aluminum (6061 T-6 or equivalent) or 18 gauge steel attached outside of the main frame tubes.

7.1.5.2. Reinforced Body: Minimum 2-layers of 5 oz. bi-directional Kevlar material laminated to the inside of the bodywork and securely fastened to the frame.

7.1.6. 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.

7.2. Body

7.2.1. The body shall be constructed of fiberglass, aluminum, steel, Kevlar, carbon fiber or any combination thereof.

7.2.2. The body must not be rigidly attached so as to form part of the structural integrity of the car.

7.2.3. Rear (Tail) Bodywork: The rear bodywork shall extend from the firewall to a point at least 16" aft of the rear axle centerline.

7.2.4. Front (Nose) Bodywork: Any bodywork forward of the front beam torsion spring tubes shall have a maximum width of 31.75" (80.65 cm)

7.2.5. Main (Center) Bodywork: No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires. Fuel filler necks, caps or lids shall not protrude beyond the bodywork of the car. The bottom of any bodywork that extends below the frame members shall be on the same flat plane as the undertray and shall not deviate from that flat plane by more than 1".

7.2.6. Cockpit Opening: The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel (except for a removable steering wheel and removable cockpit padding). The cockpit opening of the bodywork 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.

7.2.7. Air Ducting: Air ducts may be installed for the purpose of delivering air to, or extracting air from the cylinders, cylinder heads, oil cooler and/or carburetor. Air duct opening(s) may be located within the cockpit area and/or penetrate the firewall provided the duct(s) design and construction would prohibit flame and debris from reaching the driver.

7.2.8. Aerodynamic Devices: Wings are prohibited. Any device specifically designed to use air speed to create aerodynamic downforce is prohibited.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Dean Copeland vs. SOM COA Ref. No. 07-22-NE
September 20, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Mid Atlantic Road Racing Series (MARRS) race for SM cars at Summit Point Raceway on August 12, 2007, Dean Copeland, driver of SM # 7, was protested by Mike Collins, driver of SM #75, citing violation of GCR 6.8.1.A, B and D (On Course Conduct). Additionally, Assistant Chief Steward Gerald Wannarka filed a Request for Action (RFA) against Mr. Copeland citing violations of GCR 2.1.4 (Reckless driving), 2.1.7. (Unsportsmanlike conduct), as well as 6.8.1. The Stewards of the Meeting (SOM) Larry Oliver, Jude Olivey, John Nesbitt and Walter Michael, Chairman, held a hearing, heard testimony, reviewed witness statements, and viewed a videotape related to these two actions. The SOM upheld the protest and placed Mr. Copeland on a four-race probation, and then addressed the RFA where they found him in violation of the cited GCR paragraphs, placed him on an additional 30-day suspension, and assessed him six penalty points. Mr. Copeland is appealing the RFA penalties.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on August 30, and September 6 and 20, 2007, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Dean Copeland received. August 27, 2007.
2. Official Observer's Report and related documents received August 27, 2007.
3. Email statement #1 from Walter Michael received August 28, 2007.
4. Statement from John Nesbitt received September 3, 2007.
5. Statement #2 from Walter Michael received September 4, 2007.
6. Statement from Jude Olivey received September 5, 2007.
7. Statement from Gerald Wannarka received September 6, 2007.
8. Video clip as reviewed by SOM received September 19, 2007

FINDINGS

Mr. Copeland was the subject of both a Protest and an RFA as a result of the August 12th race. While the SOM were hearing the Protest action, the Operating Steward prepared and submitted the RFA related to other metal to metal situations during the race. Mr. Wannarka, the Operating Steward, notes that SM #7, Dean Copeland, appeared seven times in the race log for incidents in the six laps he completed before retiring.

The COA reviewed all witness statements associated with the RFA, including a video clip, and concurs with the SOM on their conclusions that Dean Copland had multiple avoidable contacts which are not condoned in SCCA Club Racing.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Copeland's appeal is not well founded and his appeal fee shall be retained by SCCA.

Per GCR Paragraph 8.4.6. Mr. Copeland's license suspension commenced on August 12, 2007. Any points he may have accrued for races run while the First Court decision was under appeal during his suspension period are nullified.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Frank Pool vs. SOM COA Ref. No. 07-23-MW
October 4, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the AS race at the "Last Chance National" at Heartland Park, August 19, 2007, the Stewards of the Meet (SOM) received a Request for Action (RFA) from Barrett Braun, Chief Steward, requesting they investigate an incident between Frank Pool, crew member for John Blizzard, driver of AS # 31, and Jim Wheeler, driver of AS #10. The SOM, Mark Walker, Jeri Wilson, Bill Johnson, and Dan Miklovic, Chairman, convened, reviewed written witness statements, and obtained testimony from various parties that had observed the alleged incident. The SOM acknowledged Mr. Pool was not called to testify. The SOM asserted that Mr. Pool left the track before he could be advised that his alleged actions were under review and, therefore, the hearing proceeded by default in accordance with

GCR 8.3.4. The SOM ruled Mr. Pool violated GCR 2.1.7 (Unsportsmanlike Conduct) and GCR 2.1.8 (Physical Violence Against Another Person). The SOM levied a $250 fine, barred Mr. Pool from participation in the 2007 Runoffs to be held at Heartland Park, and requested that the Board of Directors expel Mr. Pool from the Sports Car Club of America. Mr. Pool is appealing the SOM decision.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on September 20, 27, and October 4, 2007, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report and related documents, received September 18, 2007
2. Letter of appeal from Frank Pool received September 10, 2007.
3. Email from Dan Miklovic, SOM Chairman, with additional information and suggested modification to the original penalty, received September 24, 2007

FINDINGS

Several witnesses submitted statements and testified that Mr. Pool engaged Mr. Wheeler at impound and berated him in a loud and profane manner. Mr. Pool was allegedly upset about an on-track incident between Mr. Wheeler and Dr. John Blizzard. The written witness accounts are in agreement that Mr. Pool used profane language and placed his left hand on Mr. Wheeler's right shoulder as they shook hands. Mr. Pool's statements in his appeal letter corroborate he did use profane language and did place his left hand on Mr. Wheeler's right shoulder. However, several witness statements go further and indicate Mr. Pool was acting in a threatening manner. In his letter of appeal, Mr. Pool asserts he did not act in a threatening manner toward Mr. Wheeler.

The Chairman of the SOM asserted in his correspondence to the Court of Appeals that they did not notify Mr. Pool that his actions were under investigation since the driver, Dr. Blizzard, stated that Mr. Pool had left the track. However, the SOM did not obtain a witness statement from Dr. Blizzard and the COA is unable to confirm this assertion. Although the COA cannot confirm the time span, according to Mr. Pool and similar information provided by Dr. Blizzard in his appeal letter, Mr. Pool was possibly at Heartland Park for at least three hours following submission of the RFA during which time he could have been readily notified of this action. By admission of the SOM Chairman, they made no attempt to confirm Mr. Pool was not at the track and made no public address system announcements requesting he report to them.

Mr. Pool states in his letter of appeal that he was at the track until around 4:00 PM and sitting outside the control tower for at least some time period after Dr. Blizzard advised him that his conversation with Mr. Wheeler was under review. He further states that Dr. Blizzard provided his cellular telephone number and Dr. Blizzard's cellular telephone number to the SOM with an understanding they would call either or both if testimony was required. The COA also notes Dr. Blizzard only listed two crew members on his entry form (Frank Pool and Matt Rich) and further, Frank Pool was listed as the emergency contact on the entry form with a telephone number. The SOM submitted a copy of Dr. Blizzard's entry form with their report, so it is reasonable to infer they had Mr. Pool's contact information readily available, but chose not to use it to attempt any contact.

All the parties, including Mr. Pool in his letter of appeal, acknowledge he verbally accosted Mr. Wheeler in a loud voice using profane language at Impound. However, the degree and ferocity of the altercation is in question and Mr. Pool was not properly afforded an opportunity to present his version of the incident while at Heartland Park.

Following notification that Mr. Pool had appealed the ruling, the SOM reconvened and decided to offer Mr. Pool an opportunity to testify. Mr. Pool accepted their invitation and the full first court heard his testimony via conference call late on September 21, 2007. Following the call, the SOM deliberated, agreed that a modification to the penalty was in order, and provided a narrative of their findings to the COA. The SOM Chairman notes they concluded that Mr. Pool violated GCR 2.1.7 by his use of profane language. They also concluded he violated 2.1.8 by causing Mr. Wheeler physical pain with his strong handshake and shoulder grip even though he did not intend to cause any physical harm.

The SOM originally ruled that total expulsion was the only appropriate penalty available in this case based on the current wording in the GCR. However, on further review the SOM suggested that a $250 fine and six-month suspension of Mr. Pool's right to participate in Club Racing events were more appropriate.

The COA appreciates the additional time and effort the SOM took to address this issue and thanks them for their efforts. The COA did consider the modified penalty put forward by the SOM following their conversation with Mr. Pool.

DECISION

The COA modifies the decision of the SOM as follows:

- $250 Fine – upheld as punishment for violation of GCR 2.1.7 (Unsportsmanlike Conduct)
- Barred from participation in the 2007 SCCA National Runoffs at Heartland Park Topeka – overturned in its entirety. All rights and privileges for participation in this year's Runoffs are restored.

- Request to the Board of Directors that Mr. Pool be suspended from the Sports Car Club of America – rescinded in its entirety.

Mr. Pool's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned to him.

The COA notes the SOM Chairman sent a letter to Mr. Ed Ozment, Road Course Manager Heartland Park Topeka, advising that Mr. Pool was not to be allowed on the property during the 2007 SCCA National Runoffs. The COA requests that SCCA notify Mr. Ozment that Mr. Pool has had all rights and privileges restored and should not be barred from Heartland Park Topeka.

The COA also notes the SOM Chairman sent a letter to Rusty Goodale, Chief of Registration 2007 Runoffs, advising that Mr. Pool was not to receive credentials for the event. The COA requests that SCCA Club Racing provide Ms. Goodale with a copy of this decision and advise her that Mr. Pool may receive credentials.

All stewards are reminded that due process to all parties involved in a dispute or action must be provided in full accordance with all applicable General Competition Rules.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
John Blizzard vs. SOM COA Ref. No. 07-24-MW
October 4, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the AS race at the "Last Chance National" at Heartland Park, August 19, 2007, the Stewards of the Meet (SOM) received a Request for Action (RFA) from Barrett Braun, Chief Steward, requesting they investigate an incident between Frank Pool, crew member for John Blizzard, driver of AS # 3, and Jim Wheeler, driver of AS #10. The SOM**,** Mark Walker, Jeri Wilson, Bill Johnson, and Dan Miklovic, Chairman, convened, reviewed written witness statements, and obtained testimony from various parties that had observed the alleged incident. The SOM stated Dr. Blizzard was asked to stay at the track and testify. However, according to the SOM Dr. Blizzard indicated he could not stay due to pre-existing travel plans and left the facility. Therefore, the hearing proceeded by default in accordance with GCR 8.3.4. The SOM ruled that Dr. Blizzard's crew member, Frank Pool, violated GCR 2.1.7 (Unsportsmanlike Conduct) and GCR 2.1.8 (Physical Violence Against Another Person). The SOM levied a $250 fine and placed Dr. Blizzard on probation for 10 national races. They also assessed 3 penalty points against his competition license. Dr. Blizzard is appealing the SOM decision.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on September 20, 27, and October 4, 2007, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report and related documents, received September 18, 2007.
2. Letter of appeal from John Blizzard, received September 10, 2007.
3. Letter to the Court of Appeals from Frank Pool, received September 10, 2007.
4. Email from Dan Miklovic, SOM Chairman, with additional information and suggested modification to the original penalty, received September 24 , 2007

FINDINGS

Several witnesses submitted statements and testified that Dr. Blizzard's crew member, Frank Pool, engaged Mr. Wheeler at impound and berated him in a loud and profane manner. Mr. Pool was allegedly upset about an on-track incident between Mr. Wheeler and Dr. Blizzard. The written witness accounts are in agreement that Mr. Pool used profane language and placed his left hand on Mr. Wheeler's right shoulder as they shook hands. Mr. Pool's statements in a letter to the Court of Appeals corroborates he did use profane language and did place his left hand on Mr. Wheeler's right shoulder. However, several witness statements go further and indicate Mr. Pool was acting in a threatening manner.

All the parties, including Mr. Pool, acknowledge he verbally accosted Mr. Wheeler in a loud voice using profane language at Impound. However, the degree and ferocity of the altercation is in question and Mr. Pool was not properly afforded an opportunity to present his version of the incident while at Heartland Park.

Following notification that Dr. Blizzard had appealed the ruling, the SOM reconvened and decided to offer Mr. Pool an opportunity to testify. Mr. Pool accepted their invitation and the full first court heard his testimony via conference call late on September 21, 2007. Following the call, the SOM held further deliberations and concluded Mr. Pool violated GCR 2.1.7 by his use of profane language. They also determined he violated 2.1.8 by causing Mr. Wheeler physical pain with his strong handshake and shoulder grip even though he did not intend to cause any physical harm. The SOM presented these findings to the COA via electronic mail.

The COA appreciates the additional time and effort the SOM took to address this issue and thanks them for their efforts.

DECISION

The COA modifies the decision of the SOM as follows:

- $250 Fine – overturned in its entirety.
- Ten (10) nationally sanctioned race probation reduced to Two (2) race probation – assessed in accordance with GCR 2.2.3 for crew member violation of GCR 2.1.7 (Unsportsmanlike Conduct). The penalty points will remain on Dr. Blizzard's competition license.

Dr. Blizzard's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned to him.

All stewards are reminded that due process to all parties involved in a dispute or action must be provided in full accordance with all applicable General Competition Rules.

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | *Oct. 8, 2007*

The RallyCross Board met via conference call October 8, 2007. Members in attendance were: Jayson Woodruff, Matt Nichols, Tom Nelson, Mark Utecht, and Mark Walker, Chairman. Others present: Richard Miller, SwDiv RxDS.

The Safety Committee presented a draft of the lightning policy for rallycross. The committee is also working on RallyCross Safety Steward Instructor guidelines and training materials to standardize the training of Safety Stewards in the program.

The Rules Committee presented an update of current activity. Tread Gap continues to be a divisive issue with the membership.

Member issues addressed: (Cashion) Eliminate the tread gap requirement. The Rules Committee and the RxB still feel there isn't enough data to swing the decision to either side. No action recommended.

The RxB discussed gathering tire brand information at the National Championship event in Hastings to determine exactly which classes were running what brands and types of tires.

Mike Malsed has resigned from the SoPac RallyCross Stewards Position. The RxB would like to thank Mr. Malsed for his enthusiasm and dedication to the sport.

The RxB is soliciting resumes for the SoPac RallyCross Stewards Position. Members interested should send their resume to the RallyCross Board at or via postal service to the SCCA Rally Department, attention RallyCross Board.

Motion to adjourn (Utecht, Nelson) at 9:35pm

Respectfully Submitted
Mark E. Walker
Chair, RxB

RALLYCROSS MEMO

RallyCross Memo

RallyCross Board seeking candidates for RallyCross Divisional Steward in SoPac and in CenDiv. Please forward Rally resume and letter of intent to the rxb@scca.com.

ROADRALLY BOARD MINUTES

RALLYCROSS BOARD MINUTES | *Sept. 5, 2007*

Attending were Lois VanVleet, Kevin Poirier, Rick Beattie, Tim Craft, Duck Allen and Mike Bennett. Pego Mack and Chuck Edwards were unable to attend.

Chairman Poirier called the meeting to order at 7:35 p.m. Central Time.

Minutes of the August meeting were approved as printed.

Great Lakes Division RoadRally report
Mike Bennett gave an overview of the Great Lakes area rally program. There are nine total events this year, including the new GNU Rally and another new event. The number of participants is about the same as last year. POR continues to be a strong event, with the two night format instituted last year being well received.

Lake Superior Region was lost in the Area 4-5 split, leaving only two Regions putting on Divisional- or National-level rallies: Detroit and NE Ohio. Central Ohio has an active Regional program that might spawn a Divisional event.

Small turnouts are demoralizing to organizers used to larger fields. With expenses creeping up, this makes it hard to break even, so entry fees are up by $5. Mike sees the need for better coordination between RoadRally and RallyCross so that event dates don't conflict.

Mike runs a 6-hour rally school, including two practice rallies, for novices. Attendance is down, but more worrying is the trend of novices attending school, then coming to 1 or 2 events, only to not return. Mike is willing to package the classroom portion for a "rally school in a box," but those using it would need to write the practice rallies locally.

Event reports
Oktoberally is set.

Arizona is proposing events in March, May and October with John Sears as chairman, but no other staffing details. Committee details will be pursued.

Rules Committee report
A minor kerfuffle over the definition of "participant" is being addressed.

A problem with Regional entrants changing classes to get "easy points" has been noted, and solutions are being mooted.

The Rules Committee reminds organizers that per Chapter 8 of the RFOs, official correspondence should be mailed in hard copy, unless contestants indicate a preference for electronic communications on the entry form.

New business
There will be a RoadRally Town Hall meeting Saturday evening during the USRRC.

Next meeting: October 3, 2007 via conference call.

With no other business, the meeting was adjourned at 8:50 p.m. Central Time.

Respectfully submitted,

Tim Craft

ROADRALLY BOARD MINUTES

RALLYCROSS BOARD MINUTES | *Oct. 3, 2007*

The *RoadRally* Board (RRB) met via conference call on Wednesday, October 3, 2007.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Tim Craft, and Lois Van Vleet; and Duck Allen, Board Liaison, and Pego Mack, National Office.

Chairman Poirier called the meeting to order at 7:30 pm CST.

On motion duly made and seconded the September 2007 minutes were APPROVED.

Event Updates

Recent National RoadRally events were discussed.

The United States Road Rally Challenge is in the final stages of development. Headquarters is in Delmont, PA near Pittsburgh. Bids are being considered for the 2008 and 2009 Challenge. Regions should submit bids as soon as possible. The organizers expect about 20 cars.

Curta Calculators

Curtas and similar mechanical calculating devices may not be used in the Stock class.

Weekend Memberships

All competitors in all SCCA sanctioned RoadRally events must hold regular or weekend membership. A weekend membership is available for those persons who are not regular members at a cost of $5.00 per car. Cars that contain two persons who are not regular members will be charged $5.00. Cars that contain one person who is not a regular member will be charged $5.00. Rally committees must provide the weekend member application to national headquarters within three days after the end of the event, the fee may be included or they may send it later. Their region will be billed if the fee is not paid.

RoadRally Rules

The RRB approved modification to the RoadRally Rules which will delete specificity regarding entry fees. The RRRs will refer organizers to the Rules for Organizers.

There being no further business and no objections, the meeting adjourned at 10:00 pm.

Next Meeting: 7:30 PM CDT on Wednesday, September 5, 2007.

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

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED December 2007

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | *Nov. 5, 2007*

The Board of Directors, Sports Car Club of America, Inc. met via teleconference November 5, 2007. The following members participated: Bob Introne Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahnert, Vice President of Finance, Jeremy Thoennes, Technical Services Manager also participated.

MOTION: To approve the minutes of the October 1, 2007 meeting. (Porterfield/Sauce) PASSED, Unanimous

PRESIDENTS REPORT

Jim Julow reported that the survey of Runoffs participants has been sent, results will be presented at the December meeting.

FINANCE

Jeff Dahnert reported on the September financials, he continues to project a year end in the black.

LIASON REPORTS

Rallycross – Howard Allen

The Rallycross championships, at Hastings, Nebraska was a success on all levels as this program continues to grow.

A minimum of changes in rules are due in 2008 as the RXB continues to keep the rule book as slim and simple as possible as a means to help grow the sport. At the championship a situation came-up and highlighted a need to expand the powers of the chief steward. This was handled by the board at the event as a "clarification."

Pego will supply all the numbers for the year and chart the growth in our upcoming briefing book.

Road Rally – Howard Allen

With the 2008 rules set in place after the vote last month the RRB is currently sifting through resumes for vacancies and will act to fill those spots on the Wednesday night call this week.

The USRRC by all accounts was a success in Pittsburgh and the RRB is currently looking at some sites for the 2009 event.

Road Rally participants and events are up slightly over last year. Pego will supply all the numbers for the year and chart the growth in our upcoming briefing book.

Court of Appeals - Howard Allen

The COA right now is on the third draft of a "The Rules of Engagement" about the court. This is an overview to the process and the workings of the court and will be forwarded to you when done.

The chairman of the COA also took the opportunity to sit down with the planning committee at the Run-Offs to make sure both parties are on the same sheet of paper and working towards the same goals

So far this year the COA has done half of the cases that it has encountered in recent years. The court-has noted this reduced work-load and credits it to better performance by the stewards and the SOM courts at the events.

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Only a few cases this year came to the court that were less than prepared and were returned to the first courts or chairman to be completed then heard.

The COA notified the executive steward in each case to make them aware of the situation.

On three occasions this year the court also returned cases to the first court for completion so the COA would NOT be in the position of acting like a first court.

All in all this court has had the best working relationship with the BOD and executive stewards in recent years and looks forward to 2008.

Foundation – Dent

The Street Survival program is experiencing continued success as the pilot programs are run. The Foundation is learning many valuable things to be incorporated in the overall program when it is rolled out at the Convention.

OLD BUSINESS

MOTION: That the Board rescind approval of the Spec Miata Compliance fee. (Christian/Sheridan) PASSED Unanimous

NEW BUSINESS

MOTION: To approve the following Executive Steward appointments for 2008. (Fairer/Porterfield) PASSED Unanimous

Division2008 CentralMike EngelkeMidwestNorm Floyd Northern PacificGary Meeker NortheastTom HoffmanRocky MountainJoseph Hobbs SoutheastRick Mitchell Southern PacificBarb KnoxSouthwestTom Brown Great LakesStephen Harris

MOTION: To approve the following changes to the GCR as recommended by the Club Racing Board.

GCR Items 1 thru 3 (Lybarger/Sauce) PASSED Unanimous.

GCR Item 4 (Dent/Porterfield) PASSED Voting NO, Holtz

GCR Items 5 thru 11 (Sauce/ Lybarger) PASSED Unanimous

FV item 1 (Sauce/Dent) PASSED Unanimous

IT Item 1 (Sauce/Dent) PASSED Voting NO Holtz

IT Item 2 & 3, Production Items 1 thru 3 (Sauce/Dent) PASSED Unanimous

AS Item 1 thru 5, SS Items 1 thru 4, Touring 1 thru 3 (Lybarger/Sauce) PASSED Unanimous

GCR

Item 1. Effective 11/1/07: Change section 9.3.19.A as follows:
Driving suits that effectively cover the body from the neck to the ankles and wrists~~, manufactured of fire-resistant material, worn with underwear of a fire-resistant material~~. One piece suits are highly recommended. All suits *shall bear an SFI 3.2A/1 or higher certification label or FIA 8856-2000 homologation.* ~~and underwear shall be made of the following accepted fire-resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFIL, or any suit carrying an SFI 3.2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, Carbon X, and Durette X 400.~~ *Underwear of fire resistant material shall be used except* ~~Underwear is not required~~ with ~~three layer suits or with~~ suits carrying FIA standards~~ of 8856-1986 or~~ 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. ~~FIA homologated driving suits and underwear are recommended.~~
(July 3-5 minutes, published August Fastrack)

Item 2. Effective 11/1/07: Change section 9.3.22.A as follows:
Cars registered after 1/1/09 shall comply with the following on-board fire system requirements:

- Systems certified to SFI specification 17.1
- Those listed by the FIA on Technical List No. 16

The following information must be visible of the unit:

- Certification label

- Capacity
- Type of extinguishing agent
- Weight, or volume, of the extinguishing agent

The following is acceptable for cars registered before 1/1/09:
On-board fire systems shall use Halon 1301 or 1211, with a five pound minimum capacity (by weight). ~~(GT1 cars must have a minimum ten pound system with nozzles located in the driver/passenger compartment and in the fuel cell area. see Section 9.1.2.D.10.f., or 9.1.2.F.3.e.).~~
Alternatively, on-board fire systems may use AFFF or equivalent surfactant foam material ~~(i.e. SPA Lite, ZERO 2000, Coldfire 302),~~ 2.25 liter minimum capacity (by volume). All AFFF fire system bottles shall incorporate a functional pressure gauge and shall be marked with the manufacturer's recommended "filled weight." CO2 cartridge propellant fire extinguishing systems are permitted provided that the seal of the manufacturer specified CO2 cartridge is not punctured and the fire bottle is equal to the weight specified by the system manufacturer.
Cars shall meet the following regardless of registration date:

1. The fire system cylinder shall be securely mounted in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically for compliance to full weight shown on the cylinder. (Weight is without valve assembly.)
2. Manual or automatic release is allowed. The release mechanism shall be within reach of the driver when belted in the car.
3. All on-board fire systems shall be identified with a circle "E" decal.
    a. In GT and Production cars, two circle "E" decals may be required – one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.
    b. In Formula and Sports Racing cars, a circle "E" decal shall be located on the outside bodywork as near to the release location as possible. ~~On board fire systems may also use CEA614 provided that the lines and nozzles are replaced in accordance with the manufacturers (3M) instructions. All FM100 fire suppression systems will be considered illegal in any SCCA competition vehicle effective 1/1/97.~~
4. There shall be a minimum of two nozzle locations – one in the driver's compartment and one in either the engine area or the fuel cell area. The nozzles shall be suitable for the type of extinguishing agent used.
5. All AFFF fire system bottles shall incorporate a functional pressure gauge. This does not apply to non-pressurized AFFF systems with CO2 propellant.
6. The firing safety pin(s) shall be removed from all on-board fire systems prior to going on track. It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.
7. All fire systems shall be serviced according to manufacturer's specifications.

