EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

January 2010

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS MINUTES | Dec. 3-6, 2009

The Board of Directors, Sports Car Club of America, met at SCCA Corporate Headquarters, Topeka, Kan., Dec. 3-6, 2009. The following members participated: RJ Gordy, Chairman, John Sheridan, Vice Chairman, Mike Sauce, Treasurer, Howard Allen, Jim Christian, Philip Creighton, Bob Introne, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, and Gerald Wannarka, Secretary. Newly elected 2010 Board members Richard Patullo, Todd Butler, R. David Jones and Bill Kephart also attended. Others in attendance at various times: Jeff Dahnert, President and CEO; Rich Ehert, Vice President of Finance; Eric Prill, Vice President of Marketing and Communications; Terry Ozment, Vice President of Club Racing; Colan Arnold, Vice President of Membership and Region Development; Howard Duncan, Vice President for Rally/Solo and Special Programs; Peter Lyon, Risk Management; Bob Dowie, Chairman of the Club Racing Board; John Bauer and Kevin Yaghoubi, Club Racing Technical Department; and Aimee Thoennes, Executive Assistant.

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

Motion: To approve the minutes from the October meeting with the clarification that the Vintage Cage rule proposal was removed. (Wannarka/Allen) PASSED. Unanimous.

PRESIDENT'S REPORT - Jeff Dahnert, President and CEO

Mr. Dahnert shared his belief that in spite of tough economic times especially affecting the automobile industry, the Club did accomplish a lot this past year. We started the year with a new President, moved the Convention to Las Vegas, moved the Solo Nationals to Lincoln, moved the Runoffs to Road America, and still provided high quality competition events. He expressed optimism that the year end financial results will meet earlier projections.

FINANCIALS - Rich Ehert, VP. Finance

Despite difficult economic conditions, the Club is projected to finish the year in the black. The unbudgeted addition of revenue from the seven TransAm races helped the bottom line. Actual numbers will be available at the Convention.

Mr. Sauce reviewed the draft 2010 budget for the Board. The budget is very conservative and is based on a stagnant economy. While the number of competition license holders is projected to decline, there is no budgeted increase in the cost of licenses or sanction fees. The budget is based on a 4% decrease in membership but reflects a 5% increase in the cost of insurance over 2009.

MOTION: To accept the 2010 budget. (Sauce/Creighton) APPROVED, Unanimous

Kevin Arnel from the Club's law firm, Fouston and Siefkin, gave a presentation on the legal issues affecting the Board and Board related governance issues.

RISK MANAGEMENT - Peter Lyon, Legal Counsel

The topic of electronic/internet voting was discussed with the conclusion drawn that it should not be conducted until all of the legal ramifications are more clearly delineated.

Mr. Lyon provided the Board with an update on the Club's insurance program along with an overview of general competition automobile industry programs. It was recommended that the Club stay on the current plan of going out for insurance bids every three years thereby combining the best pricing along with maintaining credibility with the insurance carriers. Our current program is considered to be one of the best in the industry. Last year savings were nearly \$500K, however, there will need to be a 5% increase for 2010. The proposed rate change for Solo will be \$0.50 per car, \$1.50 per car for Club Racing, and \$2.00 per car for Hillclimb. Pro Racing events insurance costs will go up approximately 7%.

MOTION: To accept the 2010 insurance plan. (Sauce/Introne) PASSED, Unanimous.

RALLY/SOLO DEPARTMENT and SCCA FOUNDATION - Howard Duncan, VP, Rally/Solo and Special Programs

Rally - It was pointed out that in some Regions, officials are not providing much support for the local RallyCross programs. Regional Executives are encouraged to lend their support to ensure the success of these programs. RallyCross began in earnest five years ago and its growth has somewhat reached a plateau.

Road Rally participation levels remain about the same as those experienced last year. The Rally Boards and Department will be exploring alternative methods of promotion in 2010 to increase participation.

MOTION: To change Appendix A of the Road Rally Rules to read:

Historic Limited (HL) will allow only the following equipment:

- Any mechanical or quartz crystal analog readout timing devices
- Any non-digital odometer can be used for mileage measurements
- Any analog readout speedometer for speed measurement
- Computation equipment is limited to any standard slide rule type devices and/or tables or books. The Curta (and similar) mechanical calculator is permitted. The Halda Speedpilot is likewise permitted.

(Allen/Langlotz) APPROVED, Unanimous

Solo - Regional sanction numbers are maintaining steady with the possibility of finishing the year slightly higher than the number of events scheduled in 2008. The Tire Rack National Solo program Tour was down only a few percentage points, ProSolo was up nearly 12%, and the National Championship up almost 10%. An early initiative has begun to explore conducting Solo events and Tire Rack Street Survival programs at local military bases. While in its infancy, this appears to be gaining some support from the military and will provide exposure of the SCCA to a lot of young military service members.

Planning efforts have begun for the 2010 Tire Rack National Championships at Lincoln. This will be the start of the third year of a three year contract with Tire Rack for support of the National Solo.

MOTION: To accept the proposed SEB rule changes and addendum as listed in Appendix A. (Noble/Langlotz) PASSED, Unanimous

SCCA Foundation - Plans are underway to increase the activity of the Foundation for 2010.

MARKETING AND COMMUNICATIONS DEPARTMENT REPORT - Eric Prill, VP Marketing and Communications

The Department is actively seeking contingency sponsors for 2010. Serious negotiations are under way with several candidate sponsors. DVD sets of the Runoffs Speedcast coverage became available for purchase on the Club's web site November 17th.

The new Membership Demographic profile was distributed for Board review. This will be a useful document for discussions with prospective sponsors. Twenty seven percent of the membership solicited responded to the survey.

MEMBERSHIP AND REGION DEVELOPMENT - Colan Arnold, VP, Membership and Region Development

The latest schedule of events for the Convention was reviewed. Noteworthy was the addition of a Driver's Tract for this year's event with plans to expand this concept for future Conventions. The 2011 Convention will run February 10 - 12.

It was noted that there were inconsistencies in the re-imbursement plan for registration fees for Program Board members and Board of Directors required to attend the Convention.

MOTION: To pay the registration fees for Program Board members required to attend the Convention. (Sauce/Noble) PASSED, Unanimous

An agreement has been reached with FedEx Office (formerly Kinkos) which will provide significant discounts on printing and copying to Regions and the Club Office. The electronic E-Newsletters InsideLine and the new Road Rally newsletter have been re-formatted.

The August membership was 45,043, a 6.9% decline since the first of the year. The good news is in recent months the number of new members has returned to levels seen in mid 2008 and better than 2007. The referral program is considered to be quite successful and has resulted in about 2500 new members per year. Additional charts and graphs describing various aspects of the membership demographics were presented.

CLUB RACING REPORT - Terry Ozment, VP, Club Racing

RUNOFFS - Results of the post event competitor survey were discussed. In spite of a few issues, it was considered by all to be an outstanding event. The planning for next year has already started, and efforts will be initiated to address the items of concern

that were noted.

Converting Monday of Runoffs week from a test day to a qualifying day will have a negative impact on monies available for the Tow Fund. Additional funding will be pursued to try and offset some of the loss.

MOTION: Pay out the event money collected during the year for the Runoffs and search for other funding for the 2010 Runoffs. (Sheridan/Sauce) PASSED, Unanimous

Volunteer Task Force - This effort by the Club Racing Department to assess the Club's race organization structure and event operational requirements has been put on temporary hold because of time constraints. It is still an item of interest that will begin again after the new year.

The Track Review Program training is completing its last phase under the grant received from FIA. The last product will be a manual that can be shared with new and prospective track owners on basic information for what the requirements are for a racing facility meeting the SCCA's needs

The Spec Miata Compliance Program is winding down. Sixteen compliance visits were made in 2009 leaving a surplus of about \$14,000. The Spec Miata community has requested that a portion of these funds be used to support fuel testing in 2010.

There will be a change in processing of sanction requests for 2010. The Division Executive Steward will be responsible for ensuring that the Supplemental Regulations for the event are in compliance with the GCR. The Club Office will no longer be responsible for GCR issues, rather their efforts will be directed to the sanction process itself. This should expedite processing of the sanction packets. This change will require the following change to the Operations Manual.

John Bauer introduced the new electronic letter system which will simplify and expedite the processing of rules change requests to the CRB. The requesting party will not be able to determine the status of their request by going on line using this system. The BoD suggested that this process may also have utility with the rules processes for the other Program Boards.

The CRB is exploring options for a two year competition license. The requirement for annual physicals may prohibit older drivers from participating in this plan should it come into being.

EXCUTIVE STEWARD ISSUES

The current process and timelines for appointing Executive Stewards have created some problems in several Divisions.

MOTION: Change 5.4.1 of the Operations Manual (Executive Stewards) to read:

Appointment: One per Division, appointed by the Area Director(s) for each Division, upon advice from the Chairman of the Stewards Program and final acceptance by the Board of Directors at their first meeting after the Runoffs. Term to begin on the day of their appointment. A separate provision: for new incoming Directors have a December meeting appointment date for their Executive Steward selections. (Creighton/Lewis) FAILED, For: Crieghton, Noble, Merideth and Lewis. Opposed: Christian, Introne, Allen, Sheridan, Gordy, Lybarger, and Wannarka. Abstentions: Langlotz and Sauce.

After discussion, it was decided that this issue should be sent to the Executive Stewards for their recommendations as to how to best handle appointment dates.

MOTION: To approve the following changes to the Operations Manual.

5.4.1 Executive Stewards: Review and approve supplemental regulations, race schedules, and entry forms for race sanction requests prior to submission to the Club Racing Department. (Creighton/Merideth) PASSED, Opposed: Allen and Langlotz.

CRB RULE RECOMMENDATIONS - Bob Dowie, Chairman, Club Racing Board

The CRB has discussed the quantity verses quality concepts for attendance at the Runoffs, and while no overwhelming conclusion could be reached, they favored promoting larger attendance at the Runoffs. The thinking is that more competitors will result in more competition. Their recommendation for qualifying is 4 starts, 3 finishes and 4 Divisional points but drop the requirement for finishing in the top 10 for that class within the Division. An extended discussion ensued pertaining to the health of the National Racing program and the Runoffs.

Proposed rule changes for Club Racing are listed in Appendix B.

MOTION: To accept the rules changes, except item 6, as proposed by the CRB. (Merideth/Wannarka) PASSED Unanimously (Sheridan abstaining on AS issues)

MOTION: To accept item 6. amended as a minimum of 4 starts and 4 finishes with no minimum Divisonal points. (Creighton/Sauce) PASSED, Opposed: Merideth, Lybarger and Introne.

MOTION: To mandate the use of Head and Neck Restraints certified by SFI or FIA in Club Racing as of 1/1/12. (Creighton/Allen) PASSED, Opposed: Sauce, Lybarger, Langlotz, Gordy and Introne. Abstention: Noble

MOTION: To grant a waiver to CENDIV to waive the provisions of the GCR (3.2.2.d and e) which precludes Regions running multiple Nationals at the same track (Road America). (Lybarger/Sauce) PASSED, Opposed: Merideth and Allen. Abstention: Langlotz.

MOTION: To grant a waiver to CENDIV to waive the provisions of the GCR (3.2.2.d and e) which precludes Regions running multiple Nationals at the same track (Blackhawk Farms). (Lybarger/Sauce) PASSED, Unanimous.

MOTION: To grant a waiver to Oregon Region to waive the provisions of the GCR (3.2.2.d) allowing the Region to have three Nationals. (Allen/Gordy) PASSED, Unanimous.

MOTION: To grant a waiver of the GCR (3.2.2.d and e) to the Houston Region to have two Double Nationals at MSR Houston. (Sauce/Allen) PASSED, Unanimous.

MOTION: To grant a waiver of the GCR (3.2.2.d and e) to the Colorado Region to have two Double Nationals at High Plains. (Christian/Sauce) PASSED, Unanimous.

LIAISON REPORTS

SOLO EVENTS BOARD LIAISON REPORT - Noble

As part of the 10 event 2010 Tire Rack Solo National Tour, a Northern States Championship has been added to the list of three events that can qualify drivers for the solo Triad award. These events are:

- Peru, Indiana Northern States Championship
- Wendover, Utah (tentative) Western States Championship
- Blythville, Arkansas Eastern States Championship

The SEB and Kart Advisory Committee are reviewing the Junior Kart Training Guidelines to bring about better continuity between Regions.

There are a handful of fixes for the 2010 rules package passed in October. These include errors in transcription or of omission as well as items that did not make the earlier package. The SEB wishes these to be a part of the 2010 Rule Book.

CLUB RACING LIAISON REPORT - Merideth/Wannarka

The CRB had its Fall face to face meeting in Kansas City November 21/22. Main objective of the meeting was to begin the process of long range planning for how the CRB envisions the Club racing program to look like in the out years. Time was also spent discussing the Runoffs and what improvements should be considered for next year.

STEWARDS REPORT - Introne

Last call was devoted to discussing the Runoffs.

TIME TRIALS ADMINISTRATIVE REPORT - Merideth

Requested the Board approve the TTAC rules proposals. Proposed rule changes have been out for member notice and input.

MOTION: To accept the Time Trials Administrative Council rules changes (Appendix C) (Merideth/Noble) PASSED, Unanimous.

OLD BUSINESS:

The GCR re-write was initially presented to the Board at its October meeting. There were a number of technical issues that were identified, and the document went back to the GCR Advisory Committee and the Executive Stewards to address these issues. The update version was again presented to the Board in December.

MOTION: To accept the GCR rewrite effective 1/1/2011. (Creighton/Sauce) FAILED, Creighton and Sauce yes, Others no. The consensus was to get the document approved for the 2010 season.

