

## BOARD OF DIRECTORS

### SCCA BOARD OF DIRECTORS MINUTES | March 9, 2010

The SCCA Board of Directors met via conference call on Tuesday, March 9, 2010.

#### Call to Order – Lisa Noble 1900 Central

**BoD Attendees:** Todd Butler, Secretary; Phil Creighton; RJ Gordy; Bill Kephart; Robin Langlotz; Michael Lewis, Treasurer; Bob Lybarger; Marcus Merideth; Lisa Noble, Vice Chair; Dick Patullo; John Sheridan; Jerry Wannarka, Chair.

#### National Staff Attendees:

Jeff Dahnert, President & CEO

#### Approval of Convention Minutes – Todd Butler

Gordy/Patullo Motion to Approve Minutes. Approved Unanimous

#### New Business

#### 2010 SCCA Foundation BoD appointments as received from the nominating committee

Lybarger/Noble Motion: Effective immediately, Approve the following SCCA Foundation Board of Directors as listed below. Approved Unanimous

Raleigh Boreen  
Dennis Dean  
Beverly Heilicher  
Jim Turley.

Request through Chairman to Chairman communication that the newly instated Foundation Board of Directors select a fifth candidate to bring to the SCCA Inc. Board of Directors for approval.

#### 2010 SCCA ProRacing BoD appointments as received from Chairman Brian Holtz

Gordy / Langlotz Motion: Effective immediately, Approve the following SCCA Pro Racing Board of Directors: Approved Unanimous

##### Returning Board Members:

Brian Holtz Chairman  
Cary Agajanian  
Elliot Kaplan  
Michael Lewis  
Phil Creighton

##### New Candidates:

Jay Signore  
Brett Fisher

## GCR ITEMS

### CRB Sound language

Merideth/Sheridan, motion to approve the following GCR change:

Approved: Butler, Creighton, Gordy, Kephart, Langlotz, Lewis, Lybarger, Merideth, Noble, Sheridan, Wannarka. Abstain: Patullo. Effective immediately 3/9/10.

#### 5.7.3. Standards

A sound level instrument (meter) that meets American National Standards Institute (ANSI) S1.4-1983 Class 2 or better shall be used. The primary maximum for SCCA Sound Control shall be a sound pressure level of 103dB "A" frequency weighted (dBA) measured on the fast response setting at 50 feet (+/- 2 feet) from the edge of the track pavement, and/ or artificial markers indicating track edge. Lower (**Other**) maximum levels may be imposed at specific venues or events. These lower (**alternate**) levels shall be noted in the Supplemental Regulations. All sound readings shall be truncated to the lower whole

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number. (Anything after the decimal point is ignored.)

*Change the sentence "Lower maximum levels may be imposed at specific venues or events." to read, "Other maximum levels may be imposed at specific venues or events." The next sentence would also drop the word "lower" and replace with "alternate".*

BoD discussion on enforcement of sound rules, intended for exceptions and on a track by track basis. Some Divisions may determine not to enforce sound based on local tracks. Exec Stewards with Regions will make determination. Sound will still be monitored.

### **Seat mounting**

Merideth/Sheridan, motion to approve the following GCR change:

Approved: Butler, Creighton, Gordy, Kephart, Langlotz, Lewis, Lybarger, Merideth, Noble, Sheridan, Wannarka. Abstain: Patullo  
Effective immediately 3/9/10.

To allow secure mounting of racing seats in categories where a limited number of cage attachment points are allowed, the CRB recommends the following change.

In 9.3.41, add a new second paragraph as follows: ***Mounting structures for racing seats may attach to the floor, cage and or center tunnel. Seat mounting points forward of the main hoop, between the center line of the car and the driver's side door bar and rearward of the front edge of the seat bottom are not considered cage attachment points in classes with limitations on the number of attachments.***

### **SoPac waiver for in Division finishes for Club Racing.**

Lewis/Lybarger Motion to approve the following waiver: Approved: Unanimous

Waive GCR 3.9.2.A.2 (At least 2 of these 4 National races must have been in his Division of Record) Effective 1-1-2010 for drivers with SoPac as their Region of Record for 2010 ONLY

### **Adjourn 1955 Central**

Patullo/Lewis Motion to adjourn

# CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 2, 2010

## CLUB RACING BOARD MINUTES | March 2, 2010

The Club Racing Board met by teleconference on March 2, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager Club Racing; Kevin Yaghoubi, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-04, the following decisions were made:

### SUGGESTED RULES FOR NEXT YEAR

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

Please send your comments via the form at <http://www.crbscca.com/>

### **IMPROVED TOURING**

1. #756 (CRB) Restrict AWD center differentials

In 9.1.3.D.4.b, add a new sentence: "*In AWD cars, the center differential must remain stock.*"

### **SUPER TOURING**

#### **STO**

1. #509 (David Pintaric) Viper Comp Coupe Classification Clarification

In 9.1.4.A, first sentence, change as follows: "Vehicles used in ~~the series~~ *this category* must be identifiable with offered for sale to the public and available through the manufacturer's ~~normal~~ distribution channels in the U.S."