(July 3-5 minutes, published August FasTrack, amended September 4 minutes, October FasTrack)

Item 3. Effective 11/1/07: Delete section 9.1.2.D.10.e in its entirety, and renumber subsequent sections:

~~e. Fire Systems~~

~~1. The minimum capacity of the fire system shall be ten (10) pounds.~~

~~2. The system outlets/nozzles shall be directed to the driver in the driver/passenger compartment, and to the fuel cell, pump(s), etc., in the fuel cell compartment. An additional outlet/nozzle directed to the engine compartment/bay is recommended.~~

(July 3-5 minutes, published August Fastrack)

Item 4. Effective 1/1/08: Change section 3.2.2.H.1 by deleting the section in its entirety and renumbering the subsequent sections.
~~One (1) per division.~~
(September 4 minutes, published October Fastrack)

Item 5. Effective 1/1/08: Change section 4.4.3.A as follows:
The applicant will receive the Novice Permit, with one photo attached. ~~At the time of issue, the applicant shall either purchase a current GCR or have one in his or her possession. The GCR may be purchased either from the region or SCCA (800) 770-2055.~~ This Permit shall be presented at Driver School.
(September 4 minutes, published October Fastrack)

Item 6. Effective 1/1/08: Change section 5.8.1 as follows:
The Chief Starter *directs and manages the volunteers working the specialty, ensuring that directions given* ~~gives directions~~ to competing drivers by flag, hand, and body signals *are done so as* prescribed by the GCR with respect to starting, suspending, and ending a race.
(September 4 minutes, published October Fastrack)

Item 7. Effective 1/1/08: Change section 7.2.E as follows:
Fine ($250). A fine of up to $250 may be imposed. Fines shall be in whole dollar amounts only. ~~Outstanding fines (in excess of $250) are appealable to the Board of Directors.~~
Effective 1/1/08: Change section 7.4.A.2 as follows:
$250 ~~or more~~
(September 4 minutes, published October Fastrack)

Item 8. Effective 1/1/08: Change section 8.4.5 with the following numbering and additional item:

A. After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty or other action of the SOMs or other body appealed from 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 SOM committee at the Court's discretion.

B. At no time shall the Court of Appeals act as a first court.

C. Penalties imposed by the Court of Appeals shall incur automatic penalty points outlined in *section* 7.4.

D. 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 Court's decision is nullified or otherwise changed.

E. 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.

(September 4 minutes, published October Fastrack)

Item 9. Effective 1/1/08: Change the last sentence of section 8.4.6 and add to the end as follows:

Penalties involving time, disqualification, ~~suspension~~ or loss of points shall be made effective from the date of the conclusion of the event involved*. Penalties involving suspension shall be made effective from the date of the COA decision.*

(September 4 minutes, published October Fastrack)

Item 10. Effective 1/1/08: Change section 9.3.26.1.b as follows:

Fuel cells must be located within 12 inches of the standard tank ~~or alternate tank as shown in the PCS/GTCS~~. The 12-inch measurement is taken from the perimeter of the stock and alternative fuel cell. ~~Free~~ *F*uel filler location is *unrestricted* within the bodywork ~~allowed~~ with installation of a safety fuel cell.

Effective 1/1/08: Add a new paragraph to section 9.3.26.3 to read as follows:

Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.

Effective 1/1/08: Make the following changes to section 9.1:

Delete section 9.1.1.A.1.a.8 and re-letter subsequent sections.

~~The fuel filler cap shall be recessed within the coach work line.~~

Delete the second sentence of the third paragraph of section 9.1.1.C.8

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete the last paragraph of section 9.1.1.C.8:

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.D.7.f and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.D.12.C.4 and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.G.1.D.2:

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.H.1.C.3 and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.H.1.F.3 and re-letter subsequent sections.

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.9.A.1.d.3 as follows:

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

(September 4 minutes, published October Fastrack)

Item 11. Effective 1/1/08: Change selected portions of section 9.3.18 as follows (omitted subsections remain unchanged)

A. A five point system, for use in automobiles where the driver is seated in an upright position, consists of:

- A three-inch seat belt or an FIA or SFI 16.5 certified two-inch seat belt.
- An approximately three-inch ~~strap over the shoulder type of~~ shoulder harness; or *FIA or SFI 16.5 certified two-inch shoulder harnesses only if the HANS® device is used by the driver. Should the driver, at anytime not utilize the HANS® device, then three-inch shoulder harnesses are required*.
- An approximately two-inch anti submarine strap

A five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

B. A six or seven point system, recommended for use in all automobiles, consists of:

- A three-inch seat belt or an FIA *or SFI 16.5 certified* two-inch seat belt.
- An approximately three-inch ~~strap over the shoulder type of~~ shoulder harness; *or FIA or SFI 16.5 certified two-inch shoulder harnesses only if the HANS® device is used by the driver. Should the driver, at anytime not utilize the HANS® device, then three-inch shoulder harnesses are required.*
- *Two or three approximately two-inch leg or anti submarine straps ~~The seven point system also has an approximately two (2) inch anti submarine strap.~~*

C. ~~The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six point or seven point systems where they attach to the seat~~

~~belt or shoulder harness straps.~~

H. All driver restraint systems shall meet one of the following: SFI specification 16.1, *16.5*, ~~FIA specification 8853/1985 including amendment 1/92~~ or FIA specification~~s~~ 8853/98 ~~and 8854/98~~.

1. Restraint systems meeting SFI 16.1 *or 16.5* shall bear a dated SFI Spec ~~16.1~~ label. The certification indicated by this label shall expire on December 31st of the 2nd year after the date of manufacture as indicated by the label. *If for example the manufacture date is 2006 the second year after the date of manufacture is 2008.*

~~2. *Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)*~~

3. *Restraint systems homologated to FIA specification~~s~~ 8853/98 ~~and 8854/98 will not have a date of manufacture label. Instead they~~ will have a label containing the ~~Manufacturer's Name,~~ type of harness designation ('C-###.T/98 or D-###.T/98) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. ~~FIA restraint systems with the certification 'D-####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti submarine straps.~~*

4. *If a restraint system has more than one type of certification label, the label with the latest expiration may be used.*

~~J. FIA certified 2 inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2 inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3 inch shoulder harnesses are required. The replacement cycle for the 2 inch harnesses shall be per Section 9.3.18.H.~~

(September 4 minutes, published October Fastrack)

Formula

Item 1. (FV) Add the following after the fifth sentence of section 9.1.1.C.5.21 (note section number is 9.1.1.C.5.23 in the rewrite) to read as follows: *The camshaft timing may also be changed in its relationship to the crankshaft by utilizing an adjustable cam gear that retains the existing helical gear thrust angle and that is statically adjustable only (e.g., no dynamic adjustment mechanisms that respond to engine speed changes).*

(September 4 minutes, published October Fastrack)

Improved Touring

Item 1. Effective 1/1/08: Change section 9.1.3.D.1.a.6 and add a new section 7 as follows:

6. ~~Fuel injected cars may alter or replace the engine management computer, or ECU, provided that all modifications are done within the original OEM ECU housing. Only the stock (unmodified) OEM ECU connection to the wiring harness may be used. The allowance to modify the ECU in no way permits the addition of wiring, sensors, or piggybacked computers outside of the OEM ECU housing. The stock (unmodified) wiring harness must be used. The installation of a resistor is allowed between the sensor and the OEM wiring harness. Adjustable fuel pressure regulators are permitted.~~

The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

7. Wires and connectors in the engine wiring harness may be modified or replaced.

(July 3-5 minutes, published August Fastrack)

Item 2. Effective 1/1/08: Change section 9.1.3.D.7 as follows:

Rubber bump stops may be removed*, modified, or replaced,* but their chassis mounts, brackets, etc., may not be altered in any way.

(September 4 minutes, published October Fastrack)

Item 3. Effective 1/1/08: Reclassify the ITA 1983-4 Dodge Shelby Charger to ITB at 2,430 lbs.

(September 4 minutes, published October Fastrack)

Production

Item 1. Effective 11/1/07: Reclassify the GP 1988-91 Honda Civic 1.5 and 1988-91 Honda CRX 1.5 to HP at 1,900 lbs.

(July 3-5 minutes, published August Fastrack)

Item 2. Effective 11/1/07: Reclassify the EP 1992-95 Honda Civic EX VTEC to FP at 1,950 lbs.

(July 3-5 minutes, published August Fastrack)

Item 3. The Production advisory committee and rewrite group present the following revision of the PCS. The intent of the revision was to simplify and clarify the rules without changing the core meanings. Although not considered to be a rule change the CRB requests input from the Production community on the revision to ensure the spirit of the rules are captured properly.

9.1.5. PRODUCTION CATEGORY

A. Philosophy

The Production category exists to provide the membership with an opportunity to compete in series produced cars. While a Production car retains many **stock components**, the current rules allow for high performance **modifications** to enhance the safety, power and handling of the car. Production cars are specified at two levels of preparation, Level 1 (Full Prep) and Level 2 (Limited Prep). The commitment for the future of Production is to the Level 2 formula. Every aspect of a car being classed will be considered. The normal criteria for consideration are, but not limited to: **engine** size and configuration, horsepower potential, driveline **components**, brakes, car weight, **suspension** configuration, **wheels**, and **body** style. Any car with an aspect or aspects that the Club Racing Board feels has fallen outside the current classes and cars classed, can be excluded from one or all of the current Production classes. The Club can alter **specifications** to equate the competition potential of each car in its modified form.

B. Classification

The Club will use the following guidelines when determining a car's suitability for classification in the Production category:

1. Production cars are specified at two levels, Level 1 and Level 2. Cars can be specified at either level or a combination of both.

2. Classification will be based on the **specifications** of the base model of the car, as it was delivered for sale in the United States.

3. Cars submitted for new classification in the Production Category must be series produced in quantities of no less than 3000 within a twelve month period.

C. Specifications

The SCCA will publish Production Car **Specifications** (PCS) each year. The PCS will contain the **specifications** for each car eligible to compete in the Production Category for that calendar year.

1. Each line of the PCS will list the make, model(s), level of **drive train** and **suspension**/**steering** preparation, along with all other car specific **specifications**.

2. Cars can be updated or backdated within the **specifications** for the makes and models listed on the same **specification** line of the PCS.

3. The use of non **stock components may be permitted**. Non **stock components** can be permitted to equate competition potential.

4. **Track specifications** will be set at 103% of the car's **stock track** plus 2.5 inches.

D. Interpretation

1. An **addition**, **modification**, **substitution** or **removal**, must not be made unless specifically authorized.

2. An authorized **addition**, **modification**, **substitution** or **removal** can not perform a prohibited function. An authorized **addition**, **modification**, **substitution** or **removal** of one **component** does not permit the **addition**, **modification**, **substitution** or **removal** of any other **component** unless the **addition**, **modification**, **substitution** or **removal** is specifically authorized.

3. The levels of preparation on the cars **specification** line are the only levels that apply to that car. Authorized **modifications** in one level of preparation can not be used to determine or justify authorized **modifications** in another level of preparation.

4. The entrant of a car prepared to any of the level 2 **specifications**, must be in possession of a factory workshop manual at all competitions.

5. When the PCS refers to a **component** as being unrestricted, this permits the **addition**, **modification**, **substitution** or **removal** of that **component**.

6. A rule that pertains to a specific **component** supersedes a general rule that might otherwise apply.

7. If any word is used in the Production car **specifications** is defined in the technical glossary of the GCR, it will be interpreted as defined. Terms with corresponding glossary definitions are bold highlighted throughout the PCS. Note – the glossary will be forthcoming.

E. Authorized Modifications

1. **Drive Train Level 1**

a. **Drive Train Component Modification**

1. **Stock** and permitted alternate **components** of the **drive train** can be modified by any mechanical or chemical means. **Modification** of a **drive train component** does not permit relocation of that **component**.

2. No material or mechanical **extension** can be added to any **stock** or alternate **component**, unless specifically authorized by these rules. **Repairs** to a **stock** or alternate **component** are permitted, provided the **repair** serves no prohibited function.

3. **Stock** and permitted alternate **components** of the **drive train** can have thermal barrier and friction altering coatings applied.

b. **Induction System**

1. All inducted air must pass through the **venturi(s)** of the car's **carburetor(s)**. On cars where the use of one (1) 40 DCN, DCNF, IDF **carburetor** is required, can fit one (1) of the following permitted optional **carburetors**:
1. Weber 32 DGV/DGAV/DGEV
2. Weber 32/36 DGV/DGAV/DGEV
3. Weber 32/36 DFV/DFAV/DFEV
4. Weber 34 DAT/DATR/DATRA/DMTR
5. Holley-Weber 5200.

Where Weber **carburetors** are specified, Weber type **carburetors** can be **substituted**. The following are permitted Weber type **carburetors**:
1. Solex
2. SK
3. Mikuni
4. Delorto
5. Berg
6. PMO

2. **Stock** or permitted alternate sidedraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot create a plenum or change the **carburetor(s) orientation**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.

3. **Stock** or permitted alternate downdraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot change the **carburetor(s) orientation**. Adaptors and spacers can have a **bore** larger than the throttle **bore** of the **stock** or permitted alternate **carburetor(s)**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.

4. Car's permitted to utilize **fuel injection**, must use the **stock manifold** and **throttle body**. The **throttle body bore** size must remain **stock**. The **throttle body** can be ported and **polished**. The number of **injection nozzles** must remain the same as **stock**. The mounting position and injection point of the **injection nozzle** must be **stock**. The **stock** type of **fuel injection** must be maintained (electronic, mechanical, electro-mechanical). The **fuel injection system** is otherwise unrestricted.

5. All carburetors must retain the **stock** method of fuel distribution. Utilization or **modification** of a carburetor's **components** to effect an annular discharge configuration is prohibited.

6. **Air cleaners**, **velocity stacks**, air supply **ducts** and **cold air boxes** are unrestricted.

7. **Stock** or permitted alternate **intake manifold(s)** can be ported and **polished**. It/they can be cut apart to facilitate this work. When the **manifold** is re-welded, the external dimensions of the **manifold** must remain unchanged from **stock**.

8. No portion of the **intake manifold(s)** can extend into the **inlet ports** of the cylinder head or **rotary engine** end plate. No **modification** of the cylinder head or end plate is allowed when fitting a permitted alternate **intake manifold**. Port to port **balance pipes** or tubes in all **intake manifolds** can be plugged or restricted.

9. The **accelerator pedal** and **linkage** to the **throttle butterfly** is unrestricted. Electric throttle control is pro-

hibited unless fitted as **stock**. Two spring loaded **systems** of positive throttle closure are strongly recommended.

c. **Fuel pumps**, lines, filters, and pressure regulators are unrestricted, provided no **component** serves any fuel cooling purpose. **Fuel lines** can pass through the driver/passenger compartment. If a mechanical pump is **removed**, a blanking plate can be used to cover the **stock** opening.

d. Emission system **components**, control devices, associated lines, nozzles and wiring must be **removed** and any resultant holes plugged. The plugs must serve no other purpose.

e. Cylinder Head

1. Porting, **polishing**, and machining within the limits of Production Car Rule E.1.a.1 E.1.a.2., is permitted. **Valve guides** and **valve seats** are unrestricted.

2. If the **stock fuel injection** is **removed** and **carburetors** are utilized, the **stock fuel injection** ports in the cylinder head must be plugged. The plugs must serve no other purpose.

3. The cylinder head can be machined to utilize **o-rings** to replace or supplement the cylinder head **gasket**.

4. Holes resulting from the **removal** of **EGR valves** and air nozzles must be plugged. The plugs must serve no other purpose.

f. **Camshaft** and **Valve Gear**

1. **Camshafts** are unrestricted. Any lifters, **tappets** or cam followers of the same type and diameter as **stock** are permitted. The interchange of hydraulic and solid lifters is permitted.

2. Camshaft timing chains, **gears**, belts, and **sprockets** are unrestricted provided that they are of the same type and outside diameter as fitted **stock**. Single row or double row camshaft timing chains can be used. **Adjustable timing gears** are permitted.

3. A timing chain/belt tensioner can be added to an **engine** where a tensioner is not fitted as **stock**, provided that it acts upon the portion of the chain/belt that travels from the final cam **sprocket**/**gear** to the **crankshaft**. The **timing belt** cover can be **removed**.

4. Any **metal valves** meeting the specified head diameter can be used. Any **valve springs** of the same type as **stock** can be used. **Valve retainers**, lash pads, **valve keepers**, **seals** and adjustment shims are unrestricted.

5. **Pushrods**, **valve rocker arms**, shafts and attendant assemblies are unrestricted.

g. **Block** and Cylinders

1. The **block** can be rebored no more than 1.2mm (.0472 in) larger than the maximum dimension given on the **specification** line for that make, model, and **displacement**. A cylinder **block** from any model from the same manufacturer, which is of the same material and dimensionally identical throughout, except for non-critical **bosses**, is permitted. **Oil passages** can be re-routed, enlarged, restricted or plugged.

2. Cylinders or **cylinder sleeves** of any material can be fitted to the **block**.

3. C**rankshaft main bearing caps** and **main bearing cap** bolts are unrestricted.

4. The **block** can be machined to utilize **o-rings** to replace or supplement a cylinder head **gasket**.

5. **Crankshaft** oil **seal(s)** are unrestricted.

h. **Pistons** and **Connecting Rods**

1. **Pistons**, pins, clips and/or pin retainers and **piston rings** are unrestricted. **Pistons** must be constructed of **metal**.

2. Alternate **ferrous connecting rods** of the same crank pin center to the piston pin center dimension as **stock** are permitted.

3. **Connecting rod** bolts and nuts are unrestricted.

i. **Crankshaft** and **Flywheel**

1. An alternate **crankshaft** is permitted. The crankshaft must be constructed of **ferrous** material, and must have the same **stroke** as **stock**. Journal diameters can be a maximum undersize of 0.045 from **stock** diameter. The crankshaft must retain the **stock** throw angles and **firing order**.

2. The direction of **crankshaft** rotation must remain **stock**.

3. External **Crankshaft vibration dampeners** are unrestricted.

4. Any **flywheel** of **stock** diameter or larger can be used, provided it attaches to the standard or permitted alternate **crankshaft** at the **stock** location. **Additional fasteners** can be used. The diameter of the **flywheel** includes the diameter of the **starter ring**. Cars that are permitted a specific alternate **transmission** on the **specification** line can use a **flywheel** of **stock diameter** or larger for that alternate **transmission**.

5. **Clutch** assemblies, clutch linkage and release bearings are unrestricted. Carbon **clutch components** are prohibited.

j. Oiling **System**

1. Any mechanically driven **oil pump** can be used. Chassis **components** can be modified to allow installation of the **oil pump**. **Dry sump systems** are permitted. The **dry sump** tank must be mounted within the **bodywork**.

2. The **Oil pan**/sump, **scraper(s)**, **baffle(**s), **windage tray(s)**, oil pickup(s), pressure accumulator(s) and **oil filter(s)** are unrestricted. The filter(s) and pressure accumulator(s) must be securely mounted within the **bodywork**. **Oil lines** are unrestricted. **Oil Lines** can pass through the driver/passenger compartment.

3. **Breather vents** are unrestricted.

4. No part of the oiling **system** can be connected to the **exhaust system**.

k. Electrical **System**

1. The use of any driver operated electric **starter** is permitted. The **starter** must be installed in the same general location as the **stock starter**. The **starter** must be mounted on the same side of the **flywheel** and **engine** as **stock**.

2. **Ignition systems** are unrestricted. **Magneto ignition systems** are prohibited. If the distributor is **removed** a blanking plate can be fitted in its place. **Components** that allow the incremental adjustment of ignition timing by the driver during competition are prohibited.

3. The **generator** or **alternator** is unrestricted. If a **generator** or **altenator** is used it must be mounted in the same general location as **stock**.

4. **Batteries** are unrestricted.

5. All other **components** of the electrical **system** are unrestricted.

l. **Exhaust System**

1. The exhaust **header** and **exhaust system** is unrestricted. **Floor pans** can be altered only to recess **mufflers**. No **modifications** can be made to the **bodywork** to fit any other part of the **exhaust system**.

m. Other **Engine Components**

1. The use of alternate **engine components** which are normally expendable and considered replacement parts, such as **fasteners**, **gaskets**, **seals**, **bearings**, water pumps, etc., is permitted. Electrically driven water pumps are prohibited.

2. **Bushings** can be installed where none are fitted as **stock**, provided they are **concentric**, and that the **centerline** of the bushed part is not changed.

3. The **addition** of alignment aides, such as dowels, bolts or keys can be added to **engine components**.

4. Other than the limitations in 9.1.5.E.1.f.2, **engine** drive **pulleys** are unrestricted.

5. **Engine steady bars** are unrestricted.

6. **Engine mounts** of alternate design and/or material can be used, but there can be no change to the **engine's** fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. **Engine mounts** must attach to the **engine** in their **stock** location.

n. **Transmission**

1. The **Transmission** is unrestricted, providing that it is fit in the same basic location as **stock**. Sequential shifting **transmissions** are prohibited. Pneumatic, hydraulic or electric actuation of the **gear** shift mechanism is prohibited.

2. All **transmissions** must have a reverse **gear** that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver operated device for locking out the reverse **gear** can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.

3. Shift **linkage** is unrestricted. The shift **linkage** opening in the transmission tunnel or tunnel cover can be modified to allow the installation of the alternate shift **linkage**.

4. The **transmission** tunnel and tunnel cover can be altered to allow the installation of an alternate **transmission** and/or **drive shaft**. Cars equipped with a removable **transmission** tunnel cover as **stock** can **substitute** the **stock transmission** tunnel cover with one of an alternate material.

o. **Final Drive**

1. **Driveshaft(s)** are unrestricted.

2. **Final drive ratio** is unrestricted.

3. Internal **differential components** are unrestricted. Electric control of the **differential** is prohibited.

4. **Substitution** of the **differential housing** is only permitted on front **engine**/front drive or rear **engine**/rear drive cars through the use of an alternate **transaxle**.

5. **Axle shafts**, **bearings**, **bearing carriers**, **hubs**, and **universal joints**/CV joints are unrestricted.

6. **Transverse engine** cars can rotate the **engine** about the **crankshaft centerline** to align **axle shafts**/**constant velocity joints**. On rear **engine**/rear drive cars the **engine**/**drive train** can be relocated vertically upward, to a maximum of one inch, to allow alignment of **suspension** and driveline **components**.

2. Drive Train Level 2

a. **Drive train Component Modification**

1. **Stock** and permitted alternate **components** of the **drive train** can be modified by any mechanical or chemical means. **Modification** of a **drive train component** does not permit relocation of that **component**.

2. No material or mechanical **extension** can be added to any **stock** or alternate **component** unless specifically authorized by these rules. **Repairs** to a **stock** or alternate **component** are permitted provided the **repair** serves no prohibited function.

3. **Stock** and permitted alternate **components** of the **drive train** can have thermal barrier and friction altering coatings applied.

b. **Induction System**

1. All inducted air must pass through the **venturi(s)** of the cars **carburetor(s)**. All single carbureted cars may fit a permitted optional **carburetor**. Permitted optional **carburetors** are:

1. Weber 32 DGV/DGAV/DGEV
2. Weber 32/36 DGV/DGAV/DGEV
3. Weber 32/36 DFV/DFAV/DFEV
4. Weber 34 DAT/DATR/DATRA/DMTR
5. Holley-Weber 5200

The **stock** or permitted alternate **carburetor** must not be modified. **Carburetor jets needles**, **metering rods** and needle valves are unrestricted. **Choke** mechanisms, plates, rods, and actuating cables, wires, or hoses can be **removed**. The number of **carburetors** must not be changed from **stock**.