MOTION: To accept the GCR rewrite with the modifications as listed below effective 1/1/2010. Items listed will revert back to the original language until the proposed new language can be acted upon and member input acquired if necessary. (Langlotz/ Allen) PASSED, Opposed: Christian and Creighton.

Paragraphs requiring additional review:

3.3.b

5.9.3

5.12.b 5.12.c 6.4.1.e 6.7.2

7.2

AMERICAN SEDAN INCIDENT REPORT

The report based on assessments made by the committee made up of Messers Nesbitt, Corbitt, Wheeler, Prather and Bornholts, Chairman, pertaining to the American Sedan issues at the Runoffs was reviewed by the Board. The report was considered to be quite objective and informative. The Board would like to see the recommendations given serious consideration by those responsible for subsequent Runoffs to ensure that a repeat does not happen again. The Chairman of the Committee will be asked to draft a document that can be used as a 'release' statement summarizing the committee's findings and recommendations. The Board would like to complement and thank the committee for the timely and thorough manner by which they completed this task.

NEW BUSINESS:

The Board selected the Member of Excellence awardee. Now in its second year, funding was provided by a anonymous benefactor who wanted to give back to the club for the many fun years experienced in club activities. The award is to be given to an individual who over the years has made important contributions to the club but has yet to be recognized for their efforts.

COURT OF APPEALS REPORT - Bob Horansky, Chairman

The Court prepared a summary of 2009 appeal activity for the Board's review. The overall activity was similar to that experienced in 2008. The number of rules interpretations were lower than last year.

PLANNING COMMITTEE REPORT - Jerry Wannarka, Chairman

The Planning Committee has been discussing activities which would assist Regions in developing and expanding programs that will enhance their financial health. The Committee requested that the Staff survey the Regional Executives prior to the Convention asking what they think their program needs are and what the Club office could do to help them. This information will then be used as agenda items for the RE/Board meeting at the Convention.

The Club lacks the metrics to determine the health of our Regions. The Committee will be working to develop these items so that a proper method of assessing impact on Regions can be put in place.

A number of Regions are struggling with the cost impact of putting on driver's schools. The Committee asked that the Club Racing Staff be tasked to explore ways that driver school credits could be obtained during a series of Regional race weekends.

The Club Office staff has been asked to develop a matrix that would compare cost and benefits to competitors by joining the various sanctioning groups and marque clubs.

Program Boards and Liaisons are reminded that their Strategic/Tactical plans should be updated for Board review at the Convention. They should also be prepared to discuss how their 2009 program meets their Tactical Plan goals, what their plans are for 2010, and what is their biggest challenge.

The number of National competition events that the Board of Directors is expected to attend is increased while the expense reimbursement plan has remained the same.

MOTION: To increase the days eligible for re-imbursement to attend National Championship events from seven to twelve. (Wannarka/Lybarger) PASSED, Opposed: Creighton, Noble, Allen and Lewis. Abstain: Sauce and Christian

MOTION: To adjourn,

Gerald Wannarka Secretary

Appendix A. Solo Events Board Rules Changes plus Addendum

Appendix B. Club Racing Board Rules Changes

Appendix C. Time Trials Administrative Council Rules Changes

Appendix A: SEB Rules Changes

GENERAL CATEGORY

ITEM 1) Withdraw the two previously approved rule change proposals concerning roll bars in Solo vehicles for 2010:

ITEM 2) 3.3.2, second sentence – Change: "A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all non-production vehicles in A, B, C, and F Modified classes vehicles and in all open cars using non-DOT tires in the Prepared Category and in D and E Modified classes."

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ITEM 3) 3.3.2, first paragraph, last sentence — Change: "For open cars in the Stock, Street Prepared, Street Touring, and Street Modified categories using DOT tires, the roll bar or roll cage height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top."

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Comment: These changes as submitted and approved may have inadvertently created a possible loophole allowing a configuration which was not intended and may create a safety concern. The SEB would like to withdraw these two items for further study and re-work the proposals to be resubmitted at a later date for the 2011 Solo Rules.

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STOCK CATEGORY

ITEM 2) Withdraw the previously approved classification change proposal of the BMW 335i for 2010:

ITEM 14) Appendix A – Move from FS to DS: BMW 335i SCCA Fastrack News September 2009 Page 16

Comment: This move was published in Fastrack News as a proposal for 2011 and was included in the Action Items for 2010 in error. The SEB would like to withdraw this proposal.

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ITEM 3) Withdraw the previously approved classification change proposal of the Porsche Boxster S (2000-04) (986 chassis) for 2010:

ITEM 57) Appendix A, move to BS from AS:
Porsche
Boxster S (2000-04) (986 chassis)
SCCA Fastrack News April 2009 Page 25

Comment: After member comments and further study, this move of the Porsche Boxster S was recommended to be rescinded by the Stock Advisory Committee on 9/15/2009 and approved by the SEB. The proposal was submitted to the BOD in error. The SEB would like to withdraw this proposal.

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SAFETY

ITEM 2) Amend the previous proposal concerning helmets in Solo events for 2010:

4.3.1, first sentence – Change: "All helmets meeting the following standards must be worn while on course: All helmets meeting the current or two immediately preceding Snell Foundation standards (SA, K, or M SA2005, SA2000, SA95, M2010, M2005, M2000, M95, K2005, K98), or SFI standards 31.1A, 31.2A, 41.1A, or 41.2A, or British spec BS6658-85 type A/FR are acceptable.

ITEM 8) 4.3.1, first sentence – Change: "Helmets meeting one of the following standards must be worn while on course: Snell SA2010, K2010, M2010, SA2005, K2005, M2005, SA2000, K2000, M2000, SA95, K98; SFI 31.1, SFI 31.1A, SFI 31.2A, SFI 41.1, SFI 41.1A, SFI 41.2A; BS6658-85 Type A/FR."

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Comment: After receiving member comments, the Snell Helmet Safety Standards were re-examined with a follow-up e-mail

to the Snell Memorial Foundation. Because of changes in helmet testing, Snell will have two concurrent motorcycle helmet standards in effect – M2010 helmets are available now and also M2005 helmets will continue to be certified through June 30, 2011. (This is the same ending date for certification testing of SA2005 and K2005 helmets.) Basically, Snell will have an unusual situation in 2010 – two current motorcycle helmet standards at the same time.

ADDENDUM

GENERAL CATEGORY

• ITEM 2) Change Section 4.1.B to: "Drivers are responsible for knowing and understanding the SCCA National Solo Rules. Ignorance of the rules will not be accepted during any adjudication of issues regarding event operations, vehicle compliance, driver/crew behavior, or any other topics. It is strongly recommended that drivers have a copy of the current rules at all SCCA Solo events, especially at Divisional and National level events."

Comment: The previous rule, which had been in place for over 30 years, has become increasingly less relevant with the advent of the rules being available on the SCCA web site and has come to be viewed as an unneeded bureaucratic requirement for entrants to show their rule book at registration. However, the revenue generated from rule book sales has been used to offset a portion of the costs associated with the development and maintenance of the rules, including Tech Services. Therefore, this revenue will be replaced by increases in National Solo entry fees and the optional Solo License. The Solo Rules will continue to be available for purchase in their traditional book form.

To change Section 4.1.B to: Drivers are responsible for knowing and understanding the SCCA National Solo Rules. Ignorance of the rules will not be accepted during any adjudication of issues regarding event operations, vehicle compliance, driver/crew behavior, or any other topics. It is strongly recommended that drivers have a copy of the current rules at all SCCA Solo events, especially at Divisional and National level events.

Appendix B: CRB Rules Changes

STATUS OF WORK ITEMS

GCR Revision: The GCR Advisory Committee has reviewed comments received from BoD members and Executive Stewards. Their responses have been submitted separately. The CRB recommends adoption of the revised GCR as submitted. (See next item for Appendix C changes.)

15 Year-Old Permits: Some adjustments to the GCR language have been made in response to staff requests as a result of their efforts to implement the program. As approved by the BoD in November, a 15 year-old who satisfies the requirements for issuance of a National license would continue to carry the permit until reaching the age of 16. The staff would prefer treating the 15 Year-Old Permit in the same way as the existing Novice Permit – upon completion of the requirements for a National license, the permit would be replaced by a National competition license and the logbook would no longer be necessary. Two versions of Appendix C and related changes to other parts of the GCR are attached to implement either method depending on the BoD's preference. (The two versions begin on pages 16 and 22.)

Safety Harness Expiration Extension: No new information.

Head and Neck Restraint Implementation Plan: In response to the BoD's request for a plan to implement mandatory head and neck restraints, the CRB notes that it recently recommended not adopting a mandatory rule, but supports strongly encouraging the use of head and neck restraints. The CRB confirms that recommendation now. If a mandatory requirement is to be added, we suggest that it be effective 1/1/2011 and only head and neck restraints that are FIA or SFI 38.1 certified be accepted.

Runoffs Invitations: The CRB recommends that the qualifications for Runoffs eligibility for 2010 be modified so that competitors are required to start four National races and finish 3 of those races (as was the case prior to 2009). In addition, the CRB recommends the requirement that competitors be among the top ten in their class in their division of record be removed. Specific language for these recommendations is included below.

2010 Runoffs Schedule: At its October meeting, the BoD voted to include all National classes to participate in the 2010 Runoffs. Our goal is to have as few combined race groups as possible, but because of the limited number of sessions available, it is possible that in one case we may need to combine three classes in one race group. This is due to the inclusion of STO and ST, both of which can be grouped well only with T1.

Proposed Rules Changes

GCR - December

Item 1. Effective 1/1/10: Change Note 2 of section 9.1.12, as follows:

For the purposes of this section, GTL shall be considered a new class from 2006, T3 and Spec Miata shall be considered new classes from 2006 and STO, and STO, STU, FE and Formula 1000 from 2007.

Housekeeping changes.

Item 2. Effective 1/1/10: To meet the requirements of the motion passed by the BoD, change section 3.9.2.E, as follows: Those classes attaining an average of 2.5 cars or better per race, as defined in 9.1.12, in the previous year of national racing shall be invited to the following year's Runoffs. All National classes are invited to the Runoffs. If there are not at least 10 Runoffs entries in a given class, a National Champion will not be recognized in that class.

Housekeeping changes.

Item 3. Effective 1/1/10: In 9.3.26.A, Prohibited Compounds table, change the allowed amount of benzene from 2.0% to 5.6%.

The EPA allows up to 4.9% benzene by volume (5.6% by weight) to be sold in areas that do not require reformulated gasoline. The EPA expects to lower that level in the next few years, but our competitors who use street fuels might currently encounter higher levels of benzene than we would prefer to allow.

Item 4. Effective 1/1/10: Modify 3.9.1.F.4 (revised GCR) as follows:

4. Change of Division. A driver may change his Division of Record by separately notifying in writing the Club Racing and the Membership Departments in the National Office, and his newly designated Region of Record in the incoming division prior to the beginning of the third National race weekend in either the incoming or the outgoing division – whichever is earlier. It is the driver's responsibility to ensure that all three parties are notified within the allowed time.

Multiple double National weekends early in a division's season may cause competitors to miss the current deadline.

Item 5. Effective 1/1/10: Modify pages ii and iii to reflect the intent to make the electronic edition of the GCR the primary reference. Please see attached revisions on page 13.

Housekeeping changes.

Item 6. Effective 1/1/10: Modify 3.9.2 as follows:

3.9.2. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to the highest placing all drivers from each Division Championship who meet the invitation qualifications. The SCCA Runoffs are conducted under the provisions of 3.1.1. and determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs

Invitations are issued to the highest placing all drivers in each Runoffs-eligible class in each Division Championship based on the following minimum qualifications:

- 1. The driver must start at least 4 National races and finish at least 4 3 National races in the current race season.
- At least 2 of these 4 National races must have been in his Division of Record.
- 3. He must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).
- 4. If a driver has designated a division/class combination for additional class qualification, he must meet the requirements of 3.9.1.A. and 3.9.1.F.3.

These changes are to implement the CRB's request regarding Runoffs invitations.

Touring/Showroom Stock - November

Item 7. Effective 1/1/10: Add the following sentence to the end of section 9.1.7.E.8: Cars equipped with lug bolts may convert to wheel studs and lug nuts.

Some cars with lug bolts have been experiencing loosening of the bolts. This is purely a safety-related change.

American Sedan - December

Item 8. Effective 1/1/10: Change section 9.1.6.D.4.d.9, as follows:

The use of offset steering rack bushings is permitted. Offset tie rod ends for bump steer correction are allowed. Tie rods and tie rod ends may be modified or replaced. Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

This allows consistent implementation of alternate rod ends across all cars in class.

Item 9. Effective 1/1/10: Clarify 9.1.6.D.1.I and 9.1.6.D.1.m as follows:

I. 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. The throat area of the port consists of a single cut up to a maximum 90 degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast iron casting below ("Throat Cut"). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than .800 inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port.

Any modification of the cylinder head beyond that permitted in Section D.1.I., (below) in this section 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.

Any or all valve seats may be replaced. Valve seat material must be ferrous.

The combustion chamber may be repaired or modified in the area shown in Section F – Engine Build Sheets, Drawing 2 to repair or prevent pitting or damage between the intake and exhaust valves. This repair/modification may serve no other purpose.

m. Solid, one-piece steel or stainless steel (no titanium/titanium alloy) intake and/or exhaust valves are permitted. Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1. Valve length and valve stem installed height is open. Any valve seal may be used. A valve job will consist of 3 valve angles ("Valve Angles") only not including the Throat Cut angle. Each of these Valve Angles is open. The widths of the Valve Angles on the head and on the valve are open. The Valve Angles must not extend off the seat into the aluminum or cast iron casting at the top or bottom of the seat. Additional valve specifications are listed in Section F – Engine Build Sheets. Valve and v-Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1 & 2.