### **TOURING**

1. #331 (David Jones) Increase camber allowance

In 9.1.10.D.5.A.1. change to read: Adjustment is permitted with a maximum negative camber of ~~two~~ (2) 2.5 degrees.

### CAR RECLASSIFICATIONS

None

### WHAT DO YOU THINK?

None

### MEMBER ADVISORIES

#### **FF**

Ford Racing has requested approval of an alternate engine block for the FF Kent engine. Conditional approval is granted for Ford Racing part number M-6010-16K. When the blocks become available, they will be examined for conformance to the specifications given in 9.1.1.D.1 and to insure that they provide no performance advantage over existing blocks. If confirmed, notice will be published in a future Technical Bulletin of final approval.

### **VOLUNTEERS SOUGHT**

The CRB is seeking one or more volunteers to design a study to determine whether it would be possible to extend safety harness lifetimes beyond the FIA and SFI replacement dates. After the design is complete, the CRB and BoD would determine the feasibility of carrying out the study. Volunteers who have experience in design of scientific studies/experiments are asked to submit brief resumes to the CRB through the member input web form at [www.crbscca.com](http://www.crbscca.com) (resumes may be uploaded through the form).

### **ST CLASS**

The CRB advises the membership that if the Touring category ST class does not meet the requirements of 9.1.12.A (average of 2.5 entries per National race) in 2010, the cars in the class will be consolidated into the T1 class. Members could also choose to run their cars in the STO class.

### **FV MANIFOLDS**

The CRB requests input from FV Regional and National Competitors concerning the direction that should be taken on FV manifolds. Please send your responses via the member input web form at [www.crbscca.com](http://www.crbscca.com).

1. Would you favor the use of controlled manifolds (starting in 2012) that meet the following criteria?

- a. They would retail for \$ 500.00 or less
  - b. They would outperform any current manifolds
  - c. They would flow within 1% of one another
  - d. They would be allowed at all SCCA races once introduced.
- Yes \_\_\_\_\_ No \_\_\_\_\_
2. Whether or not controlled manifolds are adopted, should VW-based manifolds rules for 2011 be made more restrictive than the current "state of the art" (i.e., return to power levels of a few years ago) or should the rules just try to limit them to the existing power levels of the current "state of the art" manifolds through dimensional controls?  
More restrictive \_\_\_\_\_ Maintain current "state of the art" \_\_\_\_\_
  3. I race primarily in:  
Regionals \_\_\_\_\_ Nationals \_\_\_\_\_ Both \_\_\_\_\_

### **NOT APPROVED BY THE CRB**

#### **GCR**

1. #461 (Steven Glaab) Newly classified cars at the Runoffs  
The request to require newly classified cars to run a number of events prior to the Runoffs with SCCA data acquisition boxes is simply not practical. Generally, the CRB will not accept requests for new classifications after the first of the year (although it may take a few months to process requests received late in the preceding year). In most cases, that will provide opportunities to observe the performance of newly classified cars.

#### **GRAND TOURING**

##### **GT1**

1. #411 (Patrick James) Allow alternate carburetor  
Because of the performance advantage of the proposed carburetor, approval of this part would effectively lock the class into a single source manufacturer. In addition, this would introduce annular discharge style carburetors into the class.

##### **GT2**

1. #293 (Michael Piera) Allow Grand-Am spec 911 GT3 cup in SCCA GT1  
This car is currently classed and may run in GT1. It is not feasible to create comprehensive GT2 specifications that are enforceable for what is essentially a spec car.

##### **GT3**

1. #688 (Joe Kristensen) Increase restrictor size on engines 1800-1999cc  
We will continue to monitor class performance.

#### **IMPROVED TOURING**

1. #487 (Jake Gulick) Consider revisions to ITCS classification parameters  
The IT advisory committee plans to revisit IT philosophy and weight-assignment strategies during 2010.