2. **Stock** or permitted alternate sidedraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot create a plenum or change the **carburetor(s) orientation**. The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.

3. **Stock** or permitted alternate downdraft **carburetor(s)** can use an adaptor plate and/or a spacer in **addition** to any **stock** spacer, between the **carburetor(s)** and the **intake manifold**. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the **carburetor(s)** to the permitted **intake manifold**. The adapter or spacer cannot change the **carburetor(s) orientation**. Adaptors and spacers can have a **bore** larger than the throttle **bore** of the **stock** or permitted alternate **carburetor(s)**.

The maximum thickness for the adapter, spacer, **stock** spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.

4. Fuel Injection: All inducted air must pass through the **throttle body** and be subject to control by the throttle butterfly. The **stock throttle body** casting/housing must be retained. The inside dimensions of the **throttle body** casting/housing and all dimensions of the throttle butterfly must remain **stock**. The throttle butterfly shaft must not be relocated. The outside diameter of the portion of the throttle butterfly shaft located in the **throttle body** bore must be no smaller than **stock**. The contour of the interface between the throttle butterfly shaft and the butterfly must remain **stock**. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain **stock**. The mounting position and injection point must be **stock**. The original type of fuel injection must be maintained (electronic, mechanical, electro-mechanical). In all other respects the fuel injection system is unrestricted.

5. All carburetors must retain the **stock** method of fuel distribution. Utilization or **modification** of a carburetor's **components** to effect an annular discharge configuration is prohibited.

6. **Air cleaners**, **velocity stacks**, air supply **ducts** and **cold air boxes** are unrestricted.

7. The **intake manifold** may be port matched on the port mating surface to a depth of no more than one inch. **Balance pipes** or tubes on all **intake manifolds** can be plugged or restricted. The **intake manifold** can not otherwise be modified.

8. The **accelerator pedal** and **linkage** to the **throttle butterfly** is unrestricted. Electric throttle control is prohibited unless fitted as **stock**. Two spring loaded **systems** of positive throttle closure are strongly recommended.

c. **Fuel pumps**, lines, filters, and pressure regulators are unrestricted, provided no **component** serves any fuel cooling purpose. **Fuel lines** can pass through the driver/passenger compartment. If a mechanical pump is **removed**, a blanking plate can be used to cover the **stock** opening.

d. Emission system **components**, control devices, associated lines, nozzles and wiring must be **removed** and any resultant holes plugged. The plugs must serve no other purpose.

e. The Cylinder Head can only be modified:
1. To install an alternate **camshaft**, and/or adjustable cam **gears**.

2. To port match on the port mating surface to a depth of no more than one inch.

3. To facilitate the installation of permitted alternate **components**, provided the **modification** serves no other function.

4. To achieve the maximum specified **compression ratio** by the machining of the deck surface.

5. To completely plug the holes resulting from the **removal** of **EGR valves** and air nozzles. The plugs must serve no other purpose.

6. To completely plug the **stock fuel injection** ports in the cylinder head, if the **stock fuel injection** is **removed** and **carburetors** are utilized. The plugs must serve no other purpose.

7. To utilize **O-rings** to replace or supplement a cylinder head **gasket**.

8. To fit **valve seats**. **Valve seats** are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.

f. **Camshaft** and **Valve Gear**
1. **Camshafts** are unrestricted. Any lifters, **tappets**/cam followers of the same type and diameter as **stock** are permitted. The interchange of hydraulic and solid lifters is permitted.

2. Camshaft timing chains, **gears**, belts, and **sprockets** are unrestricted provided that they are of the same type, and outside diameter as fitted **stock**. Single row or double row timing chains can be used. **Adjustable timing gears** are permitted.

3. A timing chain/belt tensioner can be added to an **engine** where a tensioner is not fitted as **stock**, provided that it acts upon the portion of the chain/belt that travels from the final cam **sprocket**/**gear** to the **crankshaft**. The **timing belt** cover can be **removed**.

4. Any **ferrous** or stainless steel material **valves** meeting the specified head and **stock** stem diameter can be used. Any **ferrous valve springs** of the same type as **stock**, can be used. **Valve retainers, Spring retainers,** lash Pads, **valve keepers**, **seals** and adjustment shims are unrestricted.

5. **Pushrods** are unrestricted. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. **Valve rocker arms**, cam followers, rocker ratios and rocker/follower ratios must be stock.

6. **Valve guide** material is unrestricted, but must have **stock** external dimensions.

7. Where maximum valve lift is specified, valve lift is measured at the **valve** with zero lash or clearance.

g. **Block** and Cylinders

1. The **block** can be rebored no more than 1.2mm (.0472 in) larger than the maximum dimension given on the **specification** line for that make, model, and **displacement**. A cylinder **block** from any model from the same manufacturer, which is of the same material and dimensionally identical throughout, except for non-critical **bosses**, is permitted. **Oil passages** can be re-routed, enlarged, restricted or plugged.

2. Cylinders or **cylinder sleeves** of any material can be fitted to the **block.**

3. C**rankshaft main bearing caps** and **main bearing cap** bolts are unrestricted.

4. The **block** can be machined to utilize **o-rings** to replace or supplement a cylinder head **gasket**.

5. **Crankshaft** oil **seal(s)** are unrestricted.

h. **Pistons** and **Connecting Rods**

1. **Pistons**, pins, clips and/or pin retainers and **piston rings** are unrestricted. **Pistons** must be constructed of **metal**.

2. **Stock connecting rods** are required, but can be lightened and **balanced.**

3. **Connecting rod** bolts and nuts are unrestricted.

i. **Crankshaft** and **Flywheel**

1. **Stock crankshafts** are required. The **Crankshaft** can be lightened and **balanced**. Journal diameters can be a maximum undersize of 0.045 from **stock** diameter.

2. The direction of the **crankshaft** rotation must remain **stock**.

3. The use of any external **crankshaft vibration dampener** is permitted.

4. Any **flywheel** of **stock** diameter or larger can be used, provided it attaches to the standard or permitted alternate **crankshaft** at the **stock** location. **Additional fasteners** can be used. The diameter of the **flywheel** includes the diameter of the **starter ring**. Cars that are permitted a specific alternate **transmission** on the **specification** line can use a **flywheel** of **stock** diameter or larger for that alternate **transmission**.

5. **Clutch** assemblies, clutch linkage and release bearings are unrestricted. Carbon **clutch components** are prohibited.

j. Oiling **System**

1. Any mechanically driven **oil pump** can be used. Chassis **components** can be modified to allow installation of the **oil pump**. **Dry sump systems** are prohibited.

2. The **Oil pan**/sump, **scraper(s)**, **baffle(**s), **windage tray(s)**, oil pickup(s), pressure accumulator(s) and **oil filter(s)** are unrestricted. The filter(s) and pressure accumulator(s) must be securely mounted within the **bodywork**. **Oil lines** are unrestricted. **Oil Lines** can pass through the driver/passenger compartment.

3. **Breather vents** are unrestricted.

4. No part of the oiling **system** can be connected to the **exhaust system**.

k. Electrical **System**

1. The use of any driver operated electric **starter** is permitted. The **starter** must be installed in the same general location as the **stock starter**. The **starter** must be mounted on the same side of the **flywheel** and **engine** as **stock**.

2. **Ignition systems** are unrestricted. **Magneto ignition systems** are prohibited. If the distributor is **removed** a blanking plate can be fitted in its place. **Components** that allow the incremental adjustment of ignition timing by the driver during competition are prohibited.

3. The **generator** or **alternator** is unrestricted. If a **generator** or **altenator** is used it must be mounted in the same general location as **stock**.

4. **Batteries** are unrestricted.

5. All other **components** of the electrical **system** are unrestricted.

l. **Exhaust System**

1. The exhaust **header** and **exhaust system** is unrestricted. **Floor pans** can be altered only to recess **mufflers**. No **modifications** can be made to the **bodywork** to fit any other part of the **exhaust system**.

m. Other **Engine Components**

1. The use of alternate **engine components** which are normally expendable and considered replacement parts, such as **fasteners**, **gaskets**, **seals**, **bearings**, water pumps, etc., is permitted. Electrically driven water pumps are prohibited.

2. **Bushings** can be installed where none are fitted as **stock**, provided they are **concentric**, and that the **centerline** of the bushed part is not changed.

3. The **addition** of alignment aides, such as dowels, bolts or keys can be added to **engine components**.

4. Other than the limitations in 9.1.5.E.1.f.2, **engine** drive **pulleys** are unrestricted.

5. **Engine steady bars** are unrestricted.

6. **Engine mounts** of alternate design and/or material can be used, but there can be no change to the **engine's** fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. **Engine mounts** must attach to the **engine** in their **stock** location.

n. **Transmission**

1. The **Transmission** is unrestricted, providing that it is fit in the same basic location as **stock**. Sequential shifting **transmissions** are prohibited. Pneumatic, hydraulic or electric actuation of the **gear** shift mechanism is prohibited.

2. All **transmissions** must have a reverse **gear** that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver operated device for locking out the reverse **gear** can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.

3. Shift **linkage** is unrestricted. The shift **linkage** opening in the transmission tunnel or tunnel cover can be modified to allow the installation of the alternate shift **linkage**.

4. The **transmission** tunnel and tunnel cover can be altered to allow the installation of an alternate **transmission** and/or **drive shaft**. Cars equipped with a removable **transmission** tunnel cover as **stock**, can **substitute** the **stock transmission** tunnel cover with one of an alternate material.

5. There is no weight penalty for the use of a **stock transmission** utilizing **stock** case, **gear ratios** and synchromesh style **gear** engagement. An alternate **transmission** that uses **stock** type, circular, beveled **synchronizers**, imposes a 2.5% weight penalty. An alternate **transmission** that uses a **gear** engagement mechanism different than **stock** type, circular, beveled **synchronizers** imposes a 5% weight penalty.

o. **Final Drive**

1. **Drive shaft(s)** are unrestricted.

2. **Final drive ratio** is unrestricted.

3. Internal **differential components** are unrestricted. Electric control of the **differential** is prohibited.

4. **Substitution** of the **differential housing** is only permitted on front **engine**/front drive or rear **engine**/rear drive cars through the use of an alternate **transaxle**.

5. **Axle shafts**, **bearings**, **bearing carriers**, **hubs**, and **universal joints**/CV joints are unrestricted.

6. **Transverse engine** cars can rotate the **engine** about the **crankshaft centerline** to align **axle shafts**/**constant velocity joints**. On rear **engine**/rear drive cars the **engine**/**drive train** can be relocated vertically upward, to a maximum of one inch, to allow alignment of **suspension** and driveline **components**.

3. Drive Train Rotary Engine Level 2

a. **Modifications**

1. The capacity of the **working chambers** must not be changed from **stock**.

2. The **eccentric shaft** can be replaced with another made from a **ferrous** material, but no changes in the eccentricity of journal dimensions are permitted.

3. **Rotary engine rotors** are unrestricted.

4. Street Porting of the **engine** only. Bridge porting, peripheral porting, and eyelash porting are prohibited. Contact SCCA National Office for details of Street porting.

5. **Modification** of the water jacket in the area of the **spark plug**, for cooling purposes is permitted.

4. Suspension and Steering Level 1

a. The **stock system** of **suspension**, e.g., live axle, swing axle, **McPherson strut**, A-arm, etc. must be retained.

b. **Ride height** is unrestricted.

c. Bolt on **suspension cross members/sub-frames** are unrestricted.

d. **Suspension pickup/pivot points** are unrestricted. **Suspension Components** including **anti-roll bars**, **camber compensating** devices, **panhard rods**, **watts linkage** and **suspension stabilizers** are unrestricted. These **components** can pass through any portion of the car with the exception of exterior **body work**. If these **components** extend into the driver/passenger/**trunk** compartments, they must be covered with **metal** panels.

e. **Suspension bushings**, **bearings** and **ball joints** are unrestricted.

f. Springs and **Shock Absorbers**

1. Any springs or **torsion bars** can be used, provided the quantity of these items remains as **stock**. The location and **attachment points** of springs and **torsion bars** are unrestricted. Spacers/lowering blocks can be used between leaf springs and the **axle housing**. The use of **tender springs** is permitted, provided the **tender springs** are completely compressed when the car is at static **ride height**. Static **ride height** will be determined with the driver seated in the normal driving position.

2. **Shock absorbers** and **McPherson struts**/**Chapman struts** are unrestricted. All cars can fit **coil-over** type springs with tubular, load bearing **shock absorbers** or struts. Such items must not exceed one spring and shock/strut per **wheel**.

A. **Attachment points** for the **shock absorbers** and **McPherson struts**/**Chapman struts** are unrestricted. Rear **attachment points** can be located in the driver/passenger/**trunk** compartment, but must be covered with **metal** panels.

B. When lever shocks are replaced with tubular shocks, the entire shock assembly can be replaced with a link and bracket that performs the control function.

C. **Bump stops** and bracketry are unrestricted.

D. No shock absorber, **McPherson struts**/**Chapman struts** can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.

3. Rockers, **rocker arms**, push and/or pull rods are prohibited.

g. **Steering**

1. The **stock steering system** must be retained e.g. **rack and pinion**, reciprocating ball, **worm and sector**. The **steering system** can be relocated.

2. **Steering system components** are unrestricted.

3. The **steering column** is unrestricted. A collapsible type **steering column** is strongly recommended. The dri-

ver's normal seated position must not be relocated.

4. Cars equipped with **power steering** as standard equipment can **modify**, **substitute**, disable and/or **remove** the power pump, related hoses and mounting brackets.

5. Suspension and Steering Level 2

a. **Ride height** is unrestricted.

b. **Suspension Components**

1. **Suspension control arms** are unrestricted, provided the quantity of these items remains as **stock**.

2. **Suspension bushings**, **bearings** and **ball joints** are unrestricted.

3. Any **anti-roll bar(s)** and rear axle **traction bar(s)**, rear axle **panhard rod** and **watts linkage** can be added or **substitute**d, 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.

4. When a cars **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.

5. **Bump stops** and bracketry are unrestricted.

c. **Suspension** Mounting Points

1. Cars equipped with a **McPherson strut**/**Chapman strut suspension** can adjust **camber** and **caster** at the upper strut mounting point. The upper strut mounting point must remain on **stock** chassis structure. Slotted adjusting plates at the upper mounting point are permitted. The slotted plates must be located on the **stock** chassis structure. Material can be **removed** or added to the top of the strut tower to facilitate installation of the slotted adjuster plate, provided it serves no other purpose.

2. All forms of **suspension** can adjust **camber** and **caster** by the use of shims.

3. Rear **independent suspension** mounting holes can be slotted within the limits of the **stock** structure for the sole purpose of **camber** and/or **toe** adjustment.

4. **Suspension cross member/sub frame** mounting **bushing** material is unrestricted.

5. **Suspension pickup/pivot axis points** can be reinforced but must remain in the **stock** location.

d. Springs and **Shock Absorbers**

1. Any springs or **torsion bars** can be used, provided the quantity and type of these items remains as **stock**. Springs and **torsion bars** must be installed in the **stock** location using the **stock system** of attachment. The use of **tender springs** is permitted, provided the **tender springs** are completely compressed when the car is at static **ride height**. Static **ride height** will be determined with the driver seated in the normal driving position.

2. **Shock absorbers** are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted **stock**. **Shock absorbers** must be installed in the **stock** location using the **stock system** of attachment. The mounting of the remote reservoir of a **remote reservoir shock absorber** is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.

3. **Macpherson/chapman struts** must be installed in the **stock** location using the **stock system** of attachment. **Remote reservoir strut** dampeners are permitted. The mounting of the **remote reservoir** of a **remote reservoir Macpherson/chapman strut** is unrestricted. No **Macpherson/chapman strut** can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.

4. A. **Macpherson/chapman strut** suspensions that are a two piece **spindle/bearing carrier** and bolt on dampner design, can replace the bolt on dampner portion of the **Macpherson/chapman strut** with any replacement dampner.

B. **Macpherson/chapman strut** suspensions that are a one piece **spindle/bearing carrier** and strut tube design, can **modify** the **stock** strut tube in order to fit a replacement dampner, coil spring and perch. The **spindle/bearing carrier** portion of the strut can be modified in order to fit an alternate strut tube and any replacement dampner. One piece design **Macpherson/chapman strut** suspensions can add material between the tube and **spindle/bearing carrier** portion of the strut for the sole purpose of strengthening the strut tube.

C. **Macpherson/chapman strut** suspensions that are a one piece **spindle/bearing carrier** and strut tube design that also incorporates an integral **steering arm** must retain the **stock steering arm** in its **stock** location.

D. **Macpherson/chapman struts** that are a **bearing carrier**, cannot **modify** or replace the **bearing carrier** under the unrestricted **bearing carrier** rule in section 9.1.5.E.2.o.5.

5. All types of suspensions can **modify** the brake caliper mounting portion of the **spindle/bearing carrier**, if necessary to fit an approved alternate brake **caliper**.

6. Shackles or spacers/lowering blocks can be used with leaf springs to adjust **ride height**.

7. Spacers and threaded sleeves with adjustable spring seats can be used with coil springs. **Coil-over** threaded body shocks/struts are permitted if coil-over shocks/struts were fitted as **stock**.

8. **Bump stops** are unrestricted.

e. **Steering**

1. **Steering system components** can be reinforced by the **addition** of material and/or the **addition** of support to the **stock component**.

2 **Bushings** locating or retaining any **steering system components** can be replaced by **bushings** of any material. The alternate **bushing** can not relocate the **component** it retains.

3. The outer **tie rod** end can be replaced by a **rod end**. The **rod end** can be coupled to the **steering system** by a rod or threaded tube of unrestricted origin and material. The tapered hole in the **steering arm** on the outboard side of the **tie rod** (**rod end**) can be drilled or reamed to allow a bolt to be used to retain the **rod end** to the **steering arm**. The **rod end** can be moved up or down by the installation of spacers for the sole purpose of reducing **bump steer**.

4. The **steering column** is unrestricted. A collapsible type **steering column** is strongly recommended. The driver's normal seated position must not be relocated.

5. Cars equipped with **power steering** as standard equipment can **modify**, **substitute**, disable and/or **remove** the power pump, related hoses and mounting brackets.

6. **Cooling System Level 1 and 2**

a. Water **radiators** are unrestricted. The **radiator** must be installed in approximately the same the location as **stock**. There can be no **modifications** to the body, chassis, or internal structure of the car to accommodate the **radiator**, other than mounting brackets and attachment **fasteners**. A separate **cooling system expansion tank** can be mounted in the **engine compartment**. Coolant lines can run through the driver/passenger compartment.

b. Coolant lines are unrestricted. Openings resulting from the **removal** of a coolant line can be plugged, the plugs must serve no other purpose. Internal cooling passages can be restricted or plugged, the plugs must serve no other purpose.

c. **Radiator Fans** are unrestricted. Electrically operated **fans** must be mounted within four (4) inches of the **radiator**.

d. **Radiator** Shroud

1. **Radiator** shrouds are unrestricted.

2. Sealing the area between the **radiator**, its shroud, any **fan(s),** and the **stock grille** opening is permitted. No alternate **radiator** shroud can extend behind the **radiator** further than the rear edge of the rearmost mounted **fan**. If no cooling **fan** is fitted, the alternate shroud must end at the rear most edge of the **radiator**.

e. Air cooled **engine** shrouding and **fans** are unrestricted.

f. **Thermostat** and **Thermostat** housings are unrestricted. **Thermostats** can be replaced with a **blanking sleeve** or restrictor.

g. Oil/**Lubricant** Coolers

1. **Engine**, **transmission**, and **differential** coolers are unrestricted. Coolers must be mounted completely within or under the **bodywork**, but can not be mounted in the driver/passenger compartment.

2. **Transmission** and **differential** cooler pumps are unrestricted.

3. Air **ducts** can be fitted to the cooler(s). No **Ducting** can extend forward of the most forward part of the front of the **body** or front **air dam**.

7. **Brakes Level 1 and 2**

a. **Stock calipers** must be retained. Cars fitted with integral **hat brake rotors** can convert to a two piece design **hat** and **brake rotor**. The alternate design **hat** must be made of **ferrous** or aluminum material. Alternate discs can be used, but must be made of **ferrous** material. Alternate drums can be used, but must be made of a **ferrous** or aluminum material. Alternate discs and drums must be the **stock** diameter, width and design. **Brake rotors** can not be cross drilled or slotted unless fitted as **stock**.

b. Cars fitted with rear drum brakes, can convert to rear disc brakes. When converting from rear drum brakes to rear **disc brakes**:

1. Rear **brake rotors** can be no larger in diameter than the largest permitted front **brake rotor**. Rear **brake rotors** must be solid and made of a **ferrous** material. Rear **brake rotors** can not be cross drilled or slotted.

2. Rear **brake rotor hats** can be made of a **ferrous** or aluminum material.

3. Rear **calipers** and mounting brackets are unrestricted but must be made of a **ferrous** or aluminum material.

The standard and alternate brake listings on a vehicle's specification line, does not prohibit a car that was fitted with rear drum brakes as **stock** from converting to rear disc brakes under this rule.

c. Dual **braking systems** are required. Any dual brake **master cylinder(s)** and pedal assembly can be fitted. **Pressure equalizing** and **proportioning valve** devices are unrestricted.

d. **Servo assists** are unrestricted.

e. Drum brake **wheel cylinders** are unrestricted.

f. **Brake pads** and **brake linings** are unrestricted.

g. Brake lines are unrestricted.

h. The **hand brake** and its operating mechanism can be **removed**.

i. Brake **Ducting**

1. Brake air **ducts** can be fitted.

2. The front brake **duct** inlet(s) must not extend to the side beyond the **centerlines** of the front **wheels**, or forward of the forward most part of the front of the **body** or front **air dam**.

3. Rear brake **duct** inlet(s) must face forward, they must be located no more than 24" forward of the rear axle **centerline** and must not extend to the side beyond the **centerlines** of the rear **wheels**.

4. **Backing plates** and **dust shields** are unrestricted.

8. **Wheels and Tires Level 1 and 2**

a. **Wheels**, **wheel spacers** and **wheel fans** are unrestricted

b. Spare tires and **wheels** must be **removed**.

9. **Body/Structure Level 1 and 2**

a. **Modifications**

1. The body, **unibody**, **frame and** their **components** can be lightened, provided that structural rigidity is not compromised to the point of requiring **additional** support. No non-**stock** openings can be created in the bodywork. The lightening of the cars structure can not create any openings into the **cockpit,** or from the **wheel well** to the **engine**/**trunk** compartments.

2. The **hood**, **hatchback**, deck lid and **fenders** can be replaced by **components** of an alternate material, provided their appearance remains **stock**. Factory bolt-on **fenders** can be replaced in their entirety. Cars with non-removable **fenders** can replace the front **fender** panels going forward from the foremost door opening and the rear **fender** panels going rearward from the rearmost door opening. Closed cars must not **remove stock** material above a horizontal line placed at the lowest point of the driver's **door window** opening.

3. The exterior contour of all **fenders** can be **flared**. The **fender** when viewed from the top perpendicular to the ground must cover the portion of the tire that contacts the ground while the car is at rest. No replacement **fender** or **fender flare** can alter the basic **body** configuration or change the **fender** openings size, location and shape when viewed from the side.

4. One piece front **body** sections are permitted only on cars manufactured in that **stock** configuration. One piece front **body** sections must retain inner **wheel wells** if fitted as **stock**. The inner **wheel wells** can be constructed of an alternate material.

5. **Wheel wells** can be altered, using the **stock** type of material, in order to provide clearance for tires and **wheels**. **Wheel well** alterations must not result in the creation of any **additional** openings between the **wheel well** and the **engine**, passenger and **trunk** compartments. Existing openings between the **wheel well** and these compartments can be covered but can not be enlarged. Non **metal wheel wells** can be **removed**. If the **removal** of the non **metal wheel well** creates an opening to the **engine**, passenger or **trunk** compartments the created openings must be covered.

6. Misalignment or **modification** of the **bodywork** to create **ventilation** where none existed **stock**, is prohibited. All **bodywork** must be completely closed and securely fastened while the car is in competition. The **hood** and deck lid hinges can be **removed**. The **hood** and deck lid must be securely fastened; the manner in which they are secured is unrestricted. Door hinges must be retained in their **stock** location. Door hinges must be functional but can be lightened. Doors must be securely fastened closed, provided they can be opened or **removed** quickly in an emergency situation. Door handles can be **removed** and any resultant holes must be covered. The cover must not change the **stock** exterior contour of the door.