These changes are intended to clarify what modifications may be made to AS cylinder heads. They are a direct result of issues encountered at the 2009 Runoffs. The figures for these sections are atached.

Spec Miata - December

Item 10. Effective 1/1/10: Add the following sentence to the end of section 9.1.8.C.1.f: The OEM clutch line may be replaced with a steel braided line.

Allows Aeroquip type clutch lines to mitigate costs of failed OEM lines.

Item 11. Effective 1/1/10: In an effort to clarify the Miata engine rules, remove the current section 9.1.8.C.1 in its entirety and replace it with the following:

C. AUTHORIZED MODIFICATIONS

The following items represent the only modifications and safety items permitted and/or required on Spec Miata automobiles other than safety items as required in Section 9. Permitted components or modifications must not perform a prohibited function. Updating or backdating is not allowed for any car, model, specification, or component, except as specifically authorized in these rules.

A Mazda factory shop manual for the specific make, model, and year of automobile is required to be in the possession of each entrant. The manual may be in the form of printed material, microfiche, CDs, DVDs, and/or Internet access to manufacturer sponsored web-based databases. The manual is intended to aid scrutineers in identifying parts and the configuration of the

automobile.

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

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

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

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

If the factory manual or these rules provide only a partial specification or no specification at all, the Mazda parts may not be modified beyond what is allowed in these rules. Compliance of such parts will be determined by comparison to new parts delivered by Mazda. Other approved parts with only a partial specification or no specification available in these rules may not be modified. Compliance of such parts will be determined by comparison to new parts from the supplier.

1. Engine Modifications

a. General

- No modifications to this engine are allowed, except where specifically authorized within these rules. This includes, but
 is not limited to, all fuel injection and engine management components, as well as electrical, cooling, and lubrication
 systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Mazda
 factory service manual.
- 2) Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts. No balancing, blue printing, lightening, polishing, or other modification of moving parts of the engine is permitted. All parts in the engine must be stock Mazda OEM parts unless specified in this rule set. For all Mazda part numbers in these specifications, superseding part numbers are considered equivalent.

b. Block

The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum diameter as shown in the following table:

Model Years	Maximum Diameter (inches)
90-93	3.076
94-05	3.273

Cast iron cylinder liners (sleeves) may be installed to restore damaged or worn cylinder bores to the original dimension. Reboring to over size is prohibited.

c. Crankshaft

The stock Mazda Miata crankshaft must be used with no modifications allowed, as shown in the following table, which also displays minimum weights (not including pilot bearing or hardware):

Model Year	Part Number	Minimum Weight (lbs)
90-93 (short nose)	B617-11-300	26.5
90-93 (long nose)	B6S7-11-300A	26.5
94-05	BP06-11-300D	35.6

Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard ranges as allowed in the Mazda factory service manual. The crank triggers must not be altered or modified in any way. The crank pulley/balancer must not be altered or modified in any way.

d. Connecting Rods

Mazda part number B6S7-11-210E must be used. Minimum connecting rod weight with cap and bolts is 537 grams.

e. Pistons

Mazda OEM standard size pistons must be used. Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in the following table:

Model Year	Part Number	Minimum Weight (w/o pin and hardware (grams)	wristMinimum Weight Wrist Pin (grams)
90-93	B6Z2-11-SA0C	271.5	86.0
94-97	BPY11-11-SA0A	291.5	80.0
99-00	BPZ0-11-SA0	290.0	80.0
01-05	BPZ3-11-SA0	290.00	80.0

The use of oversize pistons is not permitted. No modification of the piston is permitted. Modification of the piston ring end gap width is allowed.

f. Cylinder Head

The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum height of the cylinder heads are maintained. The minimum heights of the cylinder heads as measured in the factory service manual allowed are shown in the following table:

Model Years	Minimum Height (inches)
90-93 (1.6L)	5.245
94-05 (1.8L)	5.255

The cylinder head must not be ported, polished, or machined. The original casting must not be modified in any way or polished unless specified below.

The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area under the seat where the plunge cut ends and the casting resumes cannot be blended by hand, machined, or chemically processed to create a smooth transition. The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below.

No aluminum in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added, or manipulated for any reason. It is understood that heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port.

All dimensions in the following table will be measured with go/no go tooling.

	Diameter		Maximum Throat Depth (from bottom of ferrous valve seat
1.6L	1.095	r ,	(millimeters)
1.8L	1.178	1.020	9

Unshrouding of the valves is strictly prohibited. There must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is **not** to be blended by hand, machined, or chemically processed to create a smooth transition. This dimension will be measured with go/no go tooling. The maximum dimensions are listed below, measuring guide centerline to chamber edge:

	Relief Cut radius	Maximum Exhaust Valve Relief Cut radius (inches)
1.6L	0.687 Radial	0.600 Radial
1.8L	0.760 Radial	0.675 Radial

g. Camshaft

Camshafts must comply with the official camshaft specifications as supplied by the SCCA Club Racing Tech Department. The camshaft and crankshaft sprockets must be as supplied by Mazda. Cam timing must not be altered; the belt must be installed as specified in the Mazda factory service manual.

h. Valves

OEM valves must be as supplied by Mazda. Valve location or angle must not be moved. Reshaping of the valves is strictly prohibited. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Mazda OEM parts. Valve stem installed height must be per the Mazda factory service manual: Valve stem seals must be Mazda OEM parts. Valve seats may be cut provided the valve seat angles are stock Mazda three angle cut, as defined below.

A valve job will consist of only three flat angles; radius cuts are not allowed. A 45 degree seat angle must be used, which may vary in width from .030 inch to .050 inch. To narrow or correctly position the face angle, a bottom angle of 70 degrees must be used. To narrow or correctly position the face angle, a top cut of 30 degrees may be used. All angles must stay on the cast steel block portion of the seat. The angles must not extend off the seat into the aluminum casting at the top or bottom of the seat.

i. Valve Springs

Valve springs are Mazda OEM as specified in the Mazda factory service manual. Valve spring shims are not permitted except the one standard shim that is used under every valve spring. Only the Mazda shim may be used and the OEM dimensions must be maintained.

j. Compression Ratio

Maximum allowed compression ratios are shown in the following table:

Model Years	Compression Ratio
90-93	9.4:1
94-97	9.0:1
99-00	9.5:1
01-05	10.0:1

Carbon may be removed from combustion chambers, valves, and pistons.

k. Intake Manifold

The intake manifold must be stock Mazda parts, without any material added or removed. No coating is permitted on the exterior or interior of the manifold. Injectors must be stock Mazda OEM parts, correct for the model year of the car. All air entering the intake tract shall pass through the fuel injection air inlet.

- 1.6L cars may replace the stock air box with a cone style air filter assembly. The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted.
- 1.6L cars may open and adjust, but not modify, the OEM airflow meter. For 1.6L cars, the position of the air flow meter
 may be moved provided it remains attached to the unmodified factory intake tube.
- 1.8L cars must use the stock air box, but the air filter element is unrestricted. Mass air flow sensors may not be modified, adjusted or opened.
- 1.8L cars must use an air restrictor plate. The restrictor plate must be placed between the throttle body and plenum. All
 intake air must pass through the restrictor plate. Restrictor plates must be the proper size as listed in the specification
 table, must be from Mazdaspeed Motorsports Development or from SCCA Enterprises, and must not be modified.

I. Fuel system

The fuel pump and fuel pressure regulator must be Mazda OEM parts and unaltered. Unleaded fuel filler trap door and restrictor plate in filler neck may be removed. Refer to GCR Section 9.3.26 for permitted fuel specifications and for the required fuel sample acquisition port.

m. Exhaust system

The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

The 1999-05 Miatas with California emissions equipment may substitute the Federal OEM exhaust manifold and ECU for the OEM CA exhaust manifold and catalytic converter.

The post catalytic converter oxygen sensor may be disabled, replaced, relocated, or removed; the resulting hole (if present) may be plugged. Original exhaust system heat shields may be removed.

The factory exhaust system beyond the OEM front down pipe may be replaced, provided the following are true:

- The replacement system retains the original configuration (i.e., single tube design) and the tubing is a maximum of 2.25 inches outside diameter.
- The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OEM exhaust system.
- No expansion chambers. A single muffler may be added.
- The system meets all event specific sound requirements.
- A catalytic converter may be gutted, removed, or replaced with a catalytic converter replacement pipe. The replacement pipe must not exceed 17.5 inches in length and have an outside diameter no greater than 2.375 inches.
- No portion of the exhaust may be wrapped with any type of insulating tape, nor shall any portion of the exhaust, internal or external, be coated with any thermal coatings.

n. Lubrication System

The oil pan must be as supplied by Mazda. No modifications are permitted. The windage tray must be used and must not be modified in any way.

o. Cooling System

- The water pump must be a Mazda or an OEM equivalent part. The water pump pulley must be the stock Mazda part.
 No modifications are permitted.
- Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and mounted in the stock location.
- Thermostats may be modified, removed, or replaced.
- All cars may install the upper radiator seal, p/n NA75-50-OK7A.
- A radiator screen of 1/4 inch minimum mesh may be added in front of the radiator and contained within the bodywork.

p. Electrical Equipment

The ECU and engine electrical harness must be as supplied by Mazda. No modifications are permitted. The ECU maps and inputs must not be modified.

Ignition coils must be stock Mazda parts. No modifications are permitted.

All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating the oil pressure sending in order to install an oil pressure gauge is permitted.

The alternator may be OEM equivalent. The alternator drive pulley must be stock. The alternator must not be disabled in any way. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability.

Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and weight, and are fitted in the standard location. Additional battery hold-down devices may be used and are strongly recommended.

q. Flywheel

The stock Mazda flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear. The following table provides minimum weights with pilot bearing:

Model Years	Minimum Weight (lbs)
90-93	17.6
94-05	17.0

The 94 model year may use the flywheel from the 95-05 model years. If the 1994 flywheel is used, it must weigh a minimum of 18.5 lbs.

r. Clutch

All cars must use either the stock OEM pressure plate or the ACT pressure plate (Mazdaspeed p/n: 0000-0205401-SS – 1.6L cars or 0000-0205404-AC – 1.8L cars). The unmodified pressure plate must be bolted directly to the stock, unmodified flywheel. Any clutch disk may be used.

s. Miscellaneous

The use of the following non-standard replacement parts is permitted provided use does not result in any unauthorized modification of any other component.

- Fasteners nuts, bolts, screws, washers, studs, etc. (Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Mazda.)
- Gaskets and seals, except those specified in the above rules
- Mechanical tachometer and analog gauges
- Oil and lubricants

This rewrite of the SM engine rules has been coordinated with all the major SM engine builders to achieve specifications that are clear and can be reliably enforced by tech personnel.

CAR RECLASSIFICATIONS

Production

Item 12. Lotus 7 and Lotus 7 America to HP at 1,550 lbs.

Touring/Showroom Stock

Item 13. Celica GTS to SSC, without the TRD suspension kit and limited slip, at 2,910 lbs; with Canton Accusump #24-260, sandwich #24-700, valve #24-260, and related hoses and brackets.

Item 14. 350Z may remain in T2 as specified, and may change to T3 with the following adjustments:

- 8 inch wide wheels
- 245 maximum tire size
- Remove all Nismo suspension
- Add 31 mm SIR, which will be monitored for performance
- Weight at 3,268 lbs

All reclassifications are to create more competitive places for these cars to run.

	Attac	hment	for	Item	5
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GCR page ii:

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Printed in the United States of America

[Note: Remainder of page - Registered Trademarks - unchanged]

GCR page iii:

The General Competition Rules of the Sports Car Club of America are intended to assist in the orderly conduct of race events. They are in no way a guarantee against injury or death to participants, spectators, or others. No express or implied warranties of safety or fitness for a particular purpose are intended or shall result from publication of or compliance with these rules.

FOREWORD

The General Competition Rules (GCR) of the Sports Car Club of America are intended to assist in the orderly conduct of race events. It is hoped that the layout The organization of the GCR will-should be of benefit to users. It must be remembered however, that the GCR is a reference book, and not a novel. To find the answer, the reader must first know the question. The index will help, but the Table of Contents will give a good idea of the general layout.

Electronic and printed editions of the GCR are available. The electronic edition may be updated during the calendar year and will be available on the SCCA web site. The electronic editions take precedence over the printed edition. Express permission is granted members and others to transmit and use the electronic editions for purposes related to SCCA Club Racing activities.

Effective January 1st, of each year, all editions of the SCCA General Competition Rules and all Court of Appeals rulings are superseded by the following SCCA General Competition Rules.

All dimensions are in inches unless otherwise noted.

The masculine pronouns he, him, his will be used generically, without actual reference to gender.

[Note: remainder of page unchanged.]