7. **Bumpers** that are integrated into the front or rear **bodywork**, can be replaced by **replica components** of an alternate material. The energy absorbing bumper **components** behind the front or rear **bumper** cover can be **removed**. **Bumpers** which are not an integral part of the **body** can be **removed** or replaced by **components** of an alternate material, provided their appearance remains as **stock**. If a **bumper** is **removed**, all mounting bracketry which projects outside the **body** must also be **removed**. **Bumper** bracket holes in the **body** created by **removal** of a **bumper** can be covered provided the covering serves no other purpose.

8. A. Open cars must **remove** the **windshield** glass, **door window** glass, **quarter window** glass, rear glass, vent glass, frames/channels and all mounting brackets. Window winding mechanisms can be **removed**. A replacement **windshield** must be installed. The replacement **windshield** must be fitted within the vertical planes of the front most and rear most elements of the **stock windshield** and frame. The replacement **windshield** must not exceed the height or width of the **stock windshield** and frame. Any portion of the **windshield** that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement **windshield** can be constructed of glass.

B. Closed cars can retain or replace the **stock** glass **windshield**. The replacement **windshield** must be constructed of a polycarbonate material with a minimum thickness of 6mm, and must be identical in size and **curvature** to the **stock** glass **windshield**. Replacement **windshields** must have a minimum of three inner supports to prevent the **windshield** from collapsing inward. Inner **windshield** supports must be a minimum of 0.75" by .125" straps of aluminum. The inner supports must be mounted a minimum of eight inches apart. Closed cars can replace the **rear window** with clear polycarbonate material having a minimum thickness of 3mm.

C. Closed cars can **remove** all **door window**, **quarter window** and vent window glass. Window winding mechanisms can be **removed**. **Door window**, vent window and **quarter window** frames/channels can be **removed**. **Door window** slots can be covered. Closed cars can install clear polycarbonate material having a minimum thickness of 3mm to replace the **rear, door,** vent and **quarter window** glass. The windows in the rear door of a 4 door car and **quarter windows** can be run in their **stock** open or closed position. **Ducts** can be installed in the **door**, vent and **quarter windows** or resultant **door window** openings, for the sole purpose of supplying cooling air to the driver.

D. **Targa type top** cars can be prepared to either closed car or open car **windshield** and **window specifications**.

E. All glass sunroof and T-top panels must be **removed**. The resulting opening(s) must be covered with panels of **stock** contour and of the same material as the **stock** surrounding roof structure. **Stock metal** sunroof and T-top panels may be either securely retained in the closed position or replaced with panels of **stock** contour and of the same material as the **stock** surrounding roof structure.

9. Air Dams: An air dam can be fitted to the front of the car. It must not protrude beyond the overall outline of the car as viewed from above, or extend aft of the forward most part of the front fender opening (cutout), and must not be mounted more than four inches above the horizontal centerline of the front wheel hubs. An intermediate mounting device can be used on cars whose front bodywork is above the four inch maximum. If the air dam

covers any portion of the **stock** grille, an opening must be created in the air dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grille that would otherwise be covered. The height of the opening must be equal to or greater than the distance measured perpendicularly to the ground, between the lowest and highest point of the portion of the grille that would otherwise be covered. The opening in the air dam must be symmetrically aligned in both planes to the grille. Openings in the air dam are permitted for the purpose of ducting air to the brakes, radiator, and/or oil coolers. Openings can be cut in the front **valance** to allow the passage of up to a three inch duct or a rectangular or square duct with a maximum area of seven square inches leading to each front brake. These openings can serve no other purpose. When bumpers are used or when they are part of the bodywork, the air dam and bumper/replica bumper must appear to be two (2) separate **components**. The air dam can have no support or reinforcement extending aft of the forward most part of the front fender opening (cutout).

10. Glass and/or plastic headlight, front parking and **signal light** lenses and **bulbs** can be **removed**. All other lighting **components** can be **removed**. The headlight **bezels/rims** must remain in their **stock** locations. If the headlights are **removed**, openings behind the headlight **bezels/rims** must be covered with wire mesh screens or solid panels. These covers must be of the same or flatter contour as the **stock** headlight lenses.

A. Retractable or "pop up" headlight assemblies can be run in their open, partially opened, closed position or **removed** in their entirety. The openings created by the **removal** of the assembly must be covered with screens or panels. These covers must be the same or flatter contour as the **stock** assembly in its closed position, but need not retain any **bezels/rims**.

B. The openings created by the **removal** of front lighting **components**/assemblies, can be used to **duct** air to the **engine**, **radiator**, oil cooler(s), and front brakes. Holes for the **ducting** no larger than 7.25" in diameter can be cut in interior panels provided the holes are completely filled by the **ducts**.

C. **Side marker light** assemblies can be **removed** and the openings covered with a solid panel.

D. Cars that have plastic or glass **headlight covers** fitted as **stock**, must **remove** those covers and either replace them with duplicates of an alternate material mounted in the **stock** location or the covers can be **removed** to allow the **ducting** of air.

E. **Taillights** must be the **stock** type and mounted in the **stock** location.

11. Open cars must **remove** convertible, removable **tops** and all attaching bracketry and **fasteners**.

12. **Windshield** wiper **system** can be modified, **substituted** or **removed**. Holes created in the **body** by the **removal** of these **components** can be covered.

13. Radio antennas can be **removed**. Holes created in the **body** by the **removal** of the antenna can be covered.

14. Heater plenums that do not serve as a major part of the structure of the **firewall** can be **removed** or modified. Any resulting holes must be covered with **metal** panels.

15. Non-**metal floor pans** can be replaced with **metal floor pans** of a minimum .060" thickness. The **metal floor pan** must have the same overall dimensions and be mounted in the same location as the **stock component**.

10. Driver/Passenger/Trunk Compartment Level 1 and 2

a. The driver's seat must be replaced with a one-piece racing seat. The driver's seat must be installed so that a second seat of the same dimensions could be simultaneously fitted to the passenger's side of the car (no center seating). All cars registered after July 1, 1985 must have the driver seated on the left when the car is viewed from the rear.

b. The **instrument panel**/**dashboard** and all contents are unrestricted. **Gauges/Instruments** are unrestricted.

c. **Modifications** can be made to the Driver/Passenger/**Trunk** compartment to permit the installation of required safety equipment and to improve driver comfort and driver control of the car. Covers for all equipment located in the driver/passenger compartment forward of the rear most portion of the door opening can not extend higher than six inches below the highest point of the door. The installation of a **dry sump** tank and cover that extends above six inches below the highest point of the door is permitted but must be located completely within 18" of the front **firewall** on front **engine** cars or within 18" of the rear **bulkhead** on rear **engine** cars and no higher than the cowl.

e. All interior **trim**, floor covering, upholstery panels and **stock** seats can be **removed**.

11. Safety Level 1 and 2

a. Fuel cells are required on all Production Category cars, unless the car uses a **stock** plastic (non-**metal**) fuel tank which installed in its **stock** location, has the centerline of the fuel tank located between the axle **center-lines** of the car and between the 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.

12. General preparation Level 1 and 2

a. **Fastener** items can be replaced by similar items performing the same fastening function(s).

b. Any paint scheme or markings meeting GCR **specifications** are permitted.

c. Two way radios are permitted. A hole can be created in the body to mount a radio antenna.

d. Fluids and Lubricants are unrestricted.

(July 3-5 minutes, published August FasTrack, amended August 7 minutes, September FasTrack)

American Sedan

Item 1. Effective 11/1/07: Add a new section g to 9.1.6.D.2 as follows:

g. Any mechanical (non-electrical) water pump may be used provided it is mounted in the original position.

(July 3-5 minutes, published August Fastrack)

Item 2. Effective 11/1/07: Add the following after the sixth sentence of section 9.1.6.D.7.b:

Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by panels of an alternate material. These covers shall be of the same contour as the original lens.

(July 3-5 minutes, published August Fastrack)

Item 3. Effective 11/1/07: Add the following sentence to section 9.1.6.D.8.m:

Windshield wipers, motors, arms and brackets may be removed or replaced.

(July 3-5 minutes, published August Fastrack)

Item 4. Effective 11/1/07: Change section 9.1.6.D.1.n as follows:

Any clutch disc and pressure plate of stock diameter may be used~~, provided that they may be bolted directly to an unmodified stock flywheel~~. Pressure plate/clutch cover assembly shall be ferrous only *and shall bolt in the original stock mounting location*. Balancing of the flywheel/clutch *cover assembly*/pressure plate is permitted. *Any flywheel of stock diameter and weighing a minimum of 15.0 lbs w. ring gear may be used.* ~~Lightening of the flywheel beyond the minimum material removal necessary to balance is prohibited. The addition of an external scattershield or explosion proof bellhousing per GCR 9.3.39., is required.~~ SFI 1.1 or 1.2 spec flywheel and clutch are allowed *as long as they meet the above specifications*. ~~The approval of flywheels and clutches meeting SFI specifications in no way modifies the requirements of this paragraph in the American Sedan Category Specifications (i.e. ferrous clutch pressure plate, steel flywheel of stock weight, etc.).~~ Aftermarket starters mounted in stock location are permitted.

(August 7 minutes, published September Fastrack)

Item 5. Effective 1/1/08: Change section 9.1.6.D.4.d.6 as follows:

Rubber bump stops may be removed, *modified, or replaced,* but their chassis mounts, brackets, etc., may not be altered in any way.

(September 4 minutes, published October Fastrack)

Showroom Stock

Item 1. Effective 11/1/07: Change the second paragraph of section 9.1.7.B as follows:

The Club Racing Board may classify any particular model of a car, as determined by the VIN, or permit specific options listed on the spec line for that car. No unlisted models or options are eligible. If no specific model or options are listed, then the classified car shall be the base model with no options. ~~A car shall be eligible for ten (10) calendar years of competition, beginning on January 1st of its model year.~~ *Cars will be eligible for competition from the time they are classified until the end of the tenth calendar year of competition of the latest model year listed on the specification line.* Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments. Current model year cars will be eligible for classification consideration if they are available to the general public through the normal dealer network by March 1st of the model year.

(July 3-5 minutes, published August Fastrack)

Item 2. Effective 11/1/07: Reclassify the SSB 2002-06 Nissan Sentra SER to SSC at 3,000 lbs.

(July 3-5 minutes, published August Fastrack)

Item 3. Effective 1/1/08: Add new section 10 to 9.1.7.D as follows:

Steering lock mechanisms may be removed.

(September 4 minutes, published October Fastrack)

Item 4. Effective 1/1/08: Add new section 11 to 9.1.7.D as follows:
An electrical master switch may be installed.
(September 4 minutes, published October Fastrack)

Touring

Item 1. Effective 11/1/07: Change section 9.1.10.C.4 as follows:
~~Unless otherwise specified on a vehicle's Specification Line, no updating or backdating of cars, models, specifications, and/or components thereof shall be permitted.~~ To maintain the stock basis of Touring, updating and/or backdating of components is only permitted within cars of the same make and model as listed on a single Touring Specification Line. Interchanging of parts between engines of varying displacements is prohibited.
(July 3-5 minutes, published August Fastrack)
Item 2. Effective 11/1/07: Change section 9.1.10.C.4.b as follows:

~~A car shall be eligible for ten (10) calendar years of competition, beginning on January 1st of its model year.~~ *Cars will be eligible for competition from the time they are classified until the end of the tenth calendar year of competition of the latest model year listed on the specification line.* Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments, *except as provided in the updating and/or backdating rules.*
(July 3-5 minutes, published August Fastrack)

Item 3. Effective 1/1/08: Add new section g to 9.1.10.D.10 as follows:
An electrical master switch may be installed.
(September 4 minutes, published October Fastrack)

MOTION: To adjourn. (Dent/Allen)

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

The Club Racing Board met in Topeka Kansas on November 2-3, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh and Craig Taylor. Also participating were Bob Lybarger, BoD Liaison; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; and John Bauer, Technical Assistant Club Racing.

In addition to those items covered in Technical Bulletin 07-12, the following decisions were made:

PROPOSED RULE CHANGES OR CAR RECLASSIFICATIONS

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.

Grand Touring

GT1

Item 1. Effective 2/1/08, add new section 2. to section 9.1.2.D.3.d to read as follows:

2. Mid-engine vehicles may use an electric water pump.

Item 2. Effective 2/1/08, change section 9.1.2.D.8.a.11.6 to read as follows:

Wing mounting specs: The entire wing assembly must be mounted ~~at least 2.00 inches~~ below the peak of the roof (measured at *the highest point of the roof* ~~vehicle centerline~~). Trailing edge of wing assy. Must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork (measured at vehicle centerline). Two wing mounting posts must be used, with each one located between 16"-20" inboard from end of wing. *The wing mounting posts shall not exceed 85 square inches each.* Max. wing angle from horizontal is 30-degrees.

Improved Touring

Item 1. Effective 1/1/09, change section 9.1.3.C by deleting the fifth paragraph as follows:

The Vehicle Identification Number (VIN) shall correspond with the automobile classified, and will determine the model and type for competition purposes. A minimum of two (2) VIN plates and/or stampings is required.

Production

Item 1. Effective 11/1/08, reclassify the 90-93 Acura Integra to FP at a weight of 2235 lbs.

American Sedan

Item 1. The following changes to the engine rules are being proposed, effective 1/1/08:

Section 9.1.6.D.1.j, change the section to read as follows:

~~Engines may be bored to a maximum of .040" over standard bore size.~~ Engine block shall be cast iron as produced by the manufacturer for the specified displacement of the cars classified but shall not be restricted to the models or years listed. See Section F – Engine Build Sheets for additional specifications

1. Any aluminum replacement ~~dished or flat top (with valve relief's)~~ piston with three piston rings ~~and a stock diameter piston pin~~ may be used. See Section F – Engine Build Sheets for additional specifications

2. Piston rings are unrestricted.

3. Stock or alternate factory OEM connecting rods are permitted. Alternate factory OEM replacement rods shall be available from the vehicle manufacturer as direct replacement OEM-type substitutes. ~~Specifically approved aftermarket connecting rods are permitted.~~ See Section F – Engine Build Sheets for additional specifications.

Change section F. Engine Build Sheets to read as follows:

~~**Chevrolet / Pontiac**~~

~~**GENERAL**~~

~~**Manufacturer:** General Motors Corp.~~

~~**Model/Year:** Camaro/Firebird 1982-92 (Includes 1993 Camaro/Firebird and 04-06 GTO prepared to SCCA American Sedan specifications)~~

~~**L / (CID):** 5.0L / (305 CID)~~

No. of Cylinders: V-8

Bore ~~(Range)~~ *Max*: ~~3.7400-3.7800"~~ *4.040"*

Stroke *Max*: ~~3.4750-3.4800"~~ *3.500"*

~~**Firing Order:** 1-8-4-3-6-5-7-2~~

Compression Ratio: 10.30 Max.

Piston to Deck Clr: Not to exceed ~~0.000"~~ *0.013"* above block deck surface (zero deck)

Valve Lift: ~~0.4800"~~ *0.5000"* Max. @ 0.0000" lash

Block ~~Casting #'s:~~ ~~14010201, 14010202, 14010203, 14010231, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355909, 361979, 460776, 460777, 460778, 10243878~~ *Any General Motors or Ford produced ferrous block meeting other AS required specifications.*

Head Casting #'s: ~~14101081, 14014416~~ *See Spec Line*

Crankshaft Casting #'s: *GM:* 3932442, 14088526, 14088835, 566607

Ford: 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE-AA, E7AE-AA

Notes:

1. Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be ~~48#~~ *38 lbs.*
2. Crankshaft casting seam flash may be deburred.
3. Steel main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension.

BLOCK

Crankshaft Housing Bore: ~~2.6406-2.6416"~~ *2.4412"-2.6416"*

Block Deck Height: ~~9.0070-9.0430"~~

GM: 9.0070-9.0430"

Ford: 8.1880-8.2240"

Bore Spacing:

GM: 4.4000"

Ford: 4.3800"

~~**Lifter Bore:** 0.8430-0.8450" (Lifter bore sleeving is permitted -- 2 lifter bores maximum.)~~

Options:

1. One-piece rear main seal adapter (with seal) may be used.
2. Cylinder block oil restrictors may be installed.
3. Block may be machined for the purpose of installing cylinder O-rings.
4. Block may be machined to true warped surfaces
5. Block casting seam flash may be deburred.
6. *Lifter bore sleeving is permitted.*

CONNECTING RODS

Big End Bore: ~~2.2247-2.2252"~~ *2.2247-2.2398"*

Pin Fit: Floating or Interference Fit

Center to Center: ~~5.6985-5.7015"~~ *Max 6.00"*

Material: Forged Steel / Cast Iron (No Billet)

Alternate Manufacture: *Any rod meeting the AS specs is permitted.*

Options:

1. Wrist pin oiling holes may be added.

CAMSHAFT

Drive Type: Single or Dual-row chain

Lifter Type: Solid, flat-tappet

Lifter Dia: ~~.8420" nominal~~ *.8750" Max*

Options:

1. Camshaft thrust button may be installed

CRANKSHAFT

Main Journal Dia ~~(Range):~~ ~~2.4183-2.4493"(1-4), 2.4178-2.4488" (5)~~ *Min: 2.2182"*

Rod Journal Dia ~~(Range):~~ ~~2.0690-2.1000"~~ *Min 2.0690"*

Options:

1. Crankshaft casting seam flash may be deburred.

PISTON

Material: Aluminum (Cast or Forged)

Ring Configuration: 3 rings, above pin

Dome Configuration: ~~Flat top max. (dished piston dome permitted)~~ *Any dome configuration is permitted.*

Pin Diameter: ~~.927" nominal~~ *Max: .930"*

Options:

1. Pins may be centered or offset. Offset shall not exceed factory specifications.

CYLINDER HEADS

~~**Valve Job (Head):** (Refer to Drawing 1)~~

~~**Valve Job (Valve):** (Refer to Drawing 2)~~

Intake Valve Size: ~~1.8350-1.8400"~~ *Max: 1.94"*

Exhaust Valve Size: ~~1.4950-1.5000"~~ *Max: 1.50"*

Valve Stem Diameter: ~~(Refer to Drawing 2)~~ *Minimum stock stem diameter shall be maintained for at least 70% of the overall valve length (measured from stem tip).*

Port Volume (Max.): ~~081 casting: 170.00cc IN / 65.00cc EX~~ *See spec line.*

~~**416 casting:** 168.00cc IN / 60.00cc EX~~

Options:

1. Angle milling permitted on head gasket or intake manifold gasket surface(s) only. Modification or machining of exhaust manifold surfaces of cylinder head is prohibited.
2. Intake manifold surface may be milled to match angle milled head.
3. Heads may be machined to accept pushrod guide plates.
4. Heads may be machined to accept screw-in rocker studs.
5. Heads may be machined to for the purpose of installing integral o-ring head gaskets.
6. Heat riser passage may be blocked from intake manifold side of cylinder head only.
7. Valve spring pockets may be machined.

Notes:

1. Absolutely no modification, machining, tooling, etc. of the combustion chambers is permitted.

MISCELLANEOUS

1. Direct replacement high volume/pressure oil pumps may be fitted provided that no modification to the engine is required for their installation. Alternate oil pump drive shafts may be fitted.

~~**Ford / Mercury**~~

~~**GENERAL**~~

~~**Manufacturer:** Ford Motor Company~~

~~**Model/Year:** Mustang 1979-95 (Includes 1996 Mustang prepared to SCCA American Sedan specifications), Mercury Capri 1979-86~~

~~**L / (CID):** 5.0L / (302 CID)~~

~~**No. of Cylinders:** V-8~~

~~**Bore (Range):** 4.0000-4.0400"~~

~~**Stroke:** 2.9950-3.0000"~~

~~**Firing Order:** 1-3-7-2-6-5-4-8 or 1-5-4-2-6-3-7-8~~

~~**Compression Ratio:** 10.30 Max.~~

~~**Piston to Deck Clr:** Not to exceed 0.013" above block deck surface~~

~~**Valve Lift:** 0.5000" Max. @ 0.0000" lash~~

~~**Block Casting #'s:** Any D, E, or F Ford Windsor 302 block casting with 2-bolt main bearing caps.~~

~~**Head Casting #'s:** F3ZE-AA (GT40), F1ZE-AA (GT40), F77E-AA (GT40-P)~~

~~**NOTE:** All other legal Ford (Non-GT-40) head castings (w/ 1.780" IN & 1.450" EX valve sizes) may be used. No additional preparation is permitted and no consideration will be given to lack of competitiveness in comparison to the GT-40/GT-40P cylinder heads.~~

~~**Crankshaft Casting #'s:** 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE-AA, E7AE-AA~~

~~**Notes:**~~

1. ~~Ford Motorsport block number M-6010-B50 is permitted.~~
2. ~~Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42#.~~
3. ~~Crankshaft casting seam flash may be deburred.~~

~~**BLOCK**~~

~~**Crankshaft Housing Bore:** 2.4412-2.4420"~~

~~**Block Deck Height:** 8.1880-8.2240"~~

~~**Bore Spacing:** 4.3800"~~

~~**Lifter Bore:** 0.8730-0.8750" (Lifter bore sleeving is permitted -- 2 lifter bores maximum.)~~

~~**Options:**~~

1. ~~Cylinder block oil restrictors may be installed.~~
2. ~~Block may be machined for the purpose of installing cylinder O-rings.~~
3. ~~Block may be machined to true warped surfaces~~
4. ~~Block casting seam flash may be deburred.~~

~~**CONNECTING RODS**~~

~~**Big End Bore:** 2.2390-2.2398"~~

~~**Pin Fit:** Floating or Interference Fit~~

~~**Center to Center:** 5.0885-5.0915"~~

~~**Material:** Forged Steel / Cast Iron (No Billet)~~

~~**Alternate Manufacture:** *Any rod meeting the AS specs is permitted.*~~

~~**Options:**~~

1. ~~Wrist pin oiling holes may be added.~~

~~**CAMSHAFT**~~

~~**Drive Type:** Single or Dual row chain~~

~~**Lifter Type:** Solid, flat tappet~~

~~**Lifter Dia:** .8740" nominal~~

~~**CRANKSHAFT**~~

~~**Main Journal Dia (Range):** 2.2182-2.2490"~~

~~**Rod Journal Dia (Range):** 2.0928-2.1236"~~

~~Options:~~

~~1. Crankshaft casting seam flash may be deburred.~~

~~PISTON~~

~~**Material:** Aluminum (Cast or Forged)~~

~~**Ring Configuration:** 3 rings, above pin~~

~~**Dome Configuration:** Flat top max. (dished piston dome permitted)~~

~~**Pin Diameter:** .912" nominal~~

~~Options:~~

~~1. Pins may be centered or offset. Offset shall not exceed factory specifications.~~

~~CYLINDER HEADS~~

~~**Valve Job (Head):** (Refer to Drawing 1)~~

~~**Valve Job (Valve):** (Refer to Drawing 2)~~

~~**Intake Valve Size:** 1.8350-1.8400" (GT40 & GT40 P), 1.775-1.780" (non GT 40)~~

~~**Exhaust Valve Size:** 1.5350-1.5400" (GT40), 1.4450-1.4500" (GT40 P & non GT40)~~

~~**Valve Stem Diameter:** (Refer to Drawing 2)~~

~~**Port Volume (Max.):** 143.0cc IN / 54.0cc EX (GT 40 & GT 40P)~~

~~Options:~~

~~1. Angle milling permitted on head gasket and/or intake manifold gasket surface(s) only. Modification or machining of exhaust manifold surfaces of cylinder head is prohibited.~~

~~2. Intake manifold surface may be milled to match angle milled head.~~

~~3. Heads may be machined to accept pushrod guide plates.~~

~~4. Heads may be machined to accept screw in rocker studs.~~

~~5. Heads may be machined to for the purpose of installing integral o-ring head gaskets.~~

~~6. Heat riser passage may be blocked from intake manifold side of cylinder head only.~~

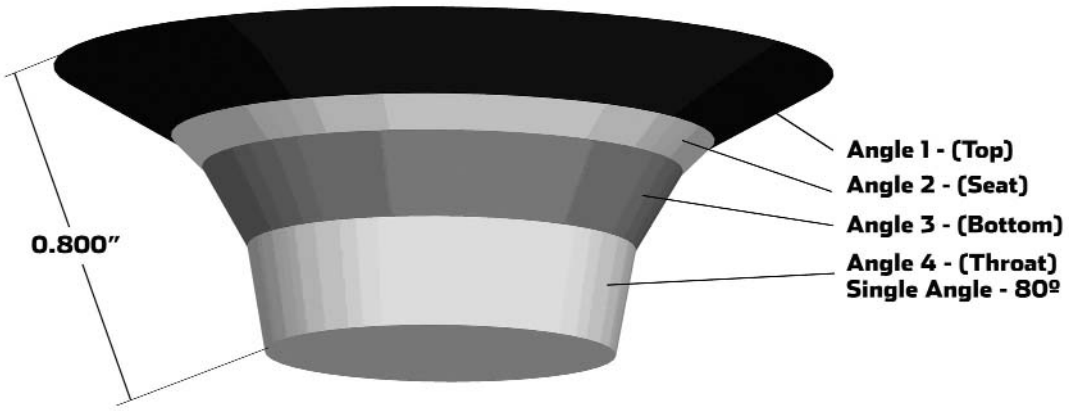
~~Notes:~~

~~1. Absolutely no modification, machining, tooling, etc. of the combustion chambers is permitted.~~