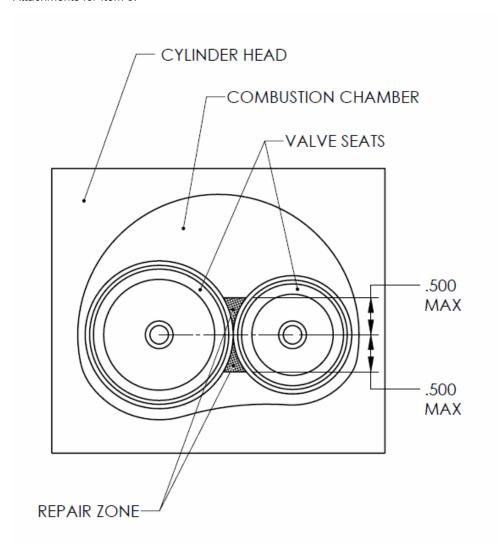
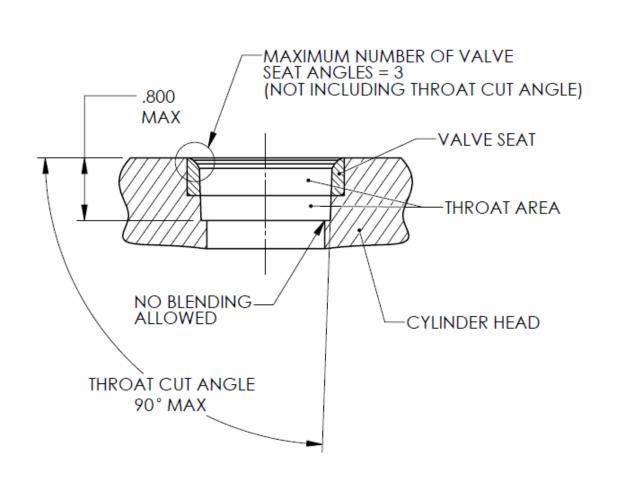


FIGURE 2. Aluminum Cylinder Head Repair Zone



DRAWING 1. Valve Seat Cutting Dimensions

The following includes the provisions for a 15 Year-Old Permit for the case where the Permit is required to be used for as long as the driver is 15 years old.

APPENDIX C: PARTICIPANT LICENSING

OFFICIAL'S LICENSING AND TYPES

1.1. Official

- Regional
- Divisional 2.
- National
- Senior

1.2. Steward

- Steward-in-training
- Regional 2. 2. 3.
- Divisional
- National
- Senior

1.3. **Licensing Requirements**

Only SCCA members may be licensed.

- License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official web site, and by mail from the SCCA National Office.
- Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.
- Following the initial year, the renewal minimums are as follows:
 - Regional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months.
 - National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months.
 - Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years.
- Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.
- Upgrading to the next level of license is dependent upon the specialty.
- License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

Licensing Minors

- The SCCA defines a Minor as an individual between 16 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Official's License.
- Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:
 - A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
 - A completed Minor's Assumption of Risk Acknowledgment.

COMPETITION LICENSES 2.

2.1. **Medical Requirements**

- Everyone who applies for a Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form. The Form must be submitted every 5 years for applicants ages 15-35; every 2 years for applicants ages 36-59; and every year for applicants age 60 and over. The examination date cannot be more than 3 months before the Competition License or Permit application date. A new Form is not required for a 15 year-old Permit holder or Novice Permit holder applying for a Regional or National License, provided the current Form is within the specified term for his age group. The Form remains valid only when a member maintains continuous SCCA membership and license.
- An individual may be issued a Novice Permit by a Divisional or Regional Licensing Chairman provided there is no medical condition identified on the Form which requires review by the Medical Advisory Board.
- Forms are available from Regions, from the National Office, and on SCCA's web site, www.scca.com.
- Many medical conditions affect a competitor's fitness. Certain conditions will be automatically reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether a competitor should be issued a license. Specific medical conditions that preclude issuing a license are varied and change with improving medical treatments. The medical reasons for denying a license will be explained to the applicant. Actions of the Medical Review Board are final and are not subject to protest.
- E. A competitor who is issued a license under medical waiver must submit the Form annually.

2.2. **Credit Toward License**

- To qualify for renewing or upgrading a license, a competitor must participate in the minimum number of SCCA races specified in the chart, below. However, no license credit shall be given for the following:
 - **Drivers Schools**
 - Races held as part of a Drivers School
 - Events not sanctioned by the SCCA Events resulting in a DNS or DNF 3.
- B. A licensed competitor may enter multiple cars in an event, but will earn license credit for only one entry for each race group per sanction number. A Novice Permit holder will earn license credit for only one race for each sanction number.

2.3. **Competition Licensing Requirements**

The chart below shows the standard licensing requirements and progressions.

2.4. Additional Licensing Information

A. All 15 Year-Old Permit, Novice Permit and License applications must be signed by the applicant and sent, along with all required paperwork and fees to the following address:

Sports Car Club of America, Inc. Competition License 6700 SW Topeka Blvd., Building 300 Topeka KS 66619

- B. An applicant for any Permit or License who requests expedited processing must add an additional \$125 to the license fee shown on the chart. The special handling fee guarantees a 24 hour business day turn-around and the License is returned via Federal Express.
- C. License Renewal/Upgrade Forms are mailed automatically to Regional, Vintage, and National License holders in advance of the expiration of the current License.
- D. An applicant's Divisional Driver Licensing Administrator, or the National Administrator of Driver Licensing, or the Club Racing Department may waive some or all of the participation requirements for issuing or renewing a Regional, Vintage, or National License. Anyone not meeting the participation requirements for Regional, Vintage, or National License (upgrade or renewal) is advised to contact one of these sources to request a waiver.
- E. In addition to the basic items for each license level and upgrade in the chart above, please note the following sections, particularly with respect to licensing Minors, below.

LICENSE LEVEL :	SCCA MEMBER AGE TYPE		WHO MAY ISSUE THE LICENSE	APPLICATION	MEDICAL F FORM) HEE	GCR .	TERM	ОТНЕR
15 YEAR-OLD PERMIT	Individual/Family/ 15 years First Gear in good old standing	years	National Office Only	Novice Permit Application	Required (\$110 (Region retains \$40)	ncluded	2 years (convert to Novice (Permit in 2nd year)	2 Passport Photos + Proof of Age + Parent/ Guardian Permission + Divisional Licensing Chairman Approval
NOVICE PERMIT	Individual/Family/ 16 ye Spouse/First Gear older in good standing	ars or	6 years or National Office or National/ Divisional/ Regional Driver Licensing Administrator	Novice Permit Application	Required	\$110 (Region retains \$40)	ncluded	2 years	2 Passport Photos + Proof of Age + Operator's Permit/State Driver's License allowing solo motor vehicle operation
NOVICE TO REGIONAL	Same as Above	Same as Above	National Office	Completed Novice Permit + Regional License Application	When	08\$	lucluded	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit
NOVICE TO VINTAGE	Same as Above	Same as Above	Same as Above	Completed Novice Permit + Vintage License Application	When	\$55	Not Included	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit
NOVICE TO NATIONAL	Same as Above	Same as Above	Same as Above	Completed Novice Permit + National License Application	When	06\$	ncluded	2 years	Complete School Requirements + 2 Regional Races on Permit + Results of 4 Additional Regional Races. All in prior 24 months.
REGIONAL RENEWAL	Same as Above	Same as Above	Same as Above	Regional License When Renewal Application needed		880	ucluded	1 year	Results of 2 Regional Races or 2 Vintage Races from the prior 12 months
VINTAGE RENEWAL	Same as Above	Same as Above	Same as Above	Vintage License When Renewal Application needed		\$55	Not Included	1 year	Results of 2 Vintage Races or 2 SCCA Regional Races from the prior 12 months
REGIONAL TO NATIONAL	Same as Above	Same as Above	Same as Above	National License Application	When	06\$	ucluded	1 year	Results of 4 Regional Races from the prior 12 months on a Regional License
NATIONAL RENEWAL	Same as Above	Same as Above	Same as Above	National License When Renewal Application needed		06\$	lucluded	1 year	Results of 3 SCCA National/Pro/FIA events or 2 SCCA National/Pro/FIA events + 1 Regional Races or 4 Regional Races

2.5. **Licensing Minors**

- The SCCA defines a Minor as an individual between 15 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Official's License.
- Only the Club Racing Office may issue a Novice Permit to a Minor. In addition to the paperwork and fees indicated on the chart, above, a Minor applicant must submit the following to the Club Racing Office:
 - A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
 - A completed Minor's Assumption of Risk Acknowledgment.
 - A photocopy of both sides of his State Operator's Permit/Drivers License.
- C. Only the Club Racing Department may waive Drivers' School, Regional, Vintage, or National License participation requirements for a Minor.

15 Year-Old Permits

A 15 Year-Old Permit is a provisional license for young drivers with previous racing experience in karts, guarter-midgets, etc.

- Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 15 Year-Old Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, at the interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but it necessary, a telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, he will recommend to the Club Racing Office that a 15 Year-Old Permit be issued. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment must be submitted to the Club Racing Office.
- A 15 Year-Old Permit will be issued in the form of a special logbook with a distinctive cover. It must be used for all driver school and race events until the driver reaches the age of 16. If the requirements for a regional license are not fulfilled by the time the driver reaches the age of 16, the 15 Year-Old Permit shall be returned to the Club Racing Office to be replaced by a Novice Permit. Any successfully completed Driver Schools and races will be transferred to the Novice Permit.
- 15 Year-Old Permit logbooks may be issued only by the Club Racing Office.
- At every driver school and every race, the permit logbook must be presented to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate logbook page at the end of the event.
- At any event (school or race), the Chief Steward may recommend revocation of the logbook.
- In addition to the successful completion of the required driver school(s), the Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.
- A 15 year-old must complete his first driver school in a car from one of the following classes: FV, FST, FF, SRF, SM, HP, T3, SSB, SSC, ITA, ITB or ITC. Upon successful completion of the first school, any car my be used thereafter.
- No 15 year-old will be allowed to race without having successfully completed at least one SCCA driver school. In Divisions in which SCCA driver schools are not available, the student may be allowed to race after completing two SCCA Accredited Schools subject to the approval of the Divisional Driver Licensing Administrator.
- The 15 Year-Old Permit is treated as a Novice Permit for the purposes of license upgrades, however the logbook will be used as the license regardless of the events (Regional or National) for which the driver is eligible.

2.7.

A Novice Permit is a training license for student drivers as they develop the experience necessary to safely race with the SCCA.

- After submitting the required materials, an applicant will receive his Novice Permit with one photo attached. The Permit must be presented at Drivers School and subsequent SCCA races until replaced by a Competition License.
- B. A Novice Permit is valid for 24 months with continuous SCCA membership. However, Novice Permit holders over age 60 and those requiring a medical waiver must submit the Medical Form annually for the Permit to remain in effect.
- C. A Novice Permit holder who does not complete requirements to upgrade to a Regional or Vintage License by the expiration date of the Permit must start over with no credit for previous schools or races.
- Successful completion of 2 SCCA Drivers Schools or their equivalent is required before a Novice Permit holder may race. The following must be noted in the Novice Permit:

 - A total of at least 6 hours of in-car, on-course time. A Satisfactory rating in at least 2 SCCA Drivers Schools.
 - The Signature of the Chief Steward indicating participation in each School attended.
- E. Novice Permit holders may offer equivalencies to replace one or both SCCA Drivers Schools.

- The Chief Steward of an SCCA Drivers School or the Novice Permit holder's Divisional Licensing Chairman may waive all or part of the Drivers School requirements for drivers with prior racing experience.
- The Chief Steward of an SCCA Drivers' School, the Novice Permit holder's Divisional Licensing Chairman, or the Club Racing Department may give credit for one SCCA School to a driver who submits evidence of having successfully finished an SCCA accredited private drivers' school after that driver has completed 3 hours of in-car, on-course time in SCCA Drivers School.
- The Chief Steward of an SCCA Drivers' School, the Novice Permit holder's Divisional Licensing Chairman, or the Club Racing Department may give credit for two SCCA Schools to a driver who submits evidence of having successfully completed two SCCA accredited private drivers' schools.
- Club Racing will publish the list of accredited private schools whose curricula and methods have been approved and who have submitted a service fee to the SCCA.
- Drivers who have fulfilled the Drivers School requirements complete the Novice Permit by successfully competing in two Regional races within the 2 year term of the Permit. The Chief Steward for each race must sign the Permit to indicate participation.

When the second Regional Race is credited, the Chief Steward or Chairman SOM for that event must also sign the Permit acknowledging completion of the Novice Permit requirements. If the Chief or Chairman will not sign the Permit, a Novice Permit holder may appeal that decision to his Divisional Licensing Chairman for a final decision.

G. A Novice Permit may be revoked by the holder's Divisional Licensing Chairman upon the recommendation of the event Chief Steward.

Regional License 2.8.

- A driver who has finished all Novice Permit requirements, including the acknowledgment signature of the Chief Steward or Chairman SOM, may follow the directions in the Permit to apply for an upgrade to a Regional License. For the three consecutive weekends after he has submitted his Regional License application to the National Office for processing, he may use a photocopy of the Permit as a License to race. Or he may retain the original Novice Permit to use as a License until he completes 4 Regional Races (beyond the initial 2 for the Novice Permit requirement) to earn a National License.
- Licenses listed in 3.1.5.C. will be accepted as equivalent to SCCA event and medical requirements for the purpose of issuing an SCCA Regional License.

2.9. **National License**

- A Regional License holder who completes requirements for a National License or who receives a waiver from his Divisional Licensing Chairman during the Regional portion of a Regional/National weekend needs only the permission of the event Chief Steward to enter the National race. Drivers competing on a 15 Year-Old Permit may not be upgraded to a National license under these circumstances.
- A Canadian resident holding a current ASN Professional Grade C License or higher may apply for an SCCA National License if he is an Individual, Family, Spouse, or First Gear SCCA member in good standing and submits a copy of his current ASN License and ASN Medical Form, along with the License fee.

CREW LICENSES

Licensing Requirements 3.1.

- Only SCCA members may be licensed.
- All non-Minor SCCA members will automatically be licensed as Crew. B.
- Licenses are for one year, concurrent with the membership term.
- There is no participation requirement for renewal.

3.2.

- **Licensing Minors as Crew**The SCCA defines a Minor as an individual between 16 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Crew License.
- Only the National Office may issue a Crew License to a Minor. In addition to the Crew License Application, a Minor applicant must submit the following to the National Office:
 - A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
 - A completed Minor's Assumption of Risk Acknowledgment.