~~MISCELLANEOUS~~

~~1. Direct replacement high volume/pressure oil pumps may be fitted provided that no modification to the engine is required for their installation. Alternate oil pump drive shafts may be fitted.~~

FIGURE 1



AS	Wheel-base (inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (mm)	Weight (lbs)	Notes:
Camaro & Firebird (82-92)	101	3.42, 2.28, 1.45, 1.00	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61	12.2 x 1.25	3280*	Dana 44 axle permitted. Harwood fiberglass hood (P/N 12100) is permitted.
					Disc	3380	* Weight w/ block casting #'s: 14010201, 14010202, 14010203, 14010231, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355909, 361979, 460776, 460777, 460778, 10243878.
						Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: 14101081, 14014416
							Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc IN /60.00 EX c
Camaro & Firebird (93-02)	101.1	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61		12.2 x 1.25	3280*	Dana 44 axle permitted. Alt Hood: American Sports Car Design, Inc. (Part # S-400) w/rear opening closed. Right side wiper mechanism may be removed and underside of cowl may be modified to facilitate carb installation. P/S bracket may be modified or replac
					Disc	3380	* Weight w/ block casting #'s: 14010201, 14010202, 14010203, 14010231, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355909, 361979, 460776, 460777, 460778, 10243878.
						Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: 14101081, 14014416
							Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc IN /60.00 EX c

Mustang Incl. Cobra & Cobra R	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25	3180	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F).
(79-93)					Disc	Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P)
							Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
Mustang Incl. Cobra thru 95	101.3	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68		12.2 x 1.25	3380	Cobra R hood (F5ZV-16612-AA) is permitted with rear opening closed off. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used.
(94-98)					Disc	Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P)
							Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
Mustang Incl. Cobra (99-02)	101.3	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68		12.2 x 1.25	3380	Cobra R bodywork and independent rear suspension not permitted. '94-'95 Mustang K-mamber may be used to facilitate installation of 302 engine. Under no circumstances is the '99-'00 K-member to be modified. Hydro boost braking system is not permitted. Any
					Disc	Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P)
							Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
Mustang GT	107.1	3.38, 2.00, 1.32, 1.00, .675	2.95, 1.94, 1.34, 1.00, 0.63		12.2 x 1.25	3380	Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized.
(2005)					Disc	Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P)
							Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)

Capri	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25	3180	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F).
(79-86)					Disc	Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P)
							Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
GTO	109.8	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61		12.2 x 1.25	3480	Engine/Transmission installation procedure as provided by SCCA Club Racing shall be utilized (TBD). Production IRS allowed w/ a maximum camber of -0.5° at static ride height.
(04-06)					Disc	Over 313 Cubic inch Displacement 3680	Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: 14101081, 14014416
							Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc IN /60.00 EX c

Item 2. Effective 1/1/08, change section 9.1.6.D.9.e to read as follows:

The steering column shall not be modified in any way other than to improve its impact energy absorbing characteristics. A collapsible type steering column is strongly recommended. ~~Steering knuckle flexible coupling may be replaced with steel universal joint.~~

Showroom Stock

Item 1. Effective 1/1/08, change section 9.1.7.E.28 by deleting the section in its entirety:

~~Vehicles previously classified with performance kits may continue to compete with these kits. No new performance kits will be classified.~~

Item 2. Effective 1/1/08, change the second paragraph of section 9.1.7.B by deleting the fifth sentence as follows:

~~Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments.~~

Spec Miata

Item 1. Effective 2/1/08, add a new section 3. to section 9.1.8.C.1.e to read as follows:

3. *The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged.*

Item 2. Effective 2/1/08, change the second paragraph on section 9.1.8.C.4.b to read as follows:

1999-up cars shall use the bump stops from the Mazdaspeed kit (p/n 0000-04-5993-AW) 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. *1990-1997 cars may use the bump stops from the Mazdaspeed kit (p/n 0000-04-5993-AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the lower mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774). 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.*

Touring

Item 1. Effective 1/1/08, change section 9.1.10.C.4.b by deleting the second sentence as follows:

~~Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments.~~

MEMBER ADVISORIES

Showroom Stock and Touring

Item 1. SS – The CRB has proposed allowing suspension packages for the Showroom Stock classes beginning in 2008. Packages may be 1) manufactures' options, 2) manufacturers' specified, or 3) competitor specified if there are no manufacturer components. In all cases the packages must be commercially available. The following is a list of items that will be considered:

- Sway bars – fixed, non-adjustable
- Shocks – non-adjustable
- Springs
- Limited Slip Differential – applicable to SSB only
- Camber – up to negative 2 degrees with an alternate suspension package
- Accusump

If multiple components are approved in a package the package may be used in part or in its entirety. Packages must be submitted to the SCCA Technical Services Department prior to their approval. For the 2008 season, all packages must be finalized by March 1, starting with the 2009 season all packages must be approved no later than December 31 for the subsequent competition season.

Updating and backdating of OE components will remain prohibited in the SS classes however updating of approved alternate suspension components will be allowed across a single specification line.

Item 2. SS/T – The CRB and advisory committee are working together to reevaluate the classifications in SS and T to address the continuing evolution of the class. Topics include turbo inlet restrictors for all turbo cars as a method for limited their performance potential. We are also exploring a formulaic approach to car classifications.

Spec Miata

Item 1. The CRB is soliciting input from the Spec Miata community in whether or not they would like to continue with a spec tire beyond the 2008 season.

Item 2. The SM advisory committee is considering specifying a maximum track width for all cars of 1440mm front and 1450mm rear. Input on such a change is sought from the SM community.

American Sedan

Item 1. The American Sedan advisory committee has been working on the category rules to clean up errors and clarify existing sections. The following is a revised rule package that will be published in the 2008 GCR. Rule changes that have been approved by the Board of Directors are included in this rewrite, items not have approved have been omitted.

These specifications are part of the SCCA GCR and all automobiles shall conform with GCR Section 9.

A. PURPOSE

The American Sedan (AS) class is intended to provide the membership with the opportunity to compete in V-8 powered automobiles, suitable for racing competition. To that end, cars will be those offered for sale in the United States. They will be prepared to manufacturer's specifications except for modifications and alternate specifications permitted by these rules. The Club may alter or adjust certain specifications to equate competitive potential.

B. INTENT

It is the intent of these rules to *allow* ~~restrict~~ modifications ~~to those~~ useful and necessary to construct a safe*, more reliable,* competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed for the purpose of obtaining any competitive advantage. Cars need not be eligible for state licensure or registration.

C. SPECIFICATIONS

1. To maintain the restricted basis of American Sedan, updating and/or backdating of components is only permitted within cars of the same make/model and listed on a single American Sedan Specification line. Any updated/backdated components shall be substituted as a complete assembly. No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly. No permitted or alternate component or modification shall additionally perform a prohibited function.

~~2. To establish the originality and configuration of the vehicle, each driver/entrant shall have a factory shop manual for the specific make, model, and year of the automobile. This manual shall be presented when so requested at any technical inspection.~~

2. Cars are classified by make, model and engine displacement (see Section E.1., "Car Classification").

3. The SCCA shall specify the minimum weight for each classified car, as qualified or raced, with driver. Ballast is permitted.

D. AUTHORIZED MODIFICATIONS

The following modifications are authorized on all American Sedan Category cars. Modifications shall not be made unless specifically authorized herein. No permitted or alternate component or modification shall additionally perform a prohibited function.

1. Engine (additional specs., see Section F – Engine Build Sheets)

a. Induction System

Cars shall compete in American Sedan using the following method of induction.

1. 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. ~~Note: These modifications are considered to be changes to the design of the manifold.~~ Removal or obliteration of the manifold part number is prohibited.

2. Only the approved carburetor (Holley #4776, 600cfm 4bll), optional insulator (Holley #108-12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.

3. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, ~~needles, and/or metering rods,~~ *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.

4. 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.

5. All air entering the intake tract shall pass through the carburetor air inlet.

b. Any fuel pump(s)*, fuel pressure regulators, or* filters may be used *and* ~~Pump(s)~~ may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting location. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened.

c. An open-sided, closed-top air cleaner assembly with a filter element having a maximum diameter of 14 inches and a maximum height of 3 inches is required. Filter element material is unrestricted. Velocity stacks, ram air, cowl induction, shrouding or ducting of air to the air cleaner or carburetor are not permitted.

d. Exhaust emission control air pumps, associated lines, nozzles, and other electrical/mechanical emission devices may be removed. If such items are not removed, they shall not be modified in any way. If EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be completely plugged.

1. Catalytic converter(s) may be removed.

e. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector. No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.

1. Exhaust shall exit behind the driver, and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements.

f. Any ignition system which utilizes the distributor for spark timing and distribution is permitted. Any distributor that requires no modification to the engine may be fitted. Internal distributor components and distributor cap may be substituted.

1. Crank fire ignition systems are prohibited.

2. Any spark plugs, single coil, and ignition wires may be used. Ignition timing is unrestricted.

3. Any battery ~~of the same type, size, and voltage as the original~~ may be used. The battery may be relocated as per GCR section 9.3.9. Additional battery hold down devices may be used, and are strongly recommended.

g. The camshaft may be replaced with a unit of any origin meeting specified maximum lift (see Section F – Engine Build Sheets), measured at the valve with zero lash. Mandatory solid lifters meeting the requirements of Section g.2., below, shall be used.

1. Cam timing, *timing* chains, gears, ~~belts,~~ *woodruff keys, dowel pins,* and sprockets are unrestricted~~ provided they are of the same type, quantity, and dimensions as originally fitted~~. Double row chains may be substituted for single row chains.

~~2. Any offset key and/or dowel/bushing may be used with the original or alternate cam gear to adjust cam timing. Such timing is unrestricted.~~

2. Valve lifters shall be of the solid (flat tappet) type only. Roller, hydraulic, or "mushroom" lifters are prohibited. Section F – Engine Build Sheets for additional specifications.

3. Valve springs are unrestricted except that they shall be made of steel. Heads may be machined to accommodate any valve spring. Valve spring retainers and keepers are unrestricted.

4. Rocker arms may be replaced with any individual rocker arm. Shaft mounted rocker arms are prohibited unless fitted as standard. Valve train stud girdles are allowed.

5. Pushrods may be replaced with any pushrods of steel (ferrous) material. ~~Aluminum, titanium, and non-metal pushrods are prohibited, except where fitted as standard.~~ Pushrod guide plates may be installed.

h. Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Main cap girdles may be fitted. ~~Windage trays may be fitted to the main cap girdles or directly to the main caps.~~ A pressure accumulator/"Accusump" may be fitted. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose. ~~Dry sump systems are prohibited unless fitted as standard equipment.~~ Engine oil and oil additives are unrestricted.

i. Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/passenger compartment. ~~Original valve cover(s) may be modified to alter or to add breather/filler. Alternate v~~ *V*alve covers *are unrestricted.* ~~may be fitted.~~

j. Engines may be bored to a maximum of .040" over standard bore size. Engine block shall be cast iron as produced by the manufacturer for the specified displacement of the cars classified but shall not be restricted to the models or years listed. See Section F – Engine Build Sheets for additional specifications

1. Any aluminum replacement dished or flat-top (with valve relief's) piston with three piston rings and a stock diameter piston pin may be used. See Section F – Engine Build Sheets for additional specifications

2. Piston rings are unrestricted.

3. Stock or alternate factory OEM connecting rods are permitted. Alternate factory OEM replacement rods shall be available from the vehicle manufacturer as direct replacement OEM-type substitutes. Specifically approved aftermarket connecting rods are permitted. See Section F – Engine Build Sheets for additional specifications.

k. Balancing and "blueprinting" of the engine assembly are permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited. An alternate, commercially available, vibration dampener may be fitted.

l. Cylinder head to intake/exhaust manifold port matching is permitted. No material shall be removed from the cylinder head(s) further than one (1) inch in from the manifold to cylinder head mounting face(s). External dimensions of the cylinder head or intake/exhaust manifold shall not be reduced to facilitate internal porting. Any modification of the cylinder head beyond that permitted in Section D.1.l., (below) and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications.

Valve guide material is unrestricted.

Milling of the cylinder head to increase compression ratio is permitted. ~~Compression ratio shall be no greater than listed in Section F – Engine Build Sheets.~~

Any or all valve seats may be replaced. Valve seat material ~~is unrestricted except that it~~ must be ferrous.

m. Solid, one-piece steel or stainless steel (no titanium/titanium alloy) intake and/or exhaust valves are permitted. Valve and valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1 & 2.

n. Any clutch disc and pressure plate of stock diameter may be used.~~, provided that they may be bolted directly to an unmodified stock flywheel.~~ Pressure plate/clutch cover assembly shall be ferrous only *and shall bolt in the original location*. Balancing of the flywheel/clutch/pressure plate assembly is permitted. *Any flywheel of stock diameter and weighing a minimum of 15.0 lbs w/ ring gear may be used.* ~~The addition of an external scattershield or explosion proof bellhousing per GCR 9.3.39., is required.~~ SFI 1.1 or 1.2 spec flywheel and clutch are allowed *as long as they meet the above specifications.* ~~The approval of flywheels and clutches meeting SFI specifications in no way modifies the requirements of this paragraph in the American Sedan Category Specifications (i.e. ferrous clutch pressure plate, steel flywheel of stock weight, etc.).~~ Aftermarket starters mounted in stock location are permitted.

o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Engine gaskets are unrestricted. Engine drive belts and pulleys may be replaced with any non-tooth drive belt and appropriate pulleys. *Power steering and alternator brackets may be modified or replaced with similar items performing the same mounting function. Alternate polyurethane motor mounts are permitted.*

p. All engine components not otherwise listed in these rules shall meet factory specifications for stock parts. Where factory specifications are absent or unclear, the Club may establish an acceptable dimension and/or allowable tolerance from stock.

2. Engine Cooling System

a. Any radiator may be used, provided it can be mounted in the original location and requires no body or ~~structure~~ *chassis* modifications to install. Catch and/or expansion tanks may be added or substituted. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged. Heater water control valve(s) may be added or substituted. The entire heater assembly may be removed. This includes all hoses, lines, ducts, coils and controls. Any resulting holes in the firewall must be plugged or covered.

b. *Engine and power steering* oil cooler(s) may be added or substituted. Location within the ~~bodywork~~ *chassis* is free, provided that it/they are not mounted within the driver/passenger compartment.

c. Cooling fans may be removed or replaced. Electrically operated fans with manual or automatic actuation may be fitted.

d. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.

e. Air conditioning systems may be removed in whole or in part.

f. Screens of 1/4 inch minimum mesh may be mounted in front of the radiator and/or oil cooler(s) and contained within the bodywork.

g. Any mechanical (non-electrical) water pump may be used provided it is mounted in the original position.

3. Transmission/Final Drive

a. Any final drive ratio is permitted provided it fits the stock differential housing without modification to the housing.

b. Any limited slip or locked differential is permitted.

c. No alteration to the stock transmission gear ratios is allowed.

d. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s). Driveshaft may be modified to fit alternate differentials. Factory driveshafts may be replaced with any one-piece driveshaft of steel or aluminum construction. Minimum driveshaft diameter shall be no smaller than stock.

e. Driveshaft loops are recommended.

f. Any conventional H-pattern, non-sequential shifter may be used.

g. Ford 9" rear axle is permitted in all cars. Center section shall be of ferrous material.

h. C-clip eliminators are permitted.

i. Full floater axles are permitted.

j. *Alternate polyurethane transmission mounts are permitted.*

k. Richmond "Super T-10 Race Ready" transmissions (GM - R0141640, Ford R0241640) may be used, but the "CC" ratios must be installed – 2.88, 1.91, 1.33, 1.00. An alternate bellhousing may be used to facilitate installation. TEX "Super T-10 Race Ready" transmission may be used with the "CC" gear ratios (2.88, 1.91, 1.33, 1.00). The magnesium case and tail shaft are allowed. *Dog-ring gear engagement is prohibited.*

l. Tremec 3550TKO, 3550, or TKO500 with the following ratios (3.27, 1.98, 1.34, 1.00, 0.68). Ford applications are permitted to change the input bearing retainer as needed to accommodate fitment in any AS classed Ford chassis. No other modifications are allowed. Any bellhousing meeting applicable AS rules may be used. Any pilot bearing may be used.

GM applications are allowed to change the input shaft and bearing retainer as needed to accommodate fitment in any AS classed GM chassis. Transmission cases may be machined to permit torque arm mounting and GM bolt patterns for mounting in GM applications only. No other modifications are allowed. Any bellhousing meeting the AS rules may be used.

m. When alternate transmissions are installed, transmission crossmembers must be modified to insure that engine location is kept in its original location and to facilitate installation of the transmission.

n. Concentric hydraulic clutch release bearings may be used.

o. Aftermarket or modified rear differential covers are allowed.

4. Suspension

a. Ride Height

Minimum ride height is five (5) inches, to be measured at the lowest point of the rocker panel, but not to include welded seams or fasteners.

b. Springs and Shock Absorbers

1. Springs of any origin may be used, provided they are of the same number and type as originally fitted ~~(i.e., coil, leaf, torsion bar),~~ and that they may be installed in the original location ~~using the original system of attachment~~.

2. Any shock absorbers may be used, provided they attach to the original mounting points. The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment while the car is in motion.

3. Strut equipped cars may substitute struts and/or may use any insert. On cars where the strut assembly also serves to locate a spring, the lower spring seat ride height location may be altered from stock. Spacers, including threaded units with adjustable spring seats, may be used.

4. Spacers, including threaded units with adjustable spring seats (weight jacks), may be used with coil springs. If spacers are used, they shall be located on and shall be permanently attached to existing chassis or suspension structure, but shall not serve as a reinforcement to that structure. Material may be removed from the upper or lower spring seat to facilitate installation of the spacers. Material may be removed from the chassis, but not the bodywork, to facilitate adjustment of the spacers.

~~5. Shackles or spacers (lowering blocks) may be used to adjust leaf spring ride height. Spacers may be used between leaf springs and the point(s) of attachment to the axle housing.~~

5. Limiting straps to preclude a spring from becoming dislodged are permitted.

c. Suspension Control

1. Any anti-roll bar(s), traction bar(s), panhard rod or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment.

d. Suspension Mounting Points

1. Cars equipped with strut suspension may decamber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure ~~and shall not serve as a reinforcement for that structure.~~ Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plate.

2. On other forms of suspension, camber adjustments may be achieved by the use of shims and/or eccentric bushings. Rear camber shall be no more than 1/2 degree negative per side.

3. All forms of suspension may adjust caster by means of shims or eccentric bushings. Additionally, MacPherson strut

equipped cars may adjust caster at the upper strut mounting point/plate.

4. One (1) stayrod may be fitted between the upper front strut/shock towers. One (1) stay rod may be fitted between each front strut/shock tower and the firewall, but no stayrod shall attach to any other front chassis, body, or engine location unless fitted as standard equipment.

5. Bushing material is unrestricted except that 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.

6. Rubber bump stops may be removed*, modified, or replaced*, but their chassis mounts, brackets, etc., shall not be altered in any way.

7. 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.

8. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

9. The use of offset steering rack bushings is permitted. Offset tie rod ends for bump steer correction are allowed. Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

5. Brakes

a. Brake pads, brake linings, and brake fluid are unrestricted.

b. Backing plates and dirt shields may be ventilated or removed. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. Brake drums shall not be modified other than for truing within manufacturer's specifications.

c. Any hub/rotor may be used within the following limitations:

1. One piece front or rear hub with rotor may be replaced with separate hub, rotor hat, and rotor.

2. Hubs shall be of ferrous material or aluminum.

3. Rotor hat shall be of ferrous material or aluminum and may be part of the hub or rotor.

4. Rotor shall be of ferrous material, vented. Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.

d. Rear caliper mounting brackets may be substituted.

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 by an OEM or equivalent master cylinder of the same specifications. No modification of its location or mounting is permitted.*

f. Brake proportioning valves may be used provided that they are of the inline, pressure limiting type.

g. Parking brakes, mechanisms, and actuating components may be removed.

h. The Club may permit alternate brake system components. Any such component shall be specifically authorized on the specification line for that vehicle.

i. Front calipers: Any aluminum bodied caliper using four (4) or fewer pistons and using one (1) brake line per caliper as listed on the specification line for that vehicle is allowed.

1. Front spindles may be modified to facilitate mounting of alternate brake calipers. Spindle modifications shall serve no other purpose.

2. Alternate calipers shall be mounted in the factory location.

j. Rear calipers: *Any ferrous or aluminum caliper using four or fewer pistons and using one brake line per caliper.*

6. Wheels/Tires

a. Any wheel/tire may be used within the following limitations:

1. Cars may fit any wheel sixteen (16) inches in diameter or smaller. Maximum wheel width is eight (8) inches. Knockoff/quickchange type wheels are prohibited.

2. Only DOT-approved tires are permitted. Racing, recapped, or regrooved tires are not allowed. Tire size is unrestricted.

3. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.

4. Tire tread (that portion of the tire that contacts the ground) shall not protrude beyond the fender opening when

viewed from the top perpendicular to the ground.

5. Any wheel stud, bolt, and/or nut is permitted.

7. Body/Structure

a. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thick-ness. Non-metallic inner fender liners may be removed*, replaced, or altered*. Engine compartment and door rubber seals *may be removed.* ~~are considered insulation for the purposes of removal.~~

b. A front spoiler/air dam is permitted. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground. The spoiler/air dam shall be mounted to the body, and shall extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. It shall not cover the normal grille opening(s) at the front of the car. Openings are permitted for the purposes of ducting air to the brakes, coolers, and radiator. Front parking light assemblies may be removed for ducting of air ~~to brakes~~. *Headlight and headlight operating ancillaries may be removed. All resulting openings shall be covered by panels of an alternate material. These covers shall be of the same contour as the original lens.* Rear spoilers or wings shall be as originally fitted or as specifically authorized on the classification line for that vehicle.

c. No body component, including the spoiler/air dam, shall be lower than the lowest part of the wheel rims. OEM (factory) radiator baffle is permitted and may extend below the lowest part of the wheel rims only if installed in the stock location.

d. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used.

e. Sunroofs (original or aftermarket) may be retained if bolted in. T-tops are prohibited.

f. All chassis/structural~~/electrical~~ repair, if performed, shall be in concurrence with factory procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or allowed by these rules, no reinforcement, i.e., seam welding, material addition, etc., is permitted.

g. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc.. Any body repair modification having as its purpose increased clearance is prohibited. In those circumstances where stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor.

h. Under hood bracing on stock hoods may be modified or removed. The external profile of the hood shall remain stock.

8. Driver/Passenger Compartment - Trunk

a. 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.

b. Any steering wheel except wood rimmed types may be used. Any shift knob may be used.

c. Gauges and instruments *are unrestricted. The instrument panel may be modified or replaced.*

d. Any interior or exterior mirrors may be used.

e. Rear seat back, rear seat bottom cushion(s), sun visors, seat belts and their attaching hardware and bracketry may be removed. In those automobiles where the rear seat back provides the only solid bulkhead between the driver/passenger compartment and an exposed stock gas tank, a metal bulkhead completely filling the exposed seat back opening shall be installed.

f. In those automobiles where rear seat back removal does not expose the stock gas tank directly to the driver/ passenger compartment, a metal (only) bulkhead is optional.

g. Complete removal of interior panels is allowed. 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.

h. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/trunk/spare tire area. Door and rear hatch weather-stripping may be removed or replaced provided the modification serves no other purpose.

i. Dead pedal/foot rest and heel stop may be added.

j. Removal of wiring associated with a component which may be removed by these rules is permitted. All non-essential wiring*, switches, gauges, horns, flashers, relays, and lights* may be removed. Existing wiring may be substituted.

k. Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.

l. Frame or subframe shall be stock for body used. The front and rear subframes may be tied together (front to rear, without crossing the centerline of the chassis) with subframe connectors consisting of curved or straight steel tubing (round, square, or rectangular section) with a maximum wall thickness of 0.125". These connectors may be bolted or welded to the subframes. These connectors may extend under the floor or may extend through the floor with the floor completely welded to this member.

m. Windshield defrosters are allowed as long as they serve no other purpose. *Windshield wipers, motors, arms, and brackets may be removed or replaced.*

9. Safety

a. Original door hinges, safety intrusion beam, and remainder of door structure shall be retained. Doors may be pinned, not bolted, for safety. All door glass and winding mechanisms may be removed.

b. Steering lock mechanisms and airbags/ passive restraint systems shall be removed.

c. Fuel cells are mandatory. Cell size is not restricted. It shall be located within twelve (12) inches of the original fuel tank location. Additional reinforcement may be added to support the fuel cell, but such reinforcement shall not attach to the roll cage. Floor pan may be modified for installation.

d. OEM light assemblies (i.e. fog lamps, driving lights, etc.) mounted on or below (but not in) the bumper shall be removed. Resulting holes may be used for the purpose of ducting air to the brakes, cooler and or radiator as permitted in D.7.b.

e. Steering knuckle flexible coupling may be replaced with steel universal joint.