NON-STANDARD LICENSE SITUATIONS

Probation Letter as License

- The Chairman SOM or other review committee or Court of Appeals issues a Probation Letter to temporarily replace the confiscated License of a member whose penalty is probation.
- The member uses the Probation Letter as a License until the terms of the probation have been met completely.
- When the terms are completed, the member sends the Probation Letter to the National Office and receives his License in return.

Statement of Facts Affidavit in Lieu of License

A Statement of Facts Affidavit is available ONLY to a competitor who has received a current SCCA Competition License but does not have it in his possession at the event. A competitor whose claim to have been issued an SCCA Competition License cannot be verified is subject to automatic penalty, as specified in 7.4.D.

The following includes the provisions for a 15 Year-Old Novice Permit for the case where the Permit is required to be used until the driver turns 16 or it is replaced by a National competition license. The differences between this version and the previous version are primarily in the name of the permit and how and when it is replaced. Most of the changes are in 2.5.

APPENDIX C: PARTICIPANT LICENSING

OFFICIAL'S LICENSING AND TYPES 1.

1.1. Official

- Regional
- Divisional
- National
- 3. 4. Senior

1.2. Steward

- Steward-in-training
- 2. Regional
- Divisional
- 3. National
- 4. Senior

1.3. **Licensing Requirements**

Only SCCA members may be licensed.

- License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official web site, and by mail from the SCCA National Office.
- Except for the Senior License level, all Licenses are for one year, concurrent with the membership term. C.
- D. Following the initial year, the renewal minimums are as follows:
 - Regional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months.
 - National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months.
 - Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years.
- Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.
- Upgrading to the next level of license is dependent upon the specialty.
- G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

1.4.

- The SCCA defines a Minor as an individual between 15 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Official's License.
- Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:
 - A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
 - A completed Minor's Assumption of Risk Acknowledgment.

2. **COMPETITION LICENSES**

2.1. **Medical Requirements**

- Everyone who applies for a Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form. The Form must be submitted every 5 years for applicants ages 15-35; every 2 years for applicants ages 36-59; and every year for applicants age 60 and over. The examination date cannot be more than 3 months before the Competition License or Permit application date. A new Form is not required for a 15 year-old Permit holder or Novice Permit holder applying for a Regional or National License, provided the current Form is within the specified term for his age group. The Form remains valid only when a member maintains continuous SCCA membership and permit or license.
- An individual may be issued a Novice Permit by a Divisional or Regional Licensing Chairman provided there is no medical condition identified on the Form which requires review by the Medical Advisory Board.
- C. Forms are available from Regions, from the National Office, and on SCCA's web site, www.scca.com.

- D. Many medical conditions affect a competitor's fitness. Certain conditions will be automatically reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether a competitor should be issued a license. Specific medical conditions that preclude issuing a license are varied and change with improving medical treatments. The medical reasons for denying a license will be explained to the applicant. Actions of the Medical Review Board are final and are not subject to protest.
- E. A competitor who is issued a license under medical waiver must submit the Form annually.

2.2. Credit Toward License

- A. To qualify for renewing or upgrading a license, a competitor must participate in the minimum number of SCCA races specified in the chart, below. However, no license credit shall be given for the following:
 - 1. Drivers Schools
 - 2. Races held as part of a Drivers School
 - 3. Events not sanctioned by the SCCA
 - Events resulting in a DNS or DNF
- B. A licensed competitor may enter multiple cars in an event, but will earn license credit for only one entry for each race group per sanction number. A Novice Permit holder will earn license credit for only one race for each sanction number.

2.3. Competition Licensing Requirements

The chart below shows the standard licensing requirements and progressions.

2.4. Additional Licensing Information

A. All 15 Year-Old Novice Permit, Novice Permit and License applications must be signed by the applicant and sent, along with all required paperwork and fees to the following address:

Sports Car Club of America, Inc. Competition License 6700 SW Topeka Blvd., Building 300 Topeka KS 66619

- B. An applicant for any Permit or License who requests expedited processing must add an additional \$125 to the license fee shown on the chart. The special handling fee guarantees a 24 hour business day turn-around and the License is returned via Federal Express.
- C. License Renewal/Upgrade Forms are mailed automatically to Regional, Vintage, and National License holders in advance of the expiration of the current License.
- D. An applicant's Divisional Driver Licensing Administrator, or the National Administrator of Driver Licensing, or the Club Racing Department may waive some or all of the participation requirements for issuing or renewing a Regional, Vintage, or National License. Anyone not meeting the participation requirements for Regional, Vintage, or National License (upgrade or renewal) is advised to contact one of these sources to request a waiver.
- E. In addition to the basic items for each license level and upgrade in the chart above, please note the following sections, particularly with respect to licensing Minors, below.

LICENSE LEVEL	SCCA MEMBER AGE TYPE	AGE	WHO MAY ISSUE THE LICENSE	APPLICATION	MEDICAL FORM	FEE	GCR	TERM	отнек
15 YEAR-OLD See PERMIT	Individual/Family/ 15 years First Gear in good old standing	15 years old	National Office Only	Novice Permit Application	Required	\$110 (Region retains \$40)	pepnjul	2 years	2 Passport Photos or State issued Photo Id+ Proof of Age + Parent/Guardian Permission + Divisional Licensing Chairman Approval
NOVICE PERMIT	Individual/Family/ 16 ye Spouse/First Gear older in good standing	16 years or older	l6 years or National Office or National/ Divisional/ Regional Driver Licensing Administrator	Novice Permit Application	Required	\$110 (Region retains \$40)	Included	2 years	2 Passport Photos + Proof of Age + Operator's Permit/State Driver's License allowing solo motor vehicle operation
NOVICE TO REGIONAL	Same as Above	Same as Above	National Office	Completed Novice Permit + Regional License Application	When needed	\$80	Included	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit
NOVICE TO VINTAGE	Same as Above	Same as Above	Same as Above	Completed Novice Permit + Vintage License Application	When needed	\$55	Not Included	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit
NOVICE TO NATIONAL	Same as Above	Same as Above	Same as Above	Completed Novice Permit + National License Application	When needed	06\$	Included	2 years	Complete School Requirements + 2 Regional Races on Permit + Results of 4 Additional Regional Races. All in prior 24 months.
REGIONAL RENEWAL	Same as Above	Same as Above	Same as Above	Regional License When Renewal Application needed	When	\$80	Included	1 year	Results of 2 Regional Races or 2 Vintage Races from the prior 12 months
VINTAGE RENEWAL	Same as Above	Same as Above	Same as Above	Vintage License When Renewal Application needed	When	\$55	Not Included	1 year	Results of 2 Vintage Races or 2 SCCA Regional Races from the prior 12 months
REGIONAL TO NATIONAL	Same as Above	Same as Above	Same as Above	National License Application	When needed	06\$	Included	1 year	Results of 4 Regional Races from the prior 12 months on a Regional License
NATIONAL RENEWAL	Same as Above	Same as Above	Same as Above	National License When Renewal Application needed	When	06\$	Included	1 year	Results of 3 SCCA National/Pro/FIA events or 2 SCCA National/Pro/FIA events + 1 Regional Races or 4 Regional Races

Licensing Minors 2.5.

- The SCCA defines a Minor as an individual between 15 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Official's License.
- Only the Club Racing Office may issue a Novice Permit to a Minor. In addition to the paperwork and fees indicated on the chart, above, a Minor applicant must submit the following to the Club Racing Office:
 - A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
 - A completed Minor's Assumption of Risk Acknowledgment.
 - A photocopy of both sides of his State Operator's Permit/Drivers License.
 - Only the Club Racing Department may waive Drivers' School, Regional, Vintage, or National License participation requirements for a Minor.

15 Year-Old Novice Permits

A 15 Year-Old Novice Permit is a provisional license for young drivers with previous racing experience in karts, guarter-midgets,

- Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 15 Year-Old Novice Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, at telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, he will recommend to the Club Racing Office that a 15 Year-Old Novice Permit be issued. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment must be submitted to the Club Racing Office.
- A 15 Year-Old Novice Permit will be issued in the form of a Novice Permit with a distinctive cover. It must be used for all driver school and race events until the driver reaches the age of 16. If the requirements for a regional license are not fulfilled by the time the Novice Permit expires, the 15 Year-Old Novice Permit shall be returned to the Club Racing Office to be replaced by a Novice Permit. Any successfully completed Driver Schools and races will be transferred to the new Novice
- 15 Year-Old Novice Permit logbooks may be issued only by the Club Racing Office.
- At every driver school and every race, the permit logbook must be presented to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate logbook page at the end of the event.
- At any event (school or race), the Chief Steward may recommend revocation of the logbook.
- In addition to the successful completion of the required driver school(s), the Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.
- A 15 year-old must complete his first driver school in a car from one of the following classes: FV, FST, FF, SRF, SM, HP, T3, SSB, SSC, ITA, ITB or ITC. Upon successful completion of the first school, any car my be used thereafter.
- No 15 year-old will be allowed to race without having successfully completed at least one SCCA driver school. In Divisions in which SCCA driver schools are not available, the student may be allowed to race after completing two SCCA Accredited Schools subject to the approval of the Divisional Driver Licensing Administrator.
- The 15 Year-Old Novice Permit is treated as a Novice Permit for the purposes of licensing while participating in Driver Schools and Regional events.

2.7. **Novice Permit**

A Novice Permit is a training license for student drivers as they develop the experience necessary to safely race with the SCCA.

- After submitting the required materials, an applicant will receive his Novice Permit with one photo attached. The Permit must be presented at Drivers School and subsequent SCCA races until replaced by a Competition License.
- A Novice Permit is valid for 24 months with continuous SCCA membership. However, Novice Permit holders over age 60 and those requiring a medical waiver must submit the Medical Form annually for the Permit to remain in effect.
- A Novice Permit holder who does not complete requirements to upgrade to a Regional or Vintage License by the expiration date of the Permit must start over with no credit for previous schools or races.
- Successful completion of 2 SCCA Drivers Schools or their equivalent is required before a Novice Permit holder may race. The following must be noted in the Novice Permit:

 - A total of at least 6 hours of in-car, on-course time. A Satisfactory rating in at least 2 SCCA Drivers Schools.
 - The Signature of the Chief Steward indicating participation in each School attended.
- E. Novice Permit holders may offer equivalencies to replace one or both SCCA Drivers Schools.

- The Chief Steward of an SCCA Drivers School or the Novice Permit holder's Divisional Licensing Chairman may waive all or part of the Drivers School requirements for drivers with prior racing experience.
- The Chief Steward of an SCCA Drivers' School, the Novice Permit holder's Divisional Licensing Chairman, or the Club Racing Department may give credit for one SCCA School to a driver who submits evidence of having successfully finished an SCCA accredited private drivers' school after that driver has completed 3 hours of in-car, on-course time in SCCA Drivers School.
- The Chief Steward of an SCCA Drivers' School, the Novice Permit holder's Divisional Licensing Chairman, or the Club Racing Department may give credit for two SCCA Schools to a driver who submits evidence of having successfully completed two SCCA accredited private drivers' schools.
- Club Racing will publish the list of accredited private schools whose curricula and methods have been approved and who have submitted a service fee to the SCCA.
- F. Drivers who have fulfilled the Drivers School requirements complete the Novice Permit by successfully competing in two Regional races within the 2 year term of the Permit. The Chief Steward for each race must sign the Permit to indicate participation.

When the second Regional Race is credited, the Chief Steward or Chairman SOM for that event must also sign the Permit acknowledging completion of the Novice Permit requirements. If the Chief or Chairman will not sign the Permit, a Novice Permit holder may appeal that decision to his Divisional Licensing Chairman for a final decision.

A Novice Permit may be revoked by the holder's Divisional Licensing Chairman upon the recommendation of the event Chief Steward.

2.8. Regional License

A driver who has finished all Novice Permit requirements, including the acknowledgment signature of the Chief Steward or Chairman SOM, may follow the directions in the Permit to apply for an upgrade to a Regional License. For the three consecutive weekends after he has submitted his Regional License application to the National Office for processing, he may use a photocopy of the Permit as a License to race. Or he may retain the original Novice Permit to use as a License until he completes 4 Regional Races (beyond the initial 2 for the Novice Permit requirement) to earn a National License.

Licenses listed in 3.1.5.C. will be accepted as equivalent to SCCA event and medical requirements for the purpose of issuing an SCCA Regional License.

2.9. **National License**

A Regional License holder who completes requirements for a National License or who receives a waiver from his Divisional Licensing Chairman during the Regional portion of a Regional/National weekend needs only the permission of the event Chief Steward to enter the National race. Drivers competing on a 15 Year-Old Novice Permit may not be upgraded to a National license under these circumstances.

A Canadian resident holding a current ASN Professional Grade C License or higher may apply for an SCCA National License if he is an Individual, Family, Spouse, or First Gear SCCA member in good standing and submits a copy of his current ASN License and ASN Medical Form, along with the License fee.

CREW LICENSES

Licensing Requirements 3.1.

Only SCCA members may be licensed.

- All non-Minor SCCA members will automatically be licensed as Crew. B.
- Licenses are for one year, concurrent with the membership term.
- There is no participation requirement for renewal. D.

3.2.

Licensing Minors as Crew
The SCCA defines a Minor as an individual between 16 years and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary). A Minor may apply for an SCCA Crew License.

- Only the National Office may issue a Crew License to a Minor. In addition to the Crew License Application, a Minor applicant must submit the following to the National Office:
 - A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually until the Minor achieves the age of majority in his state.
 - A completed Minor's Assumption of Risk Acknowledgment.