E. CAR CLASSIFICATION

No automatic transmissions, turbochargers/ superchargers, or convertibles are permitted in American Sedan. Cars are classified by body style and engine displacement. All components and/or assemblies utilized, except for engine block, shall originate on a vehicle of the body style and displacement classified or be authorized on the car's specification line. NOTE: For competition in American Sedan 1993+ Chevrolet Camaros and Pontiac Firebirds shall be prepared to 1982-1992 Chevrolet Camaro and Pontiac Firebird engine and transmission specifications per current American Sedan Category Specifications. *Ford Mustangs shall be prepared to the 79-93 Mustang engine and transmission specifications per the current American Sedan Category Specifications.*

F. ENGINE BUILD SHEETS

See the proposed rule changes in this set of minutes.

G. MEASUREMENT STANDARDS

Measurement standards shall be as specified in Appendix C. with the following exceptions: Wheelbase has a tolerance of + 2"/- 1".

NEW CAR CLASSIFICATIONS

GTL – Austin-Healey Sprite & MG Midget

ITA – Triumph TR6 (69-76)

FP – BMW 1600

FP – Chevrolet Chevette

FP – MGA Coupe & Roadster

FP – Nissan/Datsun PL510

FP – Nissan/Datsun SPL 311/311-U

FP – Suzuki Swift GT & GTi

FP – Toyota Corolla

FP – Volkswagen Rabbit 1457/1471

FP – Volkswagen Rabbit 1588

FP – Volkswagen Scirocco 1457/1471

FP – Volkswagen Scirocco 1588

HP – Fiat 124 Spider

HP – Fiat X-1/9 & Bertone

HP – Ford Escort / Mercury Lynx (81-84)

HP – Ford EXP (81-84)

HP – Honda CRX/Si (84-87)

HP – Honda Civic/Si (84-87)

HP – Honda CRX 1.5 (88-91)

HP – Honda Civic 1.5 (88-91)

HP – Honda Civic 1237cc

HP – Mazda GLC (FWD)

HP – MGB & MGB-GT

HP – Mini Cooper (02-05)

HP – Nissan 210 1.4 & B-210 1.4

HP – Porsche 914-4 1.8L

HP – Volkswagen Rabbit 1715 (81-84)

HP – Volkswagen Rabbit GTI 1780 (83-84)

HP – Scirocco 1457/1471

HP – Volkswagen Scirocco 1715 (81-84)

HP – Volkswagen Scirocco 1780 (83-88)

HP – Volkswagen Jetta 1780 (85-91)

HP – Volkswagen Golf (GTI, GT, GL)

SSB – Mazda6 06-07 model years

T3 – Mazda6 06-07 model years

T3 – Mini Cooper S (2007)

ST – Lotus Sport Exige Cup 225

REFERRED or TABLED

Production

1. Allow an alternate carburetor orientation in the prod rewrite (Johnson). Tabled for further review by the advisory committee.

Showroom Stock

1. SSB – Reclassify the Chrysler Crossfire to SSB (Lipperini). Tabled for further research.
2. SSC – Allow the Toyota Corolla an accusump (Peele). Tabled for identification of the specific components being requested.

Touring

1. Allow an alternate radiator for the Mitsubishi Lancer Evolution (Moses). Tabled for input from the advisory committee.
2. Reduce the weight of the Lotus Elise/Exige, approve the supercharged version (Zabinski). Tabled for input from the advisory committee.

NOT RECOMMENDED

GCR

1. Prohibit F500 from being grouped with SRF (McAbee). While the CRB does not recommend such groupings, we can not control time and entrant constraints that sometimes make these groups necessary.
2. Prohibit FV/F500 from being grouped with FF (Schatz). While the CRB does not recommend such groupings, we can not control time and entrant constraints that sometimes make these groups necessary.
3. Add language to the GCR referencing the specialty manuals (Gomberg). The Specialty manuals are intended to describe operational practices and procedures in concordance with the rules of the GCR.

Grand Touring

1. GT2-L – Allow OE-type rear suspension without a weight penalty (Burke). The rule is appropriate as written.
2. GT2 – Classify the former ASA cars (Phillips). The cars exceed the performance parameters of the GT2 class. We have classified the LS1 engine in GT1, see TB 07-12 in this FasTrack for details.

3. GT2 – Re-evaluate the spoiler needs for the class (Connor). We will continue to monitor the balance of the GT2 field.

4. GTL – Classify the Nissan KA24 engine (Jackson). The engine exceeds the displacement parameters of the class.

Production

1. Allow rear wings (Davis). Past member input has not supported this change as it is not consistent with the production philosophy.

2. Classify the 8-valve Saab 900 as a full prep F-Production car (Walters). We are no longer classifying new full prep cars.

3. Make the brake rules less restrictive (Lee). This is not consistent with the class philosophy.

4. Prohibit adjustments to the fuel injection system from the driver compartment (Wessel). This matter was discussed at length and the decision reached that since any adjustments made by the driver could also be made in the programming of the fuel injection system, prohibiting driver adjustment is unnecessary.

5. EP – Allow the Plymouth Arrow a 350 or 500 CFM carburetor (Lee). We would like to monitor the results of the car before making an adjustment.

6. HP – Allow a Allow a Zenith Stromberg CD-175 Carb for the Spitfire 1500 (Cypher). The results of the recent changes will be monitored.

Showroom Stock

1. Allow the removal of the vent window to provide fresh air to the driver (Manning). The rule is appropriate as written.

2. Allow additional camber for FWD cars (Aquilante). The alignment for the category is based on the adjustment limits and spec provided in the service manual. See the proposed rule changes in this set of minutes.

3. Allow SS cars to utilize alternate wheel studs (Tippens). The rule is appropriate as written.

4. Allow open sway bars (Daniels). “Open” components are not consistent with the class philosophy. See the recommended items in this set of minutes.

5. SSB – Add 300 lbs to the Toyota Celica (various 3 letters). The weight is appropriate for the class.

6. SSB – Allow the 06 Mazda MX-5 to update to the 07 specs (Ocuto). Updating and backdating are not allowed in Showroom Stock; please see the recommended rule changes in this set of minutes.

7. SSB – Slow the Pontiac Solstice (Urso). The advisory committee is evaluating the performance of all the cars currently campaigning in SSB.

8. SSB – Slow the 07 MX-5 (Urso). On objective specifications of HP and Torque/Weight/Footprint, the car is competitive as classified. One race event at a track such as Roebling Road, which favors balanced rear-drive cars such as the MX-5 and the Solstice, is not a sufficient sample size on which to make any type of an informed decision on changing the MX-5’s presently classified specifications.

9. SSB – Allow the John Cooper Works kit for the Mini Cooper S (Urso). It is against the philosophy of the class to adopt discrete parts of a manufacturer’s option package. The compete JCW Mini is classified in T3. See the recommended rule changes published in this set of minutes.

10. SSC – Review the performance potential of the Mazda3 (Aquilante). The specs are appropriate.

11. SSC – Add a restrictor and weight to the Toyota Corolla XRS (Myers). The specs as appropriate as listed.

12. SSC – Reduce the weight of the Honda Civic Si by 25 lbs (Jones). The car is competitive as specified.

Spec Miata

1. Allow the removal of the door guts without a door bar intrusion into the door cavity (Cutler). The rule is appropriate as written.

Touring

1. T1 – Allow the Corvette C5 to remove the passenger side seat, emergency/parking brake, and reduce the weight to 3240 lbs (Ingle). The car is classified appropriately.

2. T2 – Reduce the weight of the BMW 335CI to 3500 lbs and allow an alternate suspension package (Brecht). The car fits the performance parameters of the class.

3. T2 – Allow the Lotus Elise/Exige open springs if no weight is removed (Zabinski). “Open” parts are not consistent with the Touring philosophy.

4. T3 – Remove 50 lbs from the Subaru WRX TR (Wannarka). We wish to monitor the results of the recent changes to the car’s specs.

PREVIOUSLY ADDRESSED

Addressed in Technical Bulletin 07-09 or the September FasTrack:

GCR – Review the angle of rear main hoop cage braces and the location of the shock towers (Lacy).

IT – Publish the weight process (Miskoe).

Addressed in Technical Bulletin 07-05 or the May 07 FasTrack:

IT – Allow jacking points (Miskoe).

NO ACTION REQUIRED

GCR

1. Opposition to 14 year old drivers (Mercurio). Thank you for your input.
2. Input on in division and out of division races (Crisenbery). Thank you for your input.

Formula

1. Support for adjustable cam gears in FV (various 9 letters). Thank you for your input.
2. Opposition to adjustable cam gears in FV (various 7 letters). Thanks you for your input.
3. Support for creating a regional only class for Formula First (various 44 letters). Thank you for your input.
4. Opposition to creating a regional only class for Formula First (various 3 letters). Thank you for your input.
5. Clarify the front impact attenuator requirement for F500 (Wassersleben). The rule is appropriate as written.

Grand Touring

1. Merge GT and Production (Zekert). Thank you for your input, we will consider specific car classifications per the rules for the two categories.
2. Input on adding GT3 cars to GTL (Floyd). Thank you for your input.

Improved Touring

1. Support for open ECU and wiring harnesses (various 4 letters). Thank you for your input.
2. Opposition to open ECU and wiring harnesses (Wire/Cavedoni). Thank you for your input.
3. Support for the reclassification of the 83-84 Charger from ITA to ITB (Frye/Hoffman). Thank you for your input.
4. Opposition to the reclassification of the 83-84 Charger from ITA to ITB (Ward). Thank you for your input.

Production

1. Classify IT cars in Production (Floyd). Thank you for your input, we will consider specific car classifications as requested and upon completion of the VT S sheets.
2. Allow the 02A transmission for the limited prep Golf (Schaafsma). The proposed rewrite will be amended to allow a flywheel diameter larger than stock.
3. Combine GP and HP (various 4 letters). Thank you for your input. The committee has classified the current GP cars in either FP or HP; see this month's technical bulletin for specs.
4. Include stainless steel in your definition of ferrous (Maples). The proposed rewrite will be amended to clarify that the term ferrous does include stainless steel.
5. Allow unrestricted diameter followers (Lavine). Such a change is not consistent with the class philosophy.
6. Structure the production classes such that there is a logical progression from IT (Cypher). Thank you for your input. The committee is looking closely at this concept and particularly at making sure that IT cars that are being campaigned are also classified in Production.
7. Opposition to the proposed roll cage rules (Weber). Thank you for your input.
8. Input on the proposed production rule rewrite (various 7 letters). Thank you for your input. The issue posed by these letters is which option of the spindle/strut rule should be adopted. After an extended discussion it was decided that the more restrictive version of the rule would be brought forward.
9. FP – Proposed specs for the Datsun 510 (Bouquillon). Thank you for your input.
10. FP – Proposed specs for the Datsun 311 (Wessel). Thank you for your input.

American Sedan

1. Input on the proposed AS rule changes (James/Schepergerdes). Thank you for your input.
2. Opposition to the removal of headlights (Ricker). Thank you for your input.
3. Support for the removal of non-essential wiring (Johnson). Thank you for your input.
4. Support for alternate motor mounts (Johnson). Thank you for your input.
5. Support for the proposed brake changes (Johnson). Thank you for your input.
6. Support for alternate water pumps (Johnson). Thank you for your input.
7. Support for removing the headlights (Johnson). Thank you for your input.
8. Support for removing the wipers, wiper motor, arms, brackets, etc. (Johnson). Thank you for your input.
9. Support for the alternate clutch/flywheel proposal (Johnson). Thank you for your input.
10. Opposition to the alternate clutch/flywheel proposal (James). Thank you for your input.
11. Support for 350/351 crate engines (Martin). Thank you for your input.
12. Allow the drivers to review the engine rules (Post). The proposal was published in the July FasTrack.

Showroom Stock

1. Input on the parity of the Solstice and MX-5 (various 3 letters). Thank you for your input.

Touring

1. T2 – Allow the Honda S2000 an alternate radiator, brake duct kit, and differential cooler (Costello). We will consider the request upon receipt of the parts per TCS section 9.1.10.C.7.
2. T2 – Lotus Elise/Exige input (Brand). Thank you for your input.
3. T2 – Allow the Lotus Elise/Exige an accusump (Lipperini). We will consider the request upon receipt of the parts per TCS section 9.1.10.C.7.
4. T3 – Allow the T3 Ford Mustang an accusump, transmission cooler, and oil cooler (Lowe). We will consider the request upon receipt of the parts per TCS section 9.1.10.C.7.
5. T3 – Allow the DSG gearbox for the Volkswagen GTI (Istook). The gearbox will be included in the classification for 2008.

Spec Miata

1. Clarify the rules related to lug nut thread engagement and define a wheel spacer (Walker). Thank you for your input. We are exploring a track specification for the SM class.
2. Class equalization input (Zimmerman). Thank you for your input.
3. Adopt a sealed engine program (Wegner). Thank you for your input.
4. Create a separate class for the 99 Miata, do not lower the weight of 1.6L cars, do not allow the early cars to be updated (Ryals). Thank you for your input.
5. Publish clear and explicit engine rebuild sheets (Ryals). This is a component of the Spec Miata compliance fee.

RESUMES

GT – Jim Goughary. Thank you for your interest. Your resume will be kept on file.

CLUB RACING TECHNICAL BULLETIN

DATE: November 2-3, 2007
NUMBER: TB 07-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 12/1/07 unless otherwise noted.

GCR

1. Correct section 3.5.1.H, p. 12, by changing to read as follows: The names of the Chief Steward and the *Chairman* SOM.
2. Correct section 3.7.5.E, p. 15, by changing to read as follows: ~~Advertised n~~Non-spectator Club Races are considered private events.
3. Clarify section 3.9.2, p. 17, by adding to the section as follows: *This event shall be considered a National Championship Event per GCR section 3.1.1.*
4. Correct section 8.1.2, p. 61, by changing the section reference at the end of the paragraph as follows: 5.12.2.~~C.~~
5. Clarify the first sentence of section 5.8.3, p. 37, by changing to read as follows: The starter shall control the competing drivers by conveying to them the orders of the Chief Steward ~~during the practice and during competitions until the competitions are concluded. During this period cars are "under the starter's orders"~~.
6. Correct the first sentence of section 6.2.2.G, p. 50, to read as follows: Upon determining that the approaching field is at a constant slow speed, well bunched and in line, and close enough that *the majority* ~~all~~ drivers can see the flag, the Starter shall…
7. Correct section 9.4.2.B, p. 90, by adding to the second to last sentence as follows: The telescoping section shall be at least eight (8) inches in length *except for the door bars which shall be a minimum of four (4) inches in length.*

Note: this was inadvertently deleted in a 2005 rule change related to SS/IT door bars.

8. Appendix B. Technical Glossary, add the following definitions:
   - **Tender Spring:** A spring used to capture the spring with the perches at full droop and are completely compressed when the car is at static ride height. Static ride height shall be determined with driver seated in the normal driving position.
   - **Air Throttle/Throttle Body:** The component which allows the driver to regulate the volume of air passing into a fuel injection induction system.
   - **Sub-frame/Cross Member:** A component attached to the frame or structure of a car in order to augment its strength while at the same time serving as a platform for mounting suspension and drive train components.
   - **Alloy:** A homogeneous mixture of two or more elements, at least one of which is a metal, and where the resulting material has metallic properties.
   - **Ferrous:** An alloy containing iron.
   - **Metal:** An element that forms metallic bonds between its atoms, is usually shiny, is usually ductile and malleable, usually has a high melting point, is usually hard, and conducts electricity and heat well.
   - **Stock:** In the exact same state or location as supplied by the original manufacturer.
   - **Suspension:** A mechanical system of components controlling vertical motion and connecting the axle housing and wheels to the chassis of a car.
   - **Steering:** The mechanical system of components that allow a wheel to be turned side to side to follow the desired course of its driver.
   - **Addition:** To introduce a component not present in the cars stock state, or attachment to an existing component.
   - **Modify/Modification:** To change a component from stock.
   - **Substitution:** To remove a component and replace it with another.
   - **Removal:** To take off a component.
   - **Valance:** Bodywork welded or bolted to the cars body/structure, at the front or rear of a car, normally but not always located behind and/or below the bumper.
   - **Brake rotor hat:** The integral part of a brake rotor or a separate component that locates and provides attachment for the brake rotor to the hub.
   - **Orientation:** Alignment relative to its major axis.

Formula

FA

1. Clarify section 9.1.1.A.3.c, p. 159, by changing to read as follows: *All gear changes shall be initiated by the driver. Mechanical gear shifters, direct-acting electric solenoid shifters, air-shifters and similar devices are permitted. Electronically controlled differentials and devices that allow pre-selected gear changes are prohibited.*

FC

1. Add to the first sentence of section 9.1.1.B.1.c.4.B, p. 172, to read as follows: Standard Ford gasket*, Fel-Pro #8361PT,* or Ferrea part number G50100 may be used.

FF

1. Correct section 9.1.1.D.2.d, p. 194, by changing selected portions to read as follows:

Maximum Size at head face:

	Original Engine	**Uprated** Engine
Cyl. 1 & 4:	1.48" x 1.28"	~~1.24"~~ *1.340"*
Cyl. 2 & 3:	1.25"	~~1.25"~~ *1.340"*

Maximum size at carburetor flange: ~~3.060" x 1.389"~~ *See Figure 1*

Max. length: 3.80"

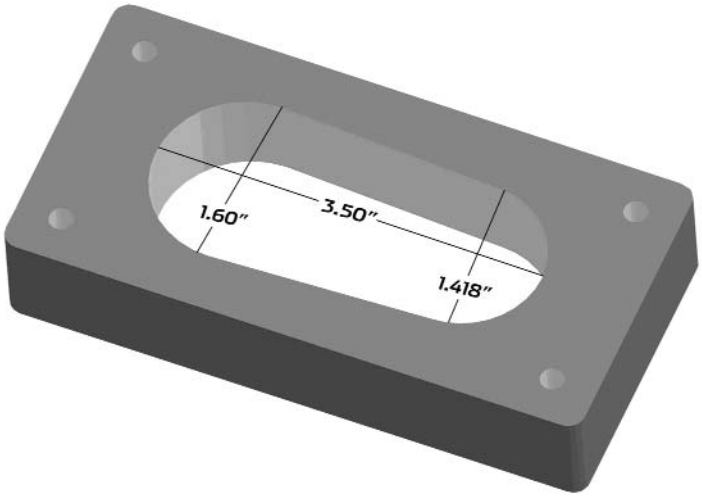
~~Primary choke end radius:.709"~~

~~Secondary choke end radius: .787"~~

The carburetor face of the inlet manifold may be machined to the horizontal to compensate for fore/aft tilt of the carburetor.

~~The diameter of the ports on the uprated engine may exceed the above listed dimensions if the casting bore is untouched and in its original state.~~

FIGURE 1



Grand Touring

GT1

1. Section 9.1.2.D.8.a.3.A, p. 234, clarify the second sentence to read as follows: The fender flares shall completely cover the *highest point* of the tires, and may extend into the doors and bumpers.

2. Section 9.1.2.E.1.c, p. 243-244, add to the notes for General Motors as follows: LS1 V8 allowed with stock plastic intake manifold @ 2680 lbs.

3. Section 9.1.2.E.1.c, p. 244, Corvette C6 (bodywork only) (05-), add to the listing as follows: *Front and rear diffuser included in ACP kit shall not be utilized – undertray must comply with GT1 rules.*

4. Section 9.1.2.E.1.c, p. 245, change the weight of the Mazda 13B engine to read as follows: 1770.

5. Section 9.1.2.E.1.c, p. 245, Porsche 911 Cup 3.8 RSR, add to the specs as follows: May use fuel per the IT specs of GCR section 9.3.25.

6. Section 9.1.2.E.1.c, p. 245, Porsche GT3 R/RS (00-02), add to the specs as follows: May use fuel per the IT specs of GCR section 9.3.25.

GT2-L

1. Clarify section 9.1.2.F.4.b.9, p. 249, to read as follows: Fenders may be flared for tire clearance, provided their shape and opening contour, in the horizontal projection, is similar and proportional to the original opening~~ and does not obscure the view of tire~~. Rear doors on 4-door automobiles may be considered part of the fender for purposes of fender flaring. The tire shall not extend beyond the fender openings at the highest point of the tire. ~~Tires and wheels shall remain completely inside the body.~~ The rear fender flares on GT-2 cars may extend forward into the door, no more than 26 inches from the rear axle centerline (GT-2 only). Wheel opening location may be altered in accordance with the allowable wheelbase tolerance in order to maintain vehicle's stock appearance. Ventilation openings, other than those which are standard production on the recognized model, are prohibited.

2. Clarify section 9.1.2.F.4.b.13.C, p. 251, to read as follows: Mounting: Spoilers shall be strong enough to be self supporting. A mounting flange no greater than one and one half (1-1/2) inches wide, contiguous with the bodywork, (either forward facing on the top surface of the bodywork or downward facing on the rear surface of the bodywork) shall be employed. ~~No other forward facing sheet metal supports are allowed.~~ Supplemental *forward* bracing may be added in the form of two (2) rods ~~(maximum diameter one quarter inch)~~, mounted at least ten (10) inches inboard from the ends of the spoiler. ~~Small r~~*R*ear supports may be added.

GT2

1. Nissan 240-SX / S13, p. 262, add to the specs as follows: Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 89.0 x 96.0, Displ.(cc): 2389, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Carburetion: 37mm SIR, Weight(lbs): 2080, Notes: Hood bulge permitted with no openings.

Note: This will be addressed for all Nissan bodywork in the revised spec lines published in the 2008 GCR.

2. Pontiac Sunfire GT (Cavalier Z-24), p. 263, correct the 2210cc bore to read as follows: 88.9. Add to the specs as follows: Bore x Stroke(mm): 86.0 x 94.6, Displ.(cc): 2198, Carburetion: 2198cc: 37mm SIR, Weight(lbs): 2198 @ 1950.

GT3

1. Engines – Mazda, revised in TB 07-03, change the 13B spec line to read as follows: Fuel Induction: Street Port: unrestricted, Bridge/Peripheral Port: 37mm SIR.

2. Engines – Mazda, revised in TB 07-03, change the Renesis spec line to read as follows: Fuel Induction: Street Port: unrestricted, Bridge/Peripheral Port: 37mm SIR.

GTL

1. Classify the Austin-Healey Sprite and MG Midget in GTL.

Add new spec lines to GTCS p. 278, Model: Sprite Mk I, II, III, IV and Midget Mk I, II, III, IV and 1500, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 80.0, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 62.992 x 76.2, 64.516 x 83.82, Displ.(cc): 948, 1098, Head Type: Iron, Non-crossflow, Valves/Cyl: 2, Fuel Induction: unrestricted, Weight(lbs): 948@1210, 1098@1380, Notes: RWD add 50 lbs.

2. Engines – Mazda, p. 284, add to the specs as follows: Engine Family: 12A, Engine Type: Street Port, Displ. (cc): 2292, Fuel Induction: 27mm SIR, Weight(lbs): 1950, Notes: Engine setback from the front spindle centerline to the front spark plug is 4.5".

3. Cars – Volkswagen, p. 303, add to the 70-77 1600 Bug, Model: Super Beetle.

4. Engines – Volkswagen, p. 303, add new spec lines as follows: Model: air cooled, Engine Type: OHV, Bore x Stroke(mm): 90.0 x 66.0, 93.0 x 66.0, Displ.(cc): 1679, 1795, Head Type: Alum, Crossflow, Valves/Cyl: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1679@1900, 1795@1950, Notes: Alt. Heads: #043-101-375-H.

Improved Touring

ITR

1. Toyota Celica GTS (00-02), p. 309, correct the specs to read as follows: Wheel Dia.(in): 15.

ITA

1. Classify the 69-76 Triumph TR6 in ITA.

Add new spec line to ITCS, p. 321, Triumph TR6 (69-76), Engine Type: 6 Cyl OHV, Bore x Stroke(mm): 74.7 x 95.0, Displ.(cc): 2498, Valves IN & EX(mm): (I)36.83 (E)32.00, Comp. Ratio: 8.5, Wheelbase(in): 88.0, Wheel Dia.(in): 15, Gear Ratios: 3.14, 2.01, 1.33, 1.00, Brakes Std.(mm): (F)273 Disc (R)228.6 Drum, Weight(lbs): 2060.

Production

FP

1. Acura Integra 1600 (86-89), p. 400-401, change the specs to read as follows: Weight(lbs): 1940 *1989 **2037.
2. Acura Integra LS (95-01), p. 400-401, change the specs to read as follows: Weight(lbs): 2235 *2291 **2347
3. Classify the BMW 1600.

Add new spec line to PCS, p. 400-401, BMW 1600, Weight(lbs): 1990, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 84.0 x 71.0, Displ.(cc): 1573, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)42.0 (E)35.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (1) 32/36 DGV/DGAV, (2) 40 DCOE side draft carbs w/ 36mm choke(s), Wheelbase(in): 98.4, Track (F/R)(in): 57.3 / 57.3, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)10.1 Disc (R)9.1 x 1.6 Drum, Notes: Factory 2bbl intake manifold from EP BMW 2002 is permitted.

4. BMW 320i (E21) (80-83), p. 400-401, change the specs to read as follows: Weight(lbs): 2060 *2112 **2163.
5. BMW 318i (E30) (84-85), p. 402-403, change the specs to read as follows: Weight(lbs): 2060 *2112 **2163.
6. Classify the Chevrolet Chevette 1.6.

Add new spec line to PCS, p. 402-403, Chevrolet Chevette 1.6, Weight(lbs): 1950, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 82.0 x 75.7, Displ.(cc): 1598, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.1 (E)32.1, Carb. No. & Type: (2) auto type side draft w/ 36mm choke(s) on I.R. manifold, Wheelbase(in): 94.3, Track (F/R)(in): 55.75 / 55.75, Wheels(max):15 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.68 Disc (R)7.88 Drum.

7. Honda Civic Si (88-91), p. 406-407, change the specs to read as follows: Weight(lbs): 1900 *1948 **1995.
8. Honda CRX Si (88-91), change the specs to read as follows: Weight(lbs): 1900 *1948 **1995.
9. Mercury Capri 1.6L (91-94), p. 408-409, change the specs to read as follows: Weight(lbs): 1950 *1999 **2048.
10. Classify the MGA 1500 / 1600 / 1622 Coupe & Roadster.

Add new spec line to PCS, p. 408-409, MGA 1500 / 1600 / 1622 Coupe & Roadster, Weight(lbs): 1960, Engine Type: 4 Cyl OHV, Bore x Stroke(in): 2.88 x 3.50, 2.97 x 3.50, 3.00 x 3.50, Displ.(cc): 1469, 1588, 1622, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(in): (I)1.63 (I)1.57 (I)1.50 (E)1.44 (E)1.35 (E)1.28, Carb. No. & Type: (2) 1.5" or 1.75" SU or Stromberg, Wheelbase(in): 94.0, Track (F/R)(in): 52.0 / 53.3, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)11.0 Disc (R)10.0 Drum, Brakes Alt.(in): (F)10.0 Drum, (F&R)11.0 Disc, Notes: It is permitted to replace wood floor boards with metal. MGB intake manifold permitted. Cylinder block (3 main bearing) from MGB. MGB 18G/18GA series 3main bearing crankshaft allowed.

11. Classify the Nissan/Datsun PL510.

Add new spec line to PCS, p. 408-409, Nissan/Datsun PL510, Weight(lbs): 1990, Engine type: 4 Cyl SOHC, Bore x Stroke(mm): 83.0 x 73.7, Displ.(cc): 1595, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)44.2 (I)41.9 (E)35.3 (E)33.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (1) 32/36 DGV/DGAV, (2) auto type side draft w/ 36mm choke(s) on I.R. manifold, Wheelbase(in): 95.3, Track (F/R)(in): 54.5 / 54.5, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)9.1 Disc (R)9.0 Drum, Brakes Alt.: 197-78 Datsun 240/260/280Z front rotors and calipers and rear aluminum drums are permitted, Notes: Allow any originally-delivered or superceding cylinder head. Alternate cylinder head: P/N 11041-V9182 casting # V912.

12. Classify the Nissan/Datsum SPL 311 / 311-U.

Add new spec line to PCS, p. 408-409, Nissan/Datsum SPL 311 / 311-U, Weight(lbs): 1920, Engine Type: 4 Cyl OHV, Bore x

Stroke(in): 3.43 x 2.63, Displ.(cc): 1595, Block Mat'l: Iron, Head Mat'l: Iron or Alum, Valves IN & EX(in): (I)1.86 (I)1.66 (I)1.69 (E)1.47 (E)1.38 (E)1.26, Carb. No. & Type: (2) Mikuni PHH 44mm. 38mm choke(s) req'd, (2) Hitachi-SU (1bbl) 46mm throttle bores, Wheelbase(in): 89.8, Track (F/R)(in): 54.7 / 51.7, Wheels(max): 15 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)11.2 Disc (R)9.0 Drum.

13. Saab 900S (85-94), p. 410-411, change the specs to read as follows: Weight(lbs): Sedan: 2160 *2214 **2268 Conv.: 2260 *2317 **2373.

14. Classify the Suzuki Swift GT & GTi.

Add new spec line to PCS, p. 410-411, Suzuki Swift GT & GTi, Weight(lbs): 1780, Engine Type: 4 Cyl DOHC, Bore x Stroke(in): 2.91 x 2.97, Displ.(cc): 1299, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)29.0 (E)23.9, Carb. No. & Type: (1) 40 DCOE, (2) auto type side draft on I.R. manifold, or original-type fuel injection w/ 52mm throttle body. 28mm choke(s) required, Wheelbase(in): 89.3, Track (F/R)(in): 58.4 / 57.4, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)248 Disc (R)237 Disc, Notes: "Dual Y" manifold required, no plenum or balance tubes.

15. Classify Toyota Corolla (71-74).

Add new spec line to PCS, p. 410-411, Toyota Corolla (2TC) (71-74), Weight(lbs): 1950, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 85.0 x 70.0, Displ.(cc): 1588, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)41.9 (I)41.0 (E)36.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF, 32/36 DGV/DGAV, (2) auto type side draft w/ 36mm choke(s) on I.R. manifold, Wheelbase(in): 91.9, Track (F/R)(in): 54.5 / 55.5, Wheels(max): 15 x 7, Trans. Speeds: 4 or 5, Brakes Std.(mm): (F)229 Disc (R)231 Drum.

16. Volkswagen Jetta (includes GLI) (82-84), p. 412-413, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

17. Volkswagen Scirocco 1715/1780, p. 412-4133, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

18. Volkswagen Rabbit (includes convertible) 1715/1780, p. 412-413, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

19. Classify the Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible).

Add new spec line to PCS, p. 412-413, Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible), Weight(lbs): 1600, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 76.5 x 80.0, 79.5 x 73.4, Displ.(cc): 1471, 1457, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (I)34.0 (E)33.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 32mm choke(s), (1) 32/36 DGV/DGAV, or original CIS-type fuel injection, Wheelbase(in): 94.5, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.41 Disc (R)7.86 x 1.57 Drum, Notes: Factory roll bar must be removed on Cabriolet. Intake manifold unrestricted with single downdraft carburetor. Only 1457cc engine may use F.I.

20. Classify the Volkswagen Rabbit 1588 (includes Cabriolet/Convertible).

Add new spec line to PCS, p. 412-413, Volkswagen Rabbit (includes Cabriolet/Convertible), Weight(lbs): 1750, Engine type: 4 Cyl SOHC, Bore x Stroke(mm): 79.5 x 80.0, Displ.(cc): 1588, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF, 32/36 DGV/DGAV, w. 32mm choke(s), or (2) auto type side draft w/ 30mm choke(s) on I.R. manifold, or original CIS-type fuel injection, Wheelbase(in): 94.5, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.41 Disc (R)7.1 x 1.57 Drum, Notes: Intake manifold unrestricted with single down draft carburetor.

21. Classify the Volkswagen Scirocco 1457/1471.

Add new spec line to PCS p. 412-413, Volkswagen Scirocco 1457/1471, Weight(lbs): 1600, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 76.5 x 80.0, 79.5 x 73.4, Displ.(cc): 1471, 1457, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I) 40.0 (I)34.0 (E)33.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 32mm choke(s), (1) 32/36 DGV/DGAV, or original CIS-type fuel injection, Wheelbase(in): 94.5, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.41 Disc (R)7.1 x 1.19 Drum, Brakes Alt.: Front Calipers from 80 Scirocco / Rabbit, Notes: Intake manifold unrestricted with single downdraft carburetor. Only 1457cc engine may use F.I.

22. Classify the Volkswagen Scirocco 1588.

Add new spec line to PCS, p. 412-413, Volkswagen Scirocco, Weight(lbs): 1750, Engine type: 4 Cyl SOHC, Bore x Stroke(mm): 79.5 x 80.0, Displ.(cc): 1588, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF, 32/36 DGV/DGAV, w. 32mm choke(s), or (2) auto type side draft w/ 30mm choke(s) on I.R. manifold, or original CIS-type fuel injection, Wheelbase(in): 94.5, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.41 Disc (R)7.1 x 1.19 Drum, Notes: Intake manifold unrestricted with single down draft carburetor.

GP

1. Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible), p. 420-421, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.
2. Volkswagen Rabbit 1588 (includes Cabriolet/Convertible), p. 420-421, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.
3. Volkswagen Rabbit 1715 (81-84) (excl. conv.), p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.
4. Volkswagen Rabbit GTI 1780 (8-valve) (83-84), p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.
5. Volkswagen Scirocco 1457/1471, p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.
6. Volkswagen Scirocco 1588, p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.
7. Volkswagen Scirocco 1715 (81-84), p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.
8. Volkswagen Scirocco 1780 (8-valve) (83-88), p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

HP

1. Classify the Fiat 124 Spider.

Add new spec line to PCS, p. 426-427, Fiat 124 Spider & Sport Coupe, Weight(lbs): 2250, Engine Type: 4 Cyl DOHC, Bore x Stroke(in): 3.15 x 2.81, Displ.(cc): 1438, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(in): (I)1.64 (E)1.43, Carb. No. & Type: (1) Weber 34 DFH-1, (1) Weber 34 DMSA-1, (1) 34 DMS 201, Wheelbase(in): 89.9, Track (F/R)(in): 56.7 / 55.4, Wheels(max): 13 x 6.5, Trans. Speeds: 5, Brakes Std.(in): (F&R)8.94 Disc, Brakes Alt.(in): (F&R)10.0 x .40 Disc (Lancia), Alt. Rotor: #82346805.

2. Classify the Fiat X-1/9 & Bertone.

Add new spec line to PCS, p. 426-427, Fiat X-1/9 & Bertone, Weight(lbs): 2115, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 86.0 x 55.5, Displ.(cc): 1290, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(in): (I)1.43 (E)1.21 (E)1.23, Carb. No. & Type: (1) Weber 32 DMTR w/ 32mm primary & secondary throttle bores, (1) Weber 32 DATRA/100 w/ 32mm primary & secondary throttle bores, (1) 40 DCNF w/ 32mm choke(s), Wheelbase(in): 86.7, Track (F/R)(in): 56.3 / 56.6, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(in): (F&R)8.94 Disc, Brakes Alt.(in): (F&R)10.0 x .40 Disc (Lancia), Notes: 5 speed transmission from new "FP" model. Top panels may remain in place if securely bolted or pinned. Alt. Crankshaft: #4292177. Engine hatch rain tray may be removed. Trunk mounted fuel cell allowed. Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.

3. Classify the Ford Escort / Mercury Lynx (81-84).

Add new spec line to PCS, p. 428-429, Ford Escort / Mercury Lynx (81-84), Weight(lbs): 2190, Engine Type: 4 Cyl SOHC, Bore x Stroke(in): 3.15 x 3.13, Displ.(cc): 1589, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)42.0 (E)37.0, Carb. No. & Type: (1) 40 DCN, (1) 40 DCNF, (1) 40 IDF, 32/36 DGV, 32/36 DGAV w/ 32mm choke(s), (2) auto type sidedraft w/ 28mm choke(s) on I.R. manifold, Wheelbase(in): 94.3, Track (F/R)(in): 58.2 / 59.5, Wheels(max): 13 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)9.3 Disc (R)8.0 x 1.3 Drum.

4. Classify the Ford EXP (81-84).

Add new spec line to PCS, p. 428-429, Ford EXP (81-84), Weight(lbs): 2190, Engine Type: 4 Cyl SOHC, Bore x Stroke(in): 3.15 x 3.13, Displ.(cc): 1589, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)42.0 (E)37.0, Carb. No. & Type: (1) 40 DCN, (1) 40 DCNF, (1) 40 IDF, 32/36 DGV, 32/36 DGAV w/ 32mm choke(s), (2) auto type sidedraft w/ 28mm choke(s) on I.R. manifold, Wheelbase(in): 94.3, Track (F/R)(in): 58.2 / 59.5, Wheels(max): 13 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)9.3 Disc (R)8.0 x 1.3 Drum.

5. Classify the Honda Civic.

Add new spec line to PCS, p. 428-429, Honda Civic, Weight(lbs):1920, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 72.0 x 76.0, Displ.(cc): 1237, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): EB1&2: (I)34.0 (E)30.0, EB3: (I)36.0 (E)32.0, Carb. No. & Type: (1) 40 DCN, (1) 40 DCNF, (1) 40 IDF, (1) 32/36 DGV, (1) 32/36 DGAV. 25mm choke(s) req'd, Wheelbase(in): 86.8, Track (F/R)(in): 53.7 / 52.9, Wheels(max): 13 x 6, Trans. Speeds: 4 or 5, Brakes Std.(mm): (F)9.0 Disc (R)7.0 x 1.4 Drum, Brakes Alt.: Brake Calipers: RF #45210-663-674, LF #45230-663-674, Notes: Orientation of the alternate carburetor is unrestricted. The alternate carburetor adaptor may not be thicker than 1.25". The adaptor may have a bore larger than the throttle bore of the approved alternate carburetor.

6. Classify the Mazda GLC (FWD).

Add new spec line to PCS, p. 428-429, Mazda GLC (FWD), Weight(lbs): 2075, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 77.0 x 80.0, Displ.(cc): 1490, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)36.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 32mm choke(s), (1) 32/36 DGV / DGAV, Wheelbase(in): 93.1, Track (F/R)(in): 58.2 / 58.4, Wheels(max): 13 x 7, Trans. Speeds: 5, Brakes Std.(in): (F)8.9 Disc (R)7.1 x 1.2 Drum, Notes: Orientation of the alternate carburetor is unrestricted.

7. Classify the MGB & MGB-GT as a limited prep.

Add new spec line to PCS, p. 428-429, MGB & MGB-GT, Weight(lbs): 2100 *2153 **2205, Engine Type: 4 Cyl OHV, Bore x Stroke(in): 3.16 x 3.50, Displ.(cc): 1798, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(in): (I)1.63 (E)1.35, Carb. No. & Type: (2) 1.50" SU, Wheelbase(in): 91.0, Track (F/R)(in): 53.0 / 53.2, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(mm): (F)273 Disc (R)254 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

8. Classify the Mini Cooper (02-05) as a limited prep.

Add new spec line to PCS, p. 428-429, Mini Coope (02-05), Weight(lbs): 2080 *2132 **2184, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 77.0 x 85.8, Displ.(cc): 1598, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)30.3 (E)23.3, Carb. No. & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(in): 97.1, Track (F/R)(in): 61.6 / 61.9, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)276 Vented Disc (R)239 Solid Disc, Notes: Comp. Ratio limited to 10.6:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

9. Classify the Nissan/Datsun 210 1.4.

Add new spec line to PCS, p. 428-429, Nissan/Datsun 210 1.4, Weight(lbs: 2050, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 76.0 x 77.0, Displ.(cc): 1397, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)37.2 (E)30.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 30mm choke(s), (1) 32/36 DGV/DGAV, (2) auto type side draft w/ 30mm choke(s) on I.R. manifold, Wheelbase(in): 92.1, Track (F/R)(in): 56.0 x 54.7, Wheels(max): 13 x 6, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.65 Disc (R)8.00 x 1.38 Drum, Brakes Alt(mm): (F)254 Vented Disc (R)270 Solid Disc, Discs and Calipers from 80-83 200SX, Notes: Alternate differential assembly: H165.

10. Classify the Nissan/Datsun B-210 1.4.

Add new spec line to PCS, p. 428-429, Nissan/Datsun B-210 1.4, Weight(lbs: 2050, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 76.0 x 77.0, Displ.(cc): 1397, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)37.2 (E)30.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 30mm choke(s), (1) 32/36 DGV/DGAV, (2) auto type side draft w/ 30mm choke(s) on I.R. manifold, Wheelbase(in): 92.1, Track (F/R)(in): 52.7 x 51.5, Wheels(max): 13 x 6, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.65 Disc (R)8.00 x 1.38 Drum, Notes: Alternate differential assembly: H165.

11. Classify the Porsche 914-4 (1.8L) as a limited prep.

Add new spec line to PCS, p. 430-431, Porsche 914-4 (1.8L), Weight(lbs): 2150 *2204 **2258, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 93.0 x 66.0, Displ.(cc): 1795, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.9 (E)34.0, Carb. No. & Type: Original-type fuel injection only, Wheelbase(in): 96.5, Track (F/R)(in): 56.5 / 58.1, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)280 Disc (R)282 Disc, Notes: Comp. Ratio limited to 10.5:1, Valve lift limited to .420", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Stock (unmodified) fuel injection throttle bodies req'd. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission. Cylinder barrels of alternate material are permitted.

12. Triumph Spitfire 1500, p. 432-433, change the specs to read as follows: Weight(lbs): 1665 *1707 **1748.

13. Volkswagen Rabbit 1588 (includes Cabriolet/Convertible), p. 432-433, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

14. Classify the Volkswagen Rabbit 1715 (81-84) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Rabbit 1715 (81-84) (excl. conv.), Weight(lbs): 1990 *2040 **2090, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 79.5 x 86.4, Displ.(cc): 1715, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.0 (E)31.0, Carb. No. & Type: Original CIS-type fuel injection only w/ stock unmodified throttle body, Wheelbase(mm): 2401, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 14 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

15. Classify the Volkswagen Rabbit GTI 1780 (83-84) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Rabbit GTI 1780 (8-valve) (83-84), Weight(lbs): 2065 *2117 **2168, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: Original CIS-type fuel injection only w/ stock unmodified throttle body, Wheelbase(mm): 2401, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 Drum, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .420", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

16. Classify the Volkswagen Scirocco 1457/1471 as a limited prep.

Add new spec line to PCS p. 432-433, Volkswagen Scirocco 1457/1471, Weight(lbs): 1650 *1691 **1733, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 76.5 x 80.0, 79.5 x 73.4, Displ.(cc): 1471, 1457, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 32mm choke(s), (1) 32/36 DGV/DGAV, or original CIS-type fuel injection, Wheelbase(in): 94.5, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.41 Disc (R)7.1 x 1.19 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

17. Volkswagen Scirocco 1588, p. 432-433, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

18. Classify the Volkswagen Scirocco 1715 (81-84) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Scirocco 1715 (81-84), Weight(lbs): 1990 *2040 **2090, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 79.5 x 86.4, Displ.(cc): 1715, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.0 (E)31.0, Carb. No. & Type: Original CIS-type fuel injection only w/ stock unmodified throttle body, Wheelbase(mm): 2401, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 14 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd,

but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

19. Classify the Volkswagen Scirocco 1780 (83-88) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Scirocco 1780 (8-valve) (83-88), Weight(lbs): 2065 *2117 **2168, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: Original CIS-type fuel injection only w/ stock unmodified throttle body, Wheelbase(mm): 2401, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 14 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 Drum, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .420", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

20. Classify the Volkswagen Jetta 1780 (85-91) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Jetta 1780 (85-91), Weight(lbs): 2065 *2117 **2168, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: Original CIS or Digifant-type fuel injection only w/ stock unmodified throttle body, Wheelbase(in): 97.3, Track (F/R)(in): 58.9 / 58.2, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)244 Disc (R)244 Drum, Notes: Comp. Ratio limited to 11.5:1, Valve lift limited to .420", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

21. Classify the Volkswagen Golf (GTI, GT, GL) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Golf (GTI, GT, GL), Weight(lbs): 2065 *2117 **2168, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: Original CIS or Digifant-type fuel injection only w/ stock unmodified throttle body, Wheelbase(in): 97.3, Track (F/R)(in): 58.9 / 58.2, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 Drum, Notes: Comp. Ratio limited to 11.5:1, Valve lift limited to .420", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

Showroom Stock

SSB

1. Mazda6 s (03-05), p. 466, add the 06-07 model years.
2. Mini Cooper S (02-04), p. 466, add to the specs as follows: Tire Size(stock): 205/55.
3. Mini Cooper S (05-06), p. 466, add to the specs as follows: Tire Size(stock): 205/55. Change the specs to read as follows: Notes: Convertible model not allowed. Factory optional limited slip differential allowed.

SSC

1. Toyota Corolla XRS (2005), p. 471, correct the specs to read as follows: Wheel Size(in) / Mat'l: 16 x 6 .
2. Volkswagen Rabbit (06-07), classified in TB 07-01, add to the specs as follows: Wheel Size(in) / Mat'l: 16 x 6.5, 17 x 7.

Spec Miata

1. Clarify section 9.1.8.C.7.c, p. 480, by adding to the end of the section as follows: *Rear spoilers including OEM design are prohibited.*
2. *Mazda MX-5 / Miata (90-93), p. 483, change the specs to read as follows: Weight(lbs): 2300.*

Sports Racer

CSR

1. Section 9.1.9.H.3, classified in TB 07-03, correct the section by adding to the end as follows: May use fuel per the IT specs of GCR section 9.3.25.

S2000

1. Add to the first sentence of section 9.1.9.B.5.d.2, p. 501, to read as follows: Standard Ford gasket*, Fel-Pro #8361PT,* or Ferrea part number G50100 may be used.

Touring

T2

1. Lotus Elise (2005), p. 555, add to the specs as follows: Notes: Lotus Track use chassis brace kit #lotac05377 allowed.
2. Lotus Exige (06-07), classified in TB 07-01, add to the specs as follows: Notes: Lotus Track use chassis brace kit #lotac05377 allowed.

T3

1. Mazda6 s (03-05), p, 559, add the 06-07 model years.

2. Subaru WRX TR (2006), p. 560, add to the specs as follows: Notes: Nukabe non-adjustable sway bars (F) 667311a22 and (R) 666311bj22 allowed.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Keith Church vs. SOM COA Ref. No.07-02-RO
October 9, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the GP qualifying session on October 8, 2007 at the SCCA National Championship Runoffs® Presented by AT&T, two actions were initiated against Andrew Deatherage, driver of GP #69. Mr. Deatherage was protested by Keith Church, GP #00 citing violation of GCR 6.8.1.A and D (On Course Conduct).

Additionally, Assistant Chief Steward Barrett Braun issued a Request for Action (RFA) citing GCR 6.8.1.A, B and D, specifically side-to-side contact between the two cars. Mr. Deatherage protested Mr. Church for violation of GCR 6.8.1.A, B, C, and D. The Stewards of the Meet (SOM) Ann Christian, Rick Mitchell and Gary Meeker, Chairman, met and considered all of the actions as a package. The SOM concluded that the overtaking car (# 69) had the greater responsibility to complete a safe pass. The SOM penalized Mr. Deatherage six positions on the final qualifying grid for the GP race and assessed three penalty points to his competition license. Both protests were found to be in good faith and the fees returned. Mr. Church appealed the lack of severity of the penalty given to Mr. Deatherage.

DATES OF THE COURT

The Court of Appeals (COA) Bob Horansky, Dick Templeton and Michael West, Chairman, met on October 9, 2007 to hear, review, and render a decision on the appeal. Note: Tom Hoffman, Court Alternate also participated in the deliberations.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Related documents provided by the First Court (SOM).
2. Appeal from Mr. Church.

FINDINGS

The COA interviewed Mr. Church, Mr. Deatherage and Gary Meeker, Chairman of the First Court. The Court also reviewed all of the documentation provided with the two protests and the RFA. The COA determined that the penalty levied against Mr. Deatherage was appropriate and within the powers provided by GCR 7.2.G and 7.4.A.3.