NON-STANDARD LICENSE SITUATIONS 4.

- Probation Letter as License Α
 - The Chairman SOM or other review committee or Court of Appeals issues a Probation Letter to temporarily replace the confiscated License of a member whose penalty is probation.
 - The member uses the Probation Letter as a License until the terms of the probation have been met completely.
 - When the terms are completed, the member sends the Probation Letter to the National Office and receives his License in return.

Statement of Facts Affidavit in Lieu of License

A Statement of Facts Affidavit is available ONLY to a competitor who has received a current SCCA Competition License but does not have it in his possession at the event. A competitor whose claim to have been issued an SCCA Competition License cannot be verified is subject to automatic penalty, as specified in 7.4.D.

Appendix C: TTAC Rules Changes

The Time Trials Administrative Council recommends the following changes be incorporated into the 2010 TTR.

Submitted by: Matt Rowe - TTAC Chairman

Item 1. Effective 1/1/10: Reason for change – correction to other accepted licenses.

Change the second sentence of section (L1 & L2 - 7.3, L3 & L4 7.6) as follows:

The following competition licenses are accepted for Time Trials events, SCCA Professional, National, Regional, Vintage and Novice. Also accepted are Canadian ASN and Canada FIA Canadian ASN-FIA license. Other types of competition licenses may be accepted per Supplemental Regulations. Any of the accepted competition licenses must meet the eligibility requirements in 7.3.1.

Item 2. Effective 1/1/10: Reason for change – update to reflect current membership programs..

Change the first sentence of section (L1 & L2 7.3.1, L3 & L4 7.6.1) as follows:

Entrants with other types of accepted competition licenses must be current SCCA Regular, Spouse or, First Gear, or Family members in good standing and shall have completed the minimum number of events required for the applicable competition license during the license year.

Item 3. Effective 1/1/10: Reason for change – simplification of volunteer license renewal.

Change the first paragraph of section (L1 & L2 7.6, L3 & L4 7.11) as follows: 1. $\overline{\text{TT}}$ Volunteer

- 2. 3. TT Driving Instructor
- TT Chief Steward
- TT Safety Steward TT Tech Inspector 4.
- 5.
- TT Course Inspector

The apprentice grade of any of the above licenses may be issued by any current Regional Executive or anyone holding a Specialist grade license in the category to be issued.

Item 4. Effective 1/1/10: Reason for change – simplification of volunteer license renewal.

Change the paragraph of section (L1 & L2 7.6.1, L3 & L4 7.11.1) as follows:

- **Apprentice**
- Official
- **Specialist**

Please note that in Time Trials, these designations are awarded upon demonstration of ability and experience first, with amount of participation as a lesser consideration. The Apprentice grade shall be used for those in training and unlessexpressly stated within the TTR shall have an Official lecense holder of the same speciality onsite. Official licensees are those who demonstrate competent service and have completed an acceptable Apprentice period. The Specialist grade will designate those who are capable of taking on leadership positions. Specialists will be responsible for training new Apprentices, and willbe those who are eligible for Divisional leadership positions.

In the Time Trial program, these designations are awarded upon demonstration of ability and experience first, with amount of participation as a secondary consideration.

- Apprentice This grade shall be used for those in training and unless expressly stated within the TTR shall have an Official license holder of the same specialty onsite. Obtaining this level of license requires no approval and can be issued by contacting SCCA National office.
- Official For those who demonstrate competent service and have completed an acceptable Apprentice period. This requires an upgrade request.

c. <u>Specialist</u> – This grade designates those who are capable of taking on leadership positions. They will be responsible for training new Apprentices, and will be those who are eligible for Divisional leadership positions. This requires an upgrade request.

Item 5. Effective 1/1/10: Reason for change – simplification of volunteer license renewal.

Change the first paragraph of section 7.6.2 as follows:

applied for.

The following participation guidelines are recommended for license upgrades.

- License upgrades (except TT Safety Steward or TT Course Inspector) from Apprentice to Official may be obtained upon successful completion of 3 Time Trials events (in any combination) at the Apprentice grade. It is highly recommended that if possible, 2 of the 3 events should be Club Trials (Level 2) or higher.
 TT Safety Steward or TT Course Inspector licenses may only be upgraded to Official licenses after completing an SCCA approved safety seminar and successful completion of 4 Time Trials events (in any combination) at the apprentice grade. It is highly recommended that if possible, 3 of the 4 events should be Track Trials (Level 3) or higher.
 Successful completion of Apprentice grade event participation shall be documented and submitted with the license upgrade application. Documentation shall include the date, location, sanction number, specialty worked and signature of the specialty Official.
 All license upgrades from Apprentice to Official shall be submitted to the TT Divisional Program Manager for approval.
- 6. All license upgrades to Official approved by the TT Divisional Program Manager, must be submitted to the Club Racing Manager for final review and approval prior to license issue.

The TT Divisional Program Manager shall endorse all approved licenses for upgrade to the Official grade of license being

- 7. License upgrades from Official to Specialist may be obtained upon completion of 7 Time Trials events (in any combination) at the Official grade. It is highly recommended that if possible, 2 of the events should be Club Trials (Level 2) and 4 of the events should be Track Trials (Level 3) or higher.
- 8. License upgrades from Official to Specialist grade of any TT license must be submitted to and approved by the Time Trials Administrative Council after being approved by the TT Divisional Program Manager and before being submitted to the Club Racing Manager for final review and approval prior to issue.

The following participation guidelines are recommended for license upgrades. Submit all upgrades on a Time Trial Official application. Information shall include the date, location/event, sanction number, specialty worked and signature, membership number of the specialty Official.

- Apprentice to Official level upgrade requirements (except TT Safety Steward or TT Course Inspector)
 - a. Successful completion of 3 Time Trial events in any combination
 - b. Highly recommended 2 of the 3 events be Club Trials (Level 2) or higher
- 2. <u>Apprentice to Official</u> level upgrade for TT Safety Steward or TT Course Inspector
 - a. Completing an SCCA approved safety seminar
 - b. Successful completion of 4 Time Trial events in any combination
 - c. Highly recommended 3 of 4 events be Track Trials Level 3 or higher
- Approval for Apprentice to Official upgrades will be submitted to and approved by the TT Divisional Program Manager. The application will be forward to Member Services for processing.

Item 6. Effective 1/1/10: Reason for change – Correction to arm restraint requirements based on TTSC assessment and recommendation.

Change the paragraph of section (L1 & L2 12) as follows:

on all open cars includi Chief Technical and Saf	ng open Targa tops, ety Inspector.	sunroofs and T-tops.	The restraint system	installation is subject to a	approval of the

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Dec. 1, 2009

The Club Racing Board met by teleconference on December 1, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Russ McHugh, and Jim Wheeler. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Mike Lewis, guest BoD; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-12, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

Please submit your comments through www.crbscca.com.

American Sedan

Item 1. Effective 10/1/10: Change section 9.1.6.D.1.o, as follows:

Alternate polyurethane motor mounts are permitted. Motor mounts are unrestricted. Engine must remain in the original, or approved location. This rule pertains to all cars, including restricted preparation.

American Sedan

Item 1. Effective 10/1/10: Change section 9.1.6.D.3.j, as follows:

Alternate polyurethane transmission mounts are permitted. Transmission mounts are unrestricted. This rule pertains to all cars, including restricted preparation.

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

Formula/Sports Racing

FV: Intake manifold rules will remain the same for 2010 as they were for 2009 as approved by the BoD and published in April 2009 Fastrack. (Section 9.1.1.C.5.D.20 of the updated GCR).

An FV ad hoc committee is preparing proposals for presentation to the Formula and Sports Racing Advisory Committee. Their recommendations to the CRB will be published in a future Fastrack for comment by the FV community to determine the final 2011 manifold rules. Those recommendations may take the form of additional measurements to be employed in determining compliance of FV manifolds or the institution of a spec manifold.

This advisory is to inform the FV community that there will be changes in the rules for 2011; this information should be taken into account by competitors in 2010 with regard to existing manifolds and any purchases of new manifolds.

NOT APPROVED BY THE CRB

Formula/Sports Racing

Ban tire warmers (Aleckson). A prohibition on tire warmers in the paddock is unenforceable. Tire warmers on the grid are already prohibited.

Grand Touring

- 1. GT2 3-rotor RX7 (Tambourine). The engine has too much potential for the class.
- 2. GTL Alternate cylinder head for Honda EN1 (Hargrove). Availability is limited.
- 3. GTL Mazda 1800 SIR change (Prather). Inconsistent with class philosophy.
- 4. GTL Remove IRS penalty (Prather). The IRS adjustment is proper for this class.

Production

- 1. P Spitfire valve size discrepancy (Broring). Competitors have relied on published valve size. A change now would cause unnecessary cost.
- 2. P Allow alternate rocker arms (Davis). Current rules allow lightening engine components; alternate rocker arms are inconsistent with the class philosophy.
- 3. P Alternate material cowl for 240Z (Ira). Inconsistent with the class philosophy.
- 4. EP Reclassify the Caterham to FP (Leigh). The car is classed appropriately.
- 5. EP Reclassify the Miata (Henry). The car is already classed in EP as a level two prep car, and, thus, is appropriately classed.
- 6. EP Classify the Caterham R300 (Karras). The car does not meet the manufacturing limit.
- 7. HP Help the Spirtfire (Blust). Recent HP changes will be monitored.

Touring/Showroom Stock

- 1. T Allow poly bushings in Touring (Pintaric). Inconsistent with class philosophy.
- 2. T Make thermostats open in Touring (Pintaric). Inconsistent with class philosophy.
- 3. T1 Reduce LS3 weight (Ingle). Weight is specified appropriately.
- 4. T3 Help the Cobalt (Fandozzi). Adjustments have been made to other cars.
- 5. SSB Help the Solstice (Demers). The car is classed appropriately.
- 6. SSC Reduce weight of Nissan Sentra Spec V (Isley). The weight is specified appropriately.

Spec Miata

Adjustable fuel pressure regulator (Jones). Inconsistent with the class philosophy.

NO ACTION REQUIRED

Forumla

- 1. FF Recent changes input (Berstein). Thank you for your input.
- FF- Ford proposal revised Kent engine (Novak). Thank you for your input.
- FM Moses Smith purchases Star Mazda (Smith). Thank you for your input.

Touring/Showroom Stock

7. T1 – Slow the LS3; remove F430 (Berkeley). Thank you for your input.

Spec Miata

- 1. Parity (multiple letters). Thank you for your input. Concerns have been addressed in upcoming adjustments.
- 2. Suspension (multiple letters). Thank you for your input.
- 3. Engine (multiple letters). Thank you for your input. New specifications have been approved.
- 4. Gearing change (multiple letters). Thank you for your input.
- 5. Split the class (Bryan). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2009 **NUMBER**: TB 10-01 **FROM**: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

December 2009 Fastrack Corrections

Board of Directors Minutes

GCR Item 3 (page 24) in Appendix D of the BoD minutes should have been shown as withdrawn as the CRB would like to further investigate the situation.

Item 3. Effective 1/1/10: Add the following to the end of section 3.1.8.D:

All Vintage cars must conform to Appendix Z of the current Vintage Competition Rulebook. Roll cages are required in all cars registered with the SCCA after Jan. 1, 1979. There is no requirement for cars registered before 1979 to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for cars registered prior to Jan. 1, 1979. Where allowed, roll bars must conform to Appendix Z of the current Vintage Competition Rulebook.

Club Racing Board Minutes

In Car Reclassifications, Touring/Showroom Stock, item 2 (page 41), change fourth bullet item as follows: Add 31mm SIR or a throttle restrictor between the throttle body and plenum: 0.060" flat steel plate w/ one 50mm hole (base and Rev-Up models). For the HR model, a throttle restrictor between each throttle body and plenum: 0.060" flat steel plate w/ one 40mm hole.

Club Racing Board Technical Bulletin 09-12

Correct GTL item 5 (page 54) as follows:

Engines-BLMI, 1275/1380/1399, p. 322, replace the current spec line as follows:

Engine	Engine	Bore x	Disp.	Head	Valves/	Fuel	Weight (lbs)	Notes
Family	Туре	Stroke	(cc)	Туре	Cyl.	Induction		
		(mm)						
	OHV	2.78 x 3.20	1275	Iron, non-	2	Unrestricted	1275 @ 1569	RWD add 50lbs. Roll
		(70.6 x		Crossflow			1380 @ 1648	cage meet-ing require-
		81.33)					1399 @ 1708	ments for cars under
								1500lbs are acceptable
		alt. bore:	1380				Sprite/Midget	for cars regis-tered
		73.5 max. or	1399				1275 @ 1730	prior to 1/1/82. Reduce
		74.0 max.					1380 @ 1809	by 100 lbs with original
							1399 @ 1869	suspen-sion and 10"
								wheels. Front and rear
								body seams may be
								removed. Pierce/PBS
								aluminum cylinder head
								allowed.

Correct Production items (page 54) as follows:

HP

- 3. Add 100 lbs to 1493cc Honda powered cars.
- 4. Honda CRX and Civic 1.5 1493cc (88-91), p. 456-457, change the intake and exhaust valve size as follows: (I) 29.0 29.1 (E) 25.0 25.1.

4. Triumph Spitfire Mk. III, IV & 1500, p. 448-449, 1296 @ 1730 1296 @ 1680.

Correct Touring T1 item 2 (page 55) as follows:

2. Chevrolet Corvette C6 Coupe (05-09), add the Grand Sport (10-) model at LS3 weight. Add the following note to the Wheel Size (inch) column: (Grand Sport must comply with these wheel specifications). Add to the notes: C6 LS2 may upgrade to the Grand Sport brakes with no weight penalty.

Add Touring T1 items 3, 4 and 5 (page 55) as follows:

- 3. Chevrolet C5/Z06, replace the Brakes (mm) column with the following: (F) 325 Vented Disc (R) 305 Vented Disc; may use two-piece steel rotors with aluminum hats up to 5% larger than 325/305; may use two-piece steel rotors with aluminum hats up to 5% larger than Z51 rotor size and any four piston caliper with 18 x10in front wheels at a 50 pound weight increase. Add to Notes: Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper at no penalty.
- 4. Chevrolet C6, add to Brakes (mm) column as follows: may use two-piece steel rotors with aluminum hats up to 5% larger than Z51 rotor size; may use Grand Sport brake package. Add to Notes: Any brake caliper pistons are allowed; may use any four piston brake caliper at a 50 pound weight increase.
- 5. Ferrari 430, add to Notes: A throttle restrictor is req'd between each throttle body and plenum: 0.060" flat steel plate w/ one 70mm hole.

January 2010 Fastrack Items

Formula

FΔ

Add the following to notes of the Swift 016 spec line (approved by the BoD in the October meeting) in Table 2: "The 2.3
Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a 32mm SIR must be used with a sealed air
box (part no. FA11016INT) supplied by SCCA Enterprises, the maximum compression ratio is 14.0:1, and the maximum
displacement is limited to 2261cc."

Grand Touring

GTL

1. Engines-BLMI, 1275/1380/1399, p. 322, replace the current spec line as follows:

Engine	Engine	Bore x	Disp.	Head	Valves/Cyl.	Fuel	Weight	Notes
Family	Type	Stroke (mm)	(cc)	Type		Induction	(lbs)	
	OHV	2.78 x 3.20	1275	Iron, non-	2	Unrestricted	1275@1569	RWD add 50lbs. Roll
		(70.6 x 81.33)	1380	Crossflow			1380@1648	cage meet-ing require-
			1399				1399@1708	ments for cars under
		alt. bore:						1500lbs are acceptable
		73.5 max. or					Sprite/	for cars regis-tered prior
		74.0 max.					Midget	to 1/1/82. Reduce by 100
							1275@1730	lbs with original suspen-
							1380@1809	sion and 10" wheels.
							1399@1869	Front and rear body
								seams may be removed.
								Pierce/PBS aluminum
								cvlinder head allowed.

Super Touring

- 1. Clarify section 9.1.4.B as follows: GCR listed IT cars, 1985 and newer, under the current IT specifications. Cars shall compete as follows: 3000cc and below are eligible for STU. 3001cc and above are eligible for STO.
- 2. Clarify section 9.1.4.B as follows: Cars eligible for the SCCA Pro Racing MX-5 Cup series *are eligible for STU*, 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.
- Due to brighter and more expensive headlight assemblies available from the OEM, clarify section 9.1.4.K.1.c by removing the following: "The operational light bulbs need not be of OEM origin, but must produce approximately the same light output as the OEM low beams an OEM Halogen low beam."

STO

1. Classify the BMW 335ci/135i in STO as follows:

BMW	2679	3000	Must	use
335ci/135i			the	stock
			turboch	argers

- 2. BMW E46 M3 & E36, p. 403, add the following to the notes: The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. The M5 5.0L is permitted at 3000 lbs. The Flossman body kit is permitted.
- 3. Classify the BMW M3 E92 (08-09) in STO as follows:

Car	Engine Displacement (cc)	Min. Weight (cc)	Restrictor	Notes
BMW M3 E92 (08-09)	3999	2900		

4. Classify the Maserati Trofeo Light in STO as follows:

Car	Engine Displacement (cc)	Min. Weight (cc)	Restrictor	Notes	
Maserati Trofeo Light	4244	2900			

- 5. Clarify section 9.1.4.B as follows: GCR listed IT cars, 1985 and newer, under the current IT specifications. Cars shall compete as follows: 3000cc and below are eligible for STU. 3001cc and above are eligible for STO.
- Chevrolet Corvette 6000cc, p. 403, add to the notes as follows: LS2 competitors may use the LSX cast iron block with OEM LS2 bore and stroke.

Production

ΕP

- 1. Add 18 x 8 wheels to all Honda S2000 specs lines.
- 2. Add 18 x 8 wheels to all Mazda MX-5 specs lines.
- Mazda RX-7 (12A/13B) (79-85) p.439-440, change the carb no. & type as follows: "12A: (1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold or (1) Auto-type 2 bbl w/38mm 40mm choke(s) on a "dual-y" manifold."

FP

1. Classify the Jensen Healey as limited prep in HP as follows:

Car	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke (mm/ (in.)	Displ. c c / (ci.)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX m m / (in.)
Jensen Healey	2	2 3 0 0 * 2 3 5 8 **2415	4 Cyl DOHC	85.3 x 69.3	1973	Alum	Alum	(I) 35.6 (E) 30.9

Carb. No. & Type	Wheel- base mm/(in.)	Track (F/R) mm/(in.)	Wheels (max)	Trans. Speed	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
(2) 1.75" Strombera	2337	1448/1422	15 x 7	5	(F) 254 Disc (R) 229 Drum		Comp. Ratio limited to 10.5:1, Valve lift limited to .450"

HP

- Nissan/Datsun PL510, p. 469-470, change the notes as follows: (2) auto type side drafts w/ 30mm 32mm choke(s) allowed @ 2050 (*2101 **2153).
- Toyota Corolla (71-74), p. 469-470, change the notes as follows: (2) auto type side drafts w/ 30mm 32mm choke(s) allowed @ 2050 (*2101 **2153).
- 3. Classify the Toyota Yaris (06-09) in HP as follows:

Car	Prep. Level	Weight (lbs)	Engine Type	Bore Stro (mr (in.)	x ke n /	Displ. c c / (ci.)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX m m / (in.)
Toyota Yaris	2	1 9 0 0 * 1 9 4 8 **1995	4 Cyl DOHC	74.9 84.6	х	1496	Alum	Alum	(I) 30.5 (E) 25.5

Carb. No. & Type	Wheel- base mm/(in.)	Track (F/R) mm/(in.)	Wheels (max)	Trans. Speed	(mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
FI	2462	57.9/57.5	15 x 7	5	(F) 255 Disc (R) 200 Drum	,	

American Sedan

- Clarify section 9.1.6.D.1.a.2 by adding the following language: Only the approved carburetor (Holley #4776, 600cfm 4bll), optional insulator (Holley #108-12), two gaskets and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.
- 2. Clarify section 9.1.6.D.1.a.3 by adding the following language: Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or relaced. 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). Butterfly attach screws can be modified or replaced. Carburetors may be modified to allow "four corner" idle adjustment.

Spec Miata

- 1. Clarify section 9.1.8.c.1.f by adding a sentence to the end of the paragraph as follows: *Alternate clutch lines are permitted, must serve no other purpose.*
- 2. Clarify section 9.1.8.c.8.g by adding a sentence to the end of the paragraph as follows: The trunk trim plate that is used to mount the factory jack handle may be removed.

Touring

T1

- 1. Ferrari 430 Challenge (06-07) p. 582, add to the notes as follows: A throttle restrictor is required between each throttle body and plenum: 0.060" flat steel plate w/ one 70mm hole.
- 2. Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), p. 580, replace the Brakes (mm) column with the following: (F) 325 Vented Disc (R) 305 Vented Disc; may use two-piece steel rotors with aluminum hats up to 5% larger than 325/305; may use two-piece steel rotors with aluminum hats up to 5% larger than Z51 rotor size and any four piston caliper with 18 x10in front wheels at a 50 pound weight increase. Add to Notes: Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper at no penalty.
- Chevrolet Corvette C6 Coupe (05-09) p. 581, add to Brakes (mm) column as follows: may use two-piece steel rotors with aluminum hats up to 5% larger than Z51 rotor size; may use Grand Sport brake package. Add to Notes: Any brake caliper pistons are allowed; may use any four piston brake caliper at a 50 pound weight increase.

T2

1. Classify the Chevrolet Camaro (2010) in T2 as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	W h e e l Size (inch)	T i r e Size	G e a r Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Chevrolet Camaro (2010)	103.3 x 92.0 6162	2853	20 x 8 (F) 20 x 9 (R)	245/40 (F) 275/40 (R)	3 . 0 1 , 2 . 0 7 , 1.43, 1.0, 0.84, 0.57	3.45	(F)355 x 32 Vented (R)365 x 28 Vented	3990	

2. Classify the Nissan 370Z (09-10) in T2 as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	W h e e l Size (inch)	T i r e Size	G e a r Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Nissan 370Z (09- 10)	95.5 x 86.0 3696	2550	19 x 9 (F) 19 x 10 (R)	245/40 (F) 275/35 (R)	3.79, 2.32, 1.62, 1.27, 1.00, .79	3.69	(F)320 x 28 Vented (R)320 x 16 Vented	3400	

3. Replace all existing T2 Lotus spec lines with the following:

		I	
	An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoopshall be replaced with a single continuous hoop. Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed.	An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoopshall be replaced with a single continuous hoop. Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed.	Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed-An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. 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. Lo- tus Elise oil accumulator system part # ALS3E0022J (accusump part #24202 and electric valve part #24270) is allowed. Lo- tus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.
Weight (lbs)	2190	2190	2090
Brakes (mm)	(F) 308 Vented Disc (R) 288 Vented Disc	(F) 288 Vented Disc (R) 288 Vented Disc (F) 308 Vented Disc (R) 288 Vented Disc	(F) 288 Vented Disc (R) 288 Vented Disc
Final Drive	4.53	4.53	533
Gear	3 . 1 2 , 2.05, 1 . 4 8 , 1.17, 0 . 9 6 , 0.82	3 . 1 7 , 2.05, 1 . 4 8 , 1.17, 0 . 9 2 , 0.81	3 . 1 2 , 2.05, 1 . 4 8 , 1.17, 0 . 9 6 , 0.82
Tire Size	195/50 (F) 225/45 (R)	Front 195/50 Rear 225/45	175/55 (F) or 195/50 (F) 225/45 (R)
Wheel Size (inch)	16x6.5 (F) 17x7.5 (R)	16x6.5 (F) 17x7.5 (R)	16x6.5 (F) 17x7.5 (R)
Wheel- base (mm)	2301	2301	2301
StrBore x)/ Displ. (cc)	82.0 × 85.0 1796	82.0 × 85.0 / 1796	82.0 × 85.0 1796
	L o t u s Club Racer (2008)	L o t u s Exige S / S220 / S240 / Elise SC (2 0 0 7 - 2010)	L o t u s Elise (2005- 2010)

An SCCA approved welded steel cage that is borled to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. 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. Lo- tus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lo- tus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.	
(F) 288 Vented Disc (R) 288 Vented Disc	
. , , , , , , , , , , , , , , , , , , ,	
2.05, 2.05, 1.17, 8, 1.17, 0.96, 0.82	
195/50 (F) 225/45 (R)	
17x7.5 (R)	
730	
L 0 T U S 82.U X 85.U Exige 1796 (06)	
(06) (06)	

1. Classify the Chevrolet Camaro (09-10) as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Chevrolet Camaro (2010)	94.0 x 85.6 3564	2853	20x8(F) 20x8(R)	245/45	4.48, 2.58, 1.63, 1.19, 1.00, .75	3.27	(F)337 x 30 Vented (R)315 x 23 Vented	3800	

2. Classify the Nissan 350Z Track/Touring/Standard (03-08) as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Nissan 350Z Track/ Touring/ Standard (03-08)	95.5 x 81.4 3498	104.3	18x8(F) 18x8(R)	245/40 (max tire size)	3.79, 2.32, 1.62, 1.27, 1.00, 0.79	3.54	(F)296/324 vented (R)292/332 Vented	3400	s e e below:

Notes: Base model and "Rev Up" engines: 50mm flat plate restrictor required. HR engine: two 40mm flat plate restrictors are required.

- 3. Honda S2000 (00-09) p.593, change the weight as follows: 2.2L @ 2970 2.2L @ 3020.
- 4. Honda S2000 CR (08-09) p.593, change the weight as follows: 2970 3020.
- 5. Classify the Chevrolet Cobalt SS (08-09) in T3 using the T2 specs at 3100 lbs. with a 35mm turbo inlet restrictor.
- 6. Classify the Dodge SRT-4 (03-05) in T3 using the T2 specs at 3100 lbs. with a 35mm turbo inlet restrictor.
- 7. Classify the Mazda Mazdaspeed3 (2007) in T3 using the T2 specs at 3100 lbs. with a 35mm turbo inlet restrictor.
- 8. Replace all existing T3 Lotus spec lines with the following:

	Ι .	
Notes:		An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. 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. Lotus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.
Weight (lbs)	2410	2410
Brakes (mm)	(F) 288 Vented Disc (R) 288 Vented Disc	(F) 288 Vented Disc (R) 288 Vented Disc
Final Drive	4.53	4.53
Gear	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	3.12, 2.05, 1.48, 1.17, 0.96, 0.82
Tire Size	195/50 (F) 225/45 (R)	195/50 (F) 225/45 (R)
Wheel Size (inch)	16x6.5 (F) 17x7.5 (R)	16x6.5 (F) 17x7.5 (R)
Wheel- base (mm)	2301	2301
StrBore x)/ Displ. (cc)		82.0 × 85.0 1796
	L otus Elise (2005- 2010)	Lotus Exige (06)

COURT OF APPEALS

REVISED JUDGMENT OF THE COURT OF APPEALS

Jim Averett vs. SOM COA Ref. No. 09-08-RO December 2, 2009

Facts in Brief

Following post-race impound for American Sedans at the 2009 SCCA Runoffs, Chief Steward Jim Averett disqualified three cars for non-compliant carburetor modifications per GCR 9.1.6.D.1.a.3. Two of the competitors, James Lubash and Tom Sloe, protested that action. The third competitor, Andrew McDermid, did not protest the disqualification.