DECISION

The Court of Appeals upheld the decision of the SOM. Mr. Church's appeal was well founded and his appeal fee, less the amount retained by SCCA, was returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
John Fergus II vs. SOM COA Ref. No.07-03-RO
October 13, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On During the final lap of Race #1 for S2 at the SCCA National Championship Runoffs® Presented by AT&T on October 12, 2007, there was nose to tail body contact at Turn 14 with the nose of S2 #0, driven by John Fergus II, into the rear of the leader, S2 #61, driven by Nick Mancuso, causing Mr. Mancuso to spin. Additionally, S2 #06 driven by Mark Mercer, who was following the two cars, spun to avoid the incident. Mr. Fergus went on to win, and both Mr. Mercer and Mr. Mancuso recovered to finish in that order behind him. Assistant Chief Steward Lee Carrico filed a Request for Action (RFA) to investigate the incident. Also, Mr. Mancuso filed a protest against Mr. Fergus citing violation of GCR 6.8.1.A and D. (On Course Driver Conduct). The Stewards of the Meet (SOM) Annie Christian, Rick Mitchell, and Gary Meeker, Chairman, met, reviewed 10 witness statements, heard three witnesses, and viewed an in-car video from Mr. Fergus' car as well as his on-board telemetry data. The SOM penalized Mr. Fergus two finishing positions and assessed him three penalty points. Mr. Fergus appealed the penalty.

DATES OF THE COURT

The Court of Appeals (COA) Bob Horansky, Dick Templeton and Michael West, Chairman, met on October 12, 2007 to hear, review, and render a decision on the appeal. Note: Tom Hoffman, Court Alternate also participated in the deliberations.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Related documents provided by the First Court (SOM) including two videos and telemetry data from the Fergus car.
2. Appeal from Mr. Fergus.
3. Statements from six additional witnesses.

FINDINGS

The Court of Appeals (COA) interviewed Gary Meeker, Chairman of the First Court, and reviewed all prior evidence as well as six new unsolicited witness statements not seen by the First Court; the COA interviewed two of these witnesses. The Court also looked at a video tape for the race from SPEED which was blank and analyzed the telemetry data from the Fergus vehicle. Based on the totality of the evidence, the Court concluded that the contact between the two cars was unavoidable.

DECISION

Based on all of the evidence, plus the additional witness information, the COA overturns the decision of the SOM and reinstates the finishing positions listed in the initial Provisional Results. Mr. Fergus' appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Rob Hines vs. SOM, COA Ref. No. 07-04-RO
October 14, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

During the Group 19 race for T2 at the SCCA National Championship Runoffs® presented by AT&T, there was contact at Turn 4 between car #14, driven by Rob Hines, and car #32, driven by Joseph Aquilante. The contact resulted in car #14 spinning off course. Both cars continued. Assistant Chief Steward Mike Engelke filed a Request for Action (RFA) with the Stewards of the Meet (SOM) Anne Christian, Rick Mitchell and Gary Meeker, Chairman, asking them to investigate the incident. The SOM reviewed four witness statements, interviewed Mr. Aquilante and viewed his video tape as well as the SPEED tape. The SOM found Mr. Hines in violation of GCR 6.8.1.A, B, C, D, penalized him with a four race weekend probation, and assessed 3 penalty points against his competition license. Mr. Hines appealed this penalty.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on October 14, 2007, to hear, review and render a decision on the appeal. Tom Hoffman, Alternate Court member, also participated in this review and concurred with the decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Rob Hines received October 14, 2007.
2. Request for Action and related documents received October 14, 2007.
3. SPEED TV video tape reviewed by SOM received October 14, 2007.
4. Joe Aquilante's in-car video tape reviewed by SOM received October 14, 2007.
5. Rob Hines' in-car video tape received October 14, 2007.

FINDINGS

The COA reviewed all evidence provided to the SOM. The COA also interviewed Mr. Hines, received and reviewed a newly-provided witness statement, and accepted a third video provided by Mr. Hines. The COA analyzed all three videos and evidence in totality, concluded that the contact was avoidable, and established that both drivers shared responsibility.

Even though the COA determined both drivers shared responsibility for the metal to metal contact, it chose not to return the matter to the First Court for further deliberation. In the interest of fairness to both drivers, the COA rendered the following decision.

DECISION

The COA overturned the decision of the SOM. Mr. Hines' appeal was well founded and his appeal fee, less the amount retained by SCCA, was returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jeffrey Lyon vs. SOM COA Ref. No. 07-25-NP
November 1, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the SMT race at the "Spec Miata Festival" at Infineon Raceway, September 2, 2007, the Stewards of the Meet (SOM) received a Request for Action (RFA) from Richard Templeton, Assistant Chief Steward, Tech, requesting they investigate an incident between Jeffrey Lyon, driver of SMT #39, and David Vodden, driver of SMT #1. SOM Mike Hayworth, Paul Helberg, Bob Hatcher, and Morris Hamm, Chairman, convened and heard testimony from both drivers and other witnesses. The SOM found Mr. Vodden in violation of GCR 2.1.7 and issued a reprimand and assessed one penalty point against his license. The SOM found Mr. Lyon in violation of GCR 2.1.7 (Unsportsmanlike Conduct) and GCR 2.1.8 (Physical Violence Against Another Person). The SOM assigned a penalty of Suspension of Competition Privileges for sixty days, to be followed by a probation of six race weekends. The SOM also assessed six penalty points against Mr. Lyon's license. Mr. Lyon is appealing the SOM decision.

DATES OF THE COURT

The National Court of Appeals (COA) Bob Horansky, Tom Hoffman, and Michael West, Chairman, met on October 18 and 25, and November 1, 2007, to hear, review, and render a decision on the appeal. COA member Dick Templeton was recused from the deliberations since he was an official at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report and related documents, received October 17, 2007.
2. Letter of Appeal from Jeffrey Lyon received October 17, 2007.
3. Witness statement from Randy Mackintosh, received October 17, 2007.
4. Witness statement from Daniel Mairani, received October 17, 2007.
5. Email from Jim Rogaski, received October 24, 2007.
6. Report from Morris Hamm, received October 24, 2007.

FINDINGS

Testimony of Mr. Lyon, Mr. Vodden and Mr. Templeton agree that Mr. Lyon approached Mr. Vodden's car and kicked the partially open driver's side door, trapping Mr. Vodden's arm in the process. The same testimony agrees that Mr. Vodden exited his car in extreme anger, flailing his arms and fists in an effort to strike Mr. Lyon. Mr. Templeton intervened in the altercation and separated the drivers with the assistance of Scrutineer Tom Turner, also a witness. The SOM determined that by his actions, Mr. Lyon precipitated the altercation and found him to hold principal responsibility for the incident, thus the disparity in the resulting penalties.

Mr. Lyon expressed a concern about the structure of the First Court and the relationship of the members with Mr. Vodden. Although Mr. Hamm is a member of the sponsoring Region, he was well qualified to be Chairman of the SOM and his appointment was permissible per GCR 5.12.B.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. The penalties imposed by the SOM were in accordance with the GCR. Mr. Lyon's appeal is well founded and his appeal fee will be returned, less that portion retained by the SCCA.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Paul Taschner vs. SOM, COA Ref. No. 07-26-NE
October 25, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Spec Miata Regional Race held September 2, 2007 at Summit Point Motorsports Park, Paul Taschner, driver of SM #36 protested Darrell Wheeler, driver of SM #67 for violation of GCR 6.8.1.A following a body contact at Turn 1. The Stewards of the Meet (SOM) Lew Geisey, Tom Hoffman, Steve Keadle, Rich Lorenz, Sue Robishaw and Chairman, Gene Kern, met, reviewed written and oral testimony from both drivers as well as two additional witnesses, determined that both drivers were in violation of GCR 6.8.1.D and issued reprimands to both. Mr. Taschner is appealing that ruling.

DATES OF THE COURT

The National Court of Appeals, Dick Templeton, Bob Horansky and Chairman Michael West, Chairman, met on October 18 and 25,

2007 to hear, review and render a decision on Mr. Taschner's appeal. Court Alternate Tom Hoffman, being an official at the event, recused himself from the deliberations.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Observers Report and related documents received October 16, 2007.
2. Mr. Taschner's appeal and related documents received October 16, 2007.

FINDINGS

At Turn 1 during the SM race there was body contact with Mr. Wheeler's left front (SM # 67) impacting Mr. Taschner's right rear (SM # 36) between the right rear wheel and right side passenger door. Mr. Wheeler stated that Mr. Taschner had turned into him; Mr. Taschner stated that he had the line and that Mr. Wheeler had driven into him. Both cars lost positions but continued on to complete the race.

Mr. Taschner supplied several unrelated photos, a photo of his car showing the damage and a copy of the text from a booklet supplied by the Skip Barber Racing School to substantiate his claim. There was no new germane evidence supplied.

DECISION

The Court of Appeals reviewed and considered all documentation supplied and determined that the First Court had acted well within its powers both in reaching its decision and assessing a similar penalty to both drivers. The COA upholds the decision of the SOM in its entirety and directs that its ruling stand. Mr. Taschner's appeal was deemed not well-founded and his appeal fee will be retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Todd Lamb vs. SOM COA Ref. No. 07-27-SE
November 8, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At post-race impound for Group 1 (SM) at the SARRC Invitational Challenge held at Roebling Road on September 23, 2007, SM # 84 was found to have competed with an oversized, non-compliant air inlet restrictor plate (GCR 9.1.8.C.1.a.5). By a Chief Steward's Action, Russ Smith (Assistant Chief Steward), disqualified car # 84 from the event. Todd Lamb, driver of car # 84, protested the Chief Steward's Action. The Stewards of the Meet (SOM) Ken Blackburn, John Fine, Robert Mayes, Sue Roethel and Toni Creighton, Chairman, met, examined evidence, heard testimony, and rendered a ruling upholding the Chief Steward's Action. In addition, the SOM suspended Mr. Lamb's competition license for 60 days and voided all SARRC Series points earned in 2007. The SOM also assessed 7 penalty points against his competition license. Mr. Lamb is appealing the SOM decision.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on October 25 and November 1 and 8, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal received September 28, 2007.
2. Official Observer's Report and related documents.
3. Email from Todd Lamb re Mazda Blemished Restrictor Plates received October 26, 2007.
4. Letter received via email from CSOM Toni Creighton dated October 28, 2007.
5. Todd Lamb Restrictor Plate Assessment Document submitted by Jeremy Thoennes, Technical Services Manager, Club Racing, SCCA, dated October 29, 2007.
6. Email from Tim Buck, MAZDASPEED Motorsports Development, received November 1, 2007.

FINDINGS

In his appeal Mr. Lamb asserts that the oversized restrictor plate was obtained direct from Mazda MOTORSPORTS, removed from its packaging and placed in his car without modification. He also challenged the veracity and accuracy of the measurements taken at the event. His crew and several SCCA officials confirmed that the restrictor plate that was measured was removed from Mr. Lamb's car.

First, the technical staff at the event measured the air inlet restrictor plate with three different measuring devices. All were properly "zeroed" and calibrated prior to measuring and the part was determined to be oversize each time. In addition, the air inlet restrictor plate was sent to Jeremy Thoennes, SCCA Club Racing Technical Services Manager, for inspection and testing. Mr. Thoennes also

determined the plate was oversized using properly calibrated test instruments.

Second, the technical staff at the event inspected the air restrictor plate's machining marks using an air inlet restrictor plate obtained direct from MAZDASPEED Motorsports and removed from it's packaging at the event. Mr. Lamb's air restrictor plate had a raised ridge around the outer perimeter of the 41mm opening and the control part from Mazda did not. The SOM concluded Mr. Lamb's part had been modified in violation of the GCR. Mr. Thoennes also performed this same inspection, but he had multiple air inlet restrictor plates from Mazda for comparison. Mr. Thoennes noted that most air restrictor plates supplied by Mazda did not have a raised ridge, but one did. Due to the one example direct from Mazda with a raised ridge, Mr. Thoennes stated he could not determine the air restrictor from Todd Lamb's car had been modified.

Todd Lamb informed the officials at the event that his engine had been completely dismantled the previous weekend following an event at a competing sanctioning body and found to be in total compliance. He stated he could not be sure if the air inlet restrictor plate put into the engine during the rebuild was the same one checked the previous week.

The COA received new evidence from Tim Buck that MAZDASPEED Motorsports Development had inadvertently supplied 17 oversize 41mm restrictor plates to competitors. He advised that a third party was machining the plates, and that company delivered 50 oversized plates to Mazda. Due to various factors Mazda did not discover they received and shipped defective parts until Mr. Lamb made an inquiry with them following his disqualification. Mazda confirmed with their supplier that oversized air restrictor plates were supplied and took steps to correct the problem. Mr. Buck stated they shipped a defective 41mm air inlet restrictor plate to Mr. Lamb on August 22, 2007. Per Mr. Buck, Mr. Lamb should have received the part within a week of shipping.

The COA commends the technical staff and SOM at the event, and Mr. Thoennes, for the thoroughness of their measurements and documentation. The determination made by the SOM was within their authority based on the facts they had at the event. However, the new evidence from MAZDASPEED Motorsports Development and Mr. Thoennes causes the COA to render the following decision.

DECISION

The SOM decision is modified as follows:

- Disqualification – Upheld in its entirety. The part was noncompliant as raced at the event and the competitor is responsible for affirming conformance regardless of where the part is obtained. The three penalty points for disqualification will remain on Mr. Lamb's license.
- Loss of SARRC Season Points – Overturned. Based on evidence supplied by Mazda, it cannot be affirmed that the noncompliant 41mm air inlet restrictor plate was used at any other SARRC event.
- 60-day Suspension – Overturned. Based on evidence supplied by Mazda and Mr. Thoennes, it cannot be affirmed there was any attempt by Mr. Lamb to knowingly circumvent the SARRC rules or the GCR.

Mr. Lamb's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

SOLO EVENTS BOARD MINUTES

SEB BOARD MINUTES | *Oct. 24, 2007*

The Solo Events Board met by conference call October 24th. Attending were board members Jason Isley, Ron Bauer, Andy Hollis, Marcus Merideth, Donnie Barnes, Steve Wynveen, and Tina Reeves. Also attending was Doug Gill of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

GENERAL

- All category and specialty advisory committees are anticipating possible openings for 2008. Members interested in serving on one of these committees should submit their qualifications and area of interest to the SEB in writing via the National Office.
- The Divisional Solo Steward position for the Central Division is becoming open, and interested members should submit their qualifications in writing to the SEB via the National Office.

STOCK CATEGORY

- Per the SAC, the proposed move of the Mini Cooper S from GS to DS has been withdrawn.

NOT RECOMMENDED

- Move Mini Cooper JCW from BS to DS

TECH BULLETINS

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

Dodge Caliber SRT-4	DS
Infiniti G37	FS
Volvo C30	GS
Honda S2000 CR	AS (the SAC has indicated that performance of this car will be closely monitored and like all new listings this one is subject to the provisions of 3.2)

2) Stock: The Camaro SS and Firebird WS6 listings in F Stock should be amended to read as follows:
Chevrolet Camaro SS, base car only, including GM installed 1LE (98-02)
Pontiac Firebird Trans Am & Formula, WS6, base car only, including GM installed 1LE (98-02)

3) Street Touring: The first sentence of 14.12.6 should read "Any high flow catalytic converter(s) are allowed, but must attach within six inches of the original unit."

4) Prepared: Per the PAC, the Mazdaspeed 3 is added to FP as a new listing, effective immediately upon publication.

SOLO NATIONAL APPEALS COMMITTEE JUDGMENT

Judgment of the National Appeals Committee

Bob Sonntag BM #36 vs. Tommy Saunders BM #199
Solo Nationals
September 26, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On September 26 at 2: 57 PM, Bob Sonntag protested the allowance of a provisional run for Tommy Saunders. The Protest Committee investigated the incident and found the provisional run allowance to be in error.

Dates of the Court

The Solo Events Board appointed National Appeals Committee, Tina Reeves, Donnie Barnes and Marcus Merideth met on October 30, 2007 to review and render a decision on the appeal. Mr. Saunders was unavailable and the meeting was adjourned until November 7, 2007 to allow Mr. Saunders the opportunity to address the committee. Mr. Sonntag declined the opportunity to speak to the committee.

Documents and Other Evidence Received and Reviewed

1. Letter of Appeal from Tommy Saunders.
2. Original Protest Filing and subsequent Protest Committee Report.

Findings

The Committee upholds the findings of the Protest Committee. The provisional rerun is not allowed.

Competitors are reminded that protests regarding rulings by an event official are to be written as protests on that event official and not on involved competitors. Competitors are also to be vigilant in their approach to these events in order to keep them as safe as possible, but safety can only be used as a defense when they act clearly in that pursuit.

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | *Nov. 12, 2007*

RallyCross Board meeting, called to order at 8:00pm, November 12, 2007

RxB members present: Jayson Woodruff, Tom Nelson, Mark Utecht, Matt Nichols, John Barnett, Mark Walker, Chair. Others present: Howard "Duck" Allen, BoD Liaison, Howard Duncan, VP Rally/Solo, Pego Mack, Rally Manager

The minutes from October read and accepted.

Committee reports:

* Safety- discussed Fowlerville, Detroit Region

* New region program discussed

Old business: tread gap rule discussed

Discussed separation of duties between SS, event steward, and course designer. Clarifications added to Sanction form.

7.1.D changed $1000 max fine to $250 (Nelson/Utecht), PASSED

7.2 and 7.3 discussion - tabled till next meeting

Expulsion issue: 7.1.D changed to "Recommend expulsion to BoD" (Walker/Nelson), PASSED

New Business:

* Tires and TireRack: tires that competitors used at national championship event discussion

* 2008 national program discussed

Brent Carlson recommended by RxB to BoD to CINDIV RallyCross Steward position

National Convention discussed

The meeting was adjourned at 9:56pm.

RALLYCROSS MEMO

Memo for RallyCross

RallyCross Board seeking candidates for RallyCross Divisional Steward in Southern Pacific Division and Great Lakes. Please forward a Rally resume and letter of intent to the rxb@scca.com.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | *Nov. 7, 2007*

The RoadRally Board (RRB) met via conference call on November 7, 2007.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Tim Craft, and Lois Van Vleet; Duck Allen, Board of Directors. Pego Mack, National Office, was unable to attend.

Chairman Poirier called the meeting to order at 7:30 pm CST.

The October 2007 minutes were accepted.

United States Road Rally Championship

The 2007 USRRC was reviewed. The board noted that the number of competitors was higher than other recent years and that the quality of the three events was excellent.

The 2008 USRRC will be in Oregon. Because of the need to co-ordinate the dates with other events in Oregon the date will in the time period from late September 2008 to early November 2008. A firm date will be set as soon as possible.

New RRB Appointment(s)

Several applications were received and are being reviewed by the RRB. Tim Craft is retiring from the RRB.

National Championship Points

For National Championship Points Reporting only, Regional events shall combine classes until there are a minimum of two cars per class. The Regional event's general instructions shall specify the method for combining classes, if needed.

SCCA Convention – 2008

The convention will be in San Antonio, Texas in February. Seminar topics were discussed.

Year-end Awards

The Robert V. Ridges Award, the Division of the Year Award, and the Region of the Year Award were discussed. Nominations were tabled.

There being no further business and no objections, the meeting adjourned at 9:00 PM CDT.

Next Meeting

7:30 PM CDT on Wednesday, December 5, 2007.

ROADRALLY MEMO

Memo for RoadRally

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

2008 SCCA National Convention Registration
February 7-9, 2008
Crowne Plaza Riverwalk ~ San Antonio, Texas

Name _____ SCCA member # _____

Address _____

City/State/Zip_____

Day Phone (____)_____ Evening Phone (____)_____

Email _____

If you do not wish for your contact information to be listed in the SCCA National Convention Directory, please check here: _____.

BADGE INFO

Name_____Title:_____

Region of Record and/or Company Name_____

REGISTRATION MENU

Full Convention Registration	$250.00	_____ on or before 1/4/2008
(Includes all meals and activities)	$310.00	_____ on or after 1/5/2008
Meetings Only Registration	$180.00	_____ on or before 1/4/2008
(All meetings but no meals)	$225.00	_____ on or after 1/5/2008
Thursday ONLY Registration	$ 90.00	_____ on or before 1/4/2008
(Includes all meals and activities)	$110.00	_____ on or after 1/5/2008
Friday ONLY Registration	$ 75.00	_____ on or before 1/4/2008
(Includes all meals and activities)	$ 95.00	_____ on or after 1/5/2008
Saturday ONLY Registration	$150.00	_____ on or before 1/4/2008
(Includes all meals and activities)	$170.00	_____ on or after 1/5/2008

PAYMENT METHOD

By Check: Check # _____ Total amount enclosed:_____

By Credit Card: Visa/MC_____ Exp_____

Signature:_____Date_____

SPECIAL ACCOMMODATIONS

Indicate any dietary needs: Diabetic:_____ Vegetarian:_____
Allergies:_____

All convention facilities are wheelchair accessible. Please indicate what type of accommodations you will need at the Convention. _____

2008 SCCA National Convention

Registration is now open! We hope you're able to join us at SCCA's 2008 National Convention in San Antonio, Texas! In keeping with our theme, we are adapting this year's Convention to better fit the needs and requests of you, our members, who support this great event with active participation! All crucial information pertaining to the convention can be found in the content of this information bulletin.

The Convention will officially begin Thursday, February 7, 2008 at 9:00 am and will conclude with the Awards and Hall of Fame Banquet Saturday, February 9, 2008.

How do I register for the convention?
We are offering three fast and easy ways to register:

1) **Online** at www.scca.com
2) **Fax** the attached form to 785-232-7213
3) **Mail** the attached form to: SCCA Convention
   P.O. Box 19400
   Topeka, KS 66619-0400

Registrations received on or before January 31, 2008 will receive an email registration confirmation. Please note that we've modified the registration categories, and you can now register by day only and even register for "meetings only".

Convention Cancellation Policy
Cancellations will be assessed a $25.00 administrative fee until January 25, 2008. Cancellations on or after January 26, 2008 are not refundable.

Hotel Information
Convention hotel is the Crowne Plaza Riverwalk, 111 East Pecan Street, San Antonio, TX 78205. You are responsible for making your own hotel reservations. SCCA has reserved a block of guest rooms at a special Convention rate of $120.00 for single/double, $130.00 for triple and $140 for a quad plus taxes. ***These rooms will be available at SCCA's Convention rate through December 31, 2007 only so reserve your room today!***

You may book your reservations online or by phone...

Online: Online Hotel Reservations

Phone: 1-800-381-9553 and ask for the special rate for the Sports Car Club of America (group code - D49) at the RIVERWALK.

Need to share hotel expenses?
We have provided a convention discussion forum on www.scca.com where you can post hotel and transportation sharing requests. This is a service provided for our members; SCCA is not responsible for individual arrangements or guarantees.

Convention Schedule
The Convention Schedule is ever-changing through the course of the year. We allow this to ensure a logical schedule with relevant content. Once the schedule has been posted to the website, we will email a schedule to 2008 Convention Registrants with valid email addresses; otherwise, a hard copy will be mailed to you.

Airport and Transportation Information
The San Antonio Airport (SAT) is 8 miles from the hotel. Estimated transportation charges are Shuttle (one way per person) $14.00; Taxi (one way with 2-3 people) $20.00. From San

Antonio International Airport take HWY 281S to IH-35S exit Main Ave, turn left under highway, turn left onto Pecan Street and the Hotel is on the left.

Special Assistance
We are committed to offering reasonable accommodations to enable everyone to fully participate in the Convention. All Convention facilities are wheelchair accessible. If you have any questions about accommodations, please contact Melissa Flesher at mflesher@scca.com or 1-800-770-2055, ext 332.

Onsite Registration Information
Onsite registration will be in the "Preconvene" area of the hotel's 2nd floor. All attendees must visit Registration to sign the waiver and receive name badges and other convention materials. Registration hours will be:

Wednesday:	5:00 pm – 9:00 pm
Thursday:	8:00am - 11:30 am & 12:30 - 7:00 pm
Friday:	8:00am – 11:30 am & 12:30 - 4:00 pm
Saturday:	8:00am – 12:30 pm & 5:00 pm – 6:00pm

Enjoying San Antonio
San Antonio, Texas offers a wide variety of entertainment, dining and cultural activities. The city is home to the Alamo, the Riverwalk, several Spanish missions, the Spanish Governor's Palace, and other historical sites. For more information contact the San Antonio Convention and Visitors Bureau web site at http://www.sanantoniocvb.com/.

Dress Code
Casual attire is appropriate for all Convention sessions and lunches. The Saturday evening banquet is more formal and we recommend the appropriate dress attire for men and women.

Questions? Comments?
Email: Convention@scca.com or call 800-770-2055!

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=11083

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