The Stewards of the Meeting (SOM). Bill Medcalf, Julie Komp and Steve Harris, Chairman, met, reviewed evidence and disallowed the protests of Mr. Lubash and Mr. Sloe. As Mr. McDermid had not filed a protest against the Chief Stewards Action (CSA), his case was not considered.

Mr. Averett, believing all three drivers had protested, filed an appeal on all three decisions.

Dates of the Court

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on October 29, 2009 and December 2, 2009 to hear, review, and render a decision on the original appeal.

Findings of the Court

The COA heard and acted on Mr. Averett's appeal against the decisions rendered for Mr. McDermid, Mr. Sloe and Mr. Lubash at the event. The Appeal based on Mr. McDermid's decision should not have been heard as there was no protest against the CSA.

Decision

Because the appeal involving Mr. McDermid was filed without an underlying action, Appeal 09-08-RO is null and void. The Official Results are unaffected and remain as published by the SCCA. The Court of Appeals apologizes for this error.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS BOB HAYWARD VS SOM, COA REF. NO. 09-30-SE December 2, 2009

FACTS IN BRIEF

On Sunday October 18, 2009, at the Sebring International Raceway Spooktacular Regional, Chief Steward Leland Miller filed a Request for Action (RFA) against Assistant Chief Steward - Safety Bob Hayward citing GCR 5.12.2.C.6. (Powers of the Chief Steward: "The Chief Steward may convey to the SOM a report of any breach of the GCR or Supplementary Regulations. This report may be accompanied by a Request for Action.") and GCR 5.4.4.A. [Operating Rules, Emergency Plan: "The Chief Medical Officer and the Assistant Chief Steward - Safety shall, before allowing the commencement of racing (including practice and qualifying), verify that a written emergency plan has been prepared and distributed to all emergency and supervisory personnel."] The Stewards of the Meeting (SOM) John Anderson, Martyn Eastwood (SIT), Norm Esau, Pax Lemmon (SIT), and Sandy Jung, Chair, met, heard witnesses, reviewed documents, and relieved Mr. Hayward of his assignment as Safety Steward for the remaining hours of the event. Mr. Hayward is appealing this decision.

DATES OF THE COURT

The Court of Appeals (COA) Fred Cummings, Alternate, JoAnne Jensen, Alternate, and Dick Templeton, Acting Chair, met on November 5, 12, and 19, 2009 to hear, review, and render a decision on the appeal. Regular members David Nokes and Chairman Bob Horansky recused themselves.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

- 1. Letter of Appeal from Safety Steward Bob Hayward, received 10/28/09.
- 2. Email testimony from Chief Steward Leland Miller, received 11/05/09.
- 3. Official Observer's Report and related documents, received 11/09/09.
- 4. Email testimony from Safety Steward Bob Hayward, received 11/16/09.
- 5. Email testimony from Chair SOM Sandy Jung, received 11/17/09.

FINDINGS

On Friday October 16, 2009, during the non-SCCA track test day at Sebring International Raceway, an SCCA member entered the facility without signing a waiver. After the test day was completed, this individual drove his personal vehicle onto the portion of the course not in use for the SCCA event, lost control, and subsequently died when his vehicle caught fire. Safety Steward Bob Hayward was directed by Chief Steward Leland Miller to investigate and prepare an incident report, and to direct requests for information regarding the incident to only those individuals listed by title in the Central Florida Region's Emergency Plan. Mr. Hayward did investigate and prepare an incident report and notify SCCA Risk Management, but he also spoke with local newspapers. Mr. Hayward reported to the Court of Appeals that he spoke to the press only at the request of the track manager.

The Court of Appeals believes the SOM in their decision intended that Mr. Hayward's speaking to the press was a breach of the Chief Steward's direction and of the Central Florida Region's Emergency Plan. The Court finds that Mr. Hayward did not follow the direction of the Chief Steward, and therefore violated GCR 2.1.5. (Failing to follow the directions of an official). According to GCR Section 2 (Participant Conduct), an official may lose his current event appointment if he does not conduct himself to the highest standard of behavior.

The Court appreciates the great strains placed on event personnel who persevere through difficult circumstances.

DECISION

After reviewing the evidence, the Court of Appeals upholds the decision of the SOM. Mr. Hayward's appeal is well presented and his appeal fee will be returned.

COURT OF APPEALS

Subject: 2010 Court of Appeals Procedures From: SCCA National Court of Appeals

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

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

Second, you need to state your "case" in writing at the same time that you advise the Court of Appeals of your intention to appeal. A letter indicating you intend to appeal with "details to follow" is NOT an appeal under the rules in GCR 8.1.4. You must submit all materials you wish the Court to consider within the ten-day period allowed by the GCR. You will normally not be contacted by the Court of Appeals as the Court presumes you have provided all the information you feel is important in your appeal. If you feel other individuals can provide information that could be beneficial to your case, contact those individuals to be sure that the Court receives their statements within the ten-day appeal period..

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

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

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

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

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

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

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

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

12/12/2009

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Nov. 23, 2009

The Solo Events Board met by conference call November 23rd. Attending were SEB members Tina Reeves, Dave Feighner, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Lisa Noble and Robin Langlotz of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

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

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

SOLO NATIONAL CHAMPIONSHIPS

The SEB is accepting appliactions for course designers for the 2010 Nationals. Anyone interested should submit their resume of qualifications to seb@scca.com.

GENERAL

- The following rule change proposal is being implemented for 2010:
 - Change 4.1.B to read as follows:
 - "B. Drivers are responsible for knowing and understanding the SCCA National Solo Rules. Ignorance of the rules will not be accepted during any adjudication of issues regarding event operations, vehicle compliance, driver/crew behavior, or any other topics. It is strongly recommended that drivers have a copy of the current rules at all SCCA Solo events, but especially at Divisional and National level events."

Comment: The previous rule, which had been in place for over 30 years, has become increasingly less relevant with the advent of the rules being available on the SCCA web site, and it has come to be viewed as an unneeded bureaucratic requirement for entrants to show their rule book at Registration. However, the revenue generated from rule book sales has been used to offset a portion of the costs associated with the development and maintenance of the rules, including Tech Services. Therefore, this revenue will be replaced by increases in National Solo entry fees and the optional Solo License. The Solo Rules will continue to be available for purchase in their traditional book form.

- Per the BOD, Effective 1/1/10 the following sections will be added to the National Solo Rules; these section numbers must also be added to Section 1.1 (Mandatory Provisions):

"4.13 Assumption of Risk

Solo is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members.

The participant agrees that by entering an event, the Participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for racing. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

4.14 Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:

- 1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.
- 2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.
- 3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.
- 4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.
- 5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.
- 6. Hereby agree that the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, not withstanding, continue in full legal force and effect."

STOCK

- The following class listing change proposals are published here for member comment:
 - Move from GS to HS, Dodge/Plymouth Neon 2.0L ('00-'05). (ref. 09-651)

STREET PREPARED

- The following class listing change proposals are being published for member comment:
 - Move from DSP to FSP: Fiat 124 ('66-'74) (ref. 09-498)
 - Move from BSP to DSP: Datsun 240Z & 260Z & 280 Z. Also revise current BSP listing to "Datsun 280ZX/280ZX Turbo ('79-'83) (ref. 09-673)
 - Add new listing in DSP: "Honda CRX Si & Civic Si ('84-'87)" and move to DSP on one line "Honda Civic & CRX 1500 ('84-'87)" (ref. 09-617)
- The following amended version of a previously-published rule change proposal is provided for member comment:
 - Add new subsection 15.2.P as follows: "Fog lights may be removed."
- An additional opening is anticipated on the SPAC for 2010. Interested members should submit their qualifications in writing to the SEB via seb@scca.com.

STREET MODIFIED

- There is an opening on the SMAC. Interested members should submit their qualifications in writing to the SEB via seb@

scca.com.

- The SEB wishes to think Chris Travis for his service as a member of the SMAC and as its Chair.

PREPARED

- The following listing specification change proposal has been recommended by the PAC and is published here for member comment:
 - Change the listings in GP for Saab Sonett 1500, 1600, and 1700 to specify 16x7 maximum wheel sizes. (ref. 09-677)
- The following rule change proposal has been recommended by the PAC and is published here for member comment:
 - Change 17.2.F to read as follows (ref. 09-633):

"F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps, intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, *and superchargers* may not intrude into the clearance areas authorized herein."

NOT RECOMMENDED

- SP, combine WRX '09+ with Legacy (ref. 09-500)
- SP, move Honda CRX/Civic Si ('84-'87) (ref. 09-617)
- SP, move Porsche 914 to FSP (ref. 09-645)

TECH BULLETINS

1. SP: Add a new item to Appendix F as follows:

Subaru Impreza Subframe bolts: Subframe lock down bolts (a.k.a. Botox Bolt) are not legal for use in Street Prepared. Section 15.2.D only allows for replacement of subframe bushings, and does not provide any allowance for additional fastening hardware.

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

Hyundai Genesis ('09-'10) ESP (ref. 09-551) Kia Forte Koup ('10) ESP (ref. 09-551)

- 3. SP: Add to 15.8.H as new fourth sentence of the first paragraph: "Caster changes resulting from the use of camber kits are permitted."
- 4. Prepared, Errors and Omissions: The previously-published listings for Factory Five Roadster & Challenge Car are corrected to remove the reference "Mk3". The PAC did not intend to exclude the Mk1 and Mk2. (ref. 09-681)
- 5. Prepared, Change 17.11.C to read "Data acquisition/recording systems are permitted." (ref. 09-682)

ROADRALLY BOARD MINUTES

RRB BOARD MINUTES | Dec. 7, 2009

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

Attending were: Rick Beattie, Chairman; Members: Kevin Poirier, Jeanne English, Sasha Lanz, Jim Wakemen and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison and Pego Mack, National Office were also in attendance. Guests were Mark Johnson and Eva Ames.

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

The Final November 2, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. Welcome Mark and Eva. The BOD approved their appointment to the RRB.

2. Lead Car eBlast

Discussion: English will try to publish the Lead Car eBlast mid-month and will be working with Rick Myers. ITIS will be quarterly.

3. Sanctions

<u>Discussion</u>: New England and Cal Club sanctions were approved by the RRB due to the fact they are within the 90 day limit. Liaison for New England Winter Rally (February) will be Rick Beattie. Van Vleet will be the liaison for Cal Club Rallies in January. English agreed to be the liaison for the Arizona Course Rally in March.

Pego reported that the BOD approved a \$100 minimum sanction fee for all National Rallies in 2010. No Insurance fee changes.

4. RFO Changes

<u>Discussion</u>: Beattie sent out the RFO changes to the RRB members. Beattie will send the final version to Pego for the BOD. Motion was made to accept the changes. (Wakemen/Poirier)

5. 2009 Rules Changes

Discussion: Proposed 2009 Rule Changes were approved by the BOD for 2010.

6. 2010 Rules Changes - New Category Determiners and Breaking Ties.

<u>Discussion</u>: A long discussion on categories that currently use Lifetime Points Categories for yearly championship points. How do we move the sportsman category competitors up faster was the main topic. It was decided that more discussion is needed in the months to come and a discussion with the points keeper needs to happen. How would we break ten first place ties in the Tour Grand Master Category (for example) was discussed. Tabled until 2010 RRB Meetings.

7. New Safety Steward Rules

Discussion: English to work on the rules by the end of the year.

8. 2010 Convention

<u>Discussion</u>: Beattie is working on the STRAP for the Convention Meeting with the BOD. A motion was made to approve the STRAP Beattie put together and sent out to the RRB (Poirier/Lanz).

Beattie talked to the Las Vegas RE and he could not get any cars from Subaru for the road rally. A 'Walking' Rally will take the place of a car rally.

Johnson suggested on writing the rally for next year using Vegas maps and contacting the Vegas RE for assistance. Lanz will be calling the Vegas RE to work on a 2011 event at the convention.

9. Promotions - Survey Committee

<u>Discussion</u>: Lanz made a motion to create a second standing committee under the RRB, to be called the 'Publicity Committee' (Lanz/English). The first Publicity Committee project will be a survey of 2009 rallymasters to help determine "best practices" in SCCA rallying. This will fulfill part of the RoadRally 2009 STRAP. Pego and Wakemen agreed to be on the 'test' list group.

10. Goodbye to Duck, Kevin and Rick

<u>Discussion</u>: Thank you Kevin and Rick for your years on the RRB. I think I can speak for the whole RRB: Duck, "Thank you for your service and support to the RRB. Good job"

Old Business

New Business

Action items

Pego needs the presentations for the convention as soon as possible.

Next meeting

Monday, January 4, 2010 at 7:30 pm CST via conference call.

The meeting was adjourned at 9:03 pm CST (Poirier/Lanz).

Submitted by Lois Van Vleet, RRB Secretary.

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: http://www.scca.com/contentpage.aspx?content=39

Forms: http://www.scca.com/contentpage.aspx?content=45

Technical Forms: http://www.scca.com/contentpage.aspx?content=74 Scrutineer's Forms: http://www.scca.com/contentpage.aspx?content=77

Vehicle Homologation Forms: http://www.scca.com/contentpage.aspx?content=79 General Competition Rules (GCR): http://www.scca.com/contentpage.aspx?content=44

SOLO

Forms: http://www.scca.com/contentpage.aspx?content=60 Rulebook: http://www.scca.com/contentpage.aspx?content=61

RALLY

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

SCCA NATIONAL CONVENTION

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

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