#### **ITA**

1. #699 (Charles Mathes) Allow 90-93 1.6 Miata to use the 94+ year models differential housing and parts  
The request is related to dual classing in SM and ITA. This would require the introduction of a second set of rules into IT which is not desirable. If members wish to enter multiple classes, they should approach their regions to accommodate this on a local level.

#### **ITB**

1. #635 (Raymond Blethen) Weight Correction - VW Golf III  
For now, old listings will not be corrected unless two cars can be demonstrated to be mechanically identical but have different weights, or unless the class is being negatively impacted.

#### **ITR**

1. #486 (Jake Gulick) Clean up BMW ITR listings  
Consideration is being given to revisiting ITR as a whole during 2010.

#### **ITS**

1. #488 (Jake Gulick) Review BMW E30 325is  
For now, old listings will not be corrected unless two cars can be demonstrated to be mechanically identical but have different weights, or unless the class is being negatively impacted.
2. #639 (Jake Gulick) Remove line item exception for Oldsmobile  
This exception was inherited from SS. There is no intent to make any more such exceptions. Changing this exception now would not be fair to those currently racing the car.

## **SUPER TOURING**

1. #147 (Rodney Williamson) Allow alternate heads, cranks and TB. Allow full porting of intake.  
Not in the philosophy of the class. Alternate engines are allowed per the rules.
2. #158 (John Slinkard) Allow variable angle rear wing mount  
9.1.4.A, second paragraph restricts modifications to those explicitly allowed in the ST rules, thus no active aero devices are allowed.

## **PRODUCTION**

1. #694 (Curtis Wood) FWD Level 2 alternate and sequential transaxle discussion  
Inconsistent with class philosophy.
2. #729 (Michael Green) Allow removal of door hinges on open cars  
9.1.5.E.9.a.6 states that stock door hinges must remain in the stock location and be functional. Lightening of the hinges is allowed, but not removal of them.
3. #709 (Chuck Davis) Allow doors constructed of alternate materials  
This would be a fundamental change in the category philosophy.

## **EP**

1. #637 (Michael Sturm) Allow Honda Prelude V-Tech Front rotors/brakes  
This car is classified properly.

## **SS**

### **SSC**

1. #555 (Ian Stewart) Allow oil separator for crankcase breather  
Not consistent with class philosophy.
2. #646 (Ian Stewart) Reduce the weight of the Focus SVT by 50lbs  
Car is at weight per established power to weight formula.

## **SPEC MIATA**

1. #447 (Rob Burgoon) Valve spring washers/shims  
The need for shims would only arise from non-compliant machine work to the cylinder head.
2. #578 (David Dewhurst) Spec Miata Class Identification  
Creating multiple class designations, within the same class, would cause confusion amongst drivers and officials.
3. #662 (John Phillips) Split SM 1.6L & 1.8L cars into two classes; ECU concerns  
There are not sufficient advantages to splitting the class and there are too many risks. The advisory committee is working on the ECU issues.
4. #669 (James Eli) Exhaust System Coating Rule Change  
The rule is correct as written.

## **TOURING**

### **T1**

1. #593 (Carl Fung) Allow C5 Corvette Stock rear wheel on front  
Car is competitive as specified.

### **T3**

1. #472 (Aaron Stehly) Allow alternate turbo recirculation (diverter) valve for VW GTI  
Requested part appears to have other performance effects.

## **PREVIOUSLY ADDRESSED**

## **GRAND TOURING**

### **GT1**

1. #649 (Ryan McManus ) Rule Ambiguity for approved body/front splitter  
See letter #607 March Fastrack.

## **PRODUCTION**

1. #675 (Hal Williams) Opposes tail light rule  
Rule proposal was withdrawn and a replacement was posted in the March Fastrack.
2. #693 (Robert (Bob) Hess) Fastrack Prod #408, Dave Lemon, Rain Lights  
Rule proposal was withdrawn and a replacement was posted in the March Fastrack.
3. #700 (Tom Broring) Comment for Feb Fastrack-Prod Rain Light  
Rule proposal was withdrawn and a replacement was posted in the March Fastrack.
4. #705 (Bill & Tricia Rose) Response to Feb. Fastrack item "rain lights"  
Rule proposal was withdrawn and a replacement was posted in the March Fastrack.

5. #712 (Austin Britton) No Rain Lights on Prod Cars  
Rule proposal was withdrawn and a replacement was posted in the March Fastrack.

## EP

1. #636 (Michael Sturm) Weight of Honda Prelude SI  
The weight of this car was reduced in the March Fastrack. We will continue to monitor the class.

## SUPER TOURING

### STO

1. #131 (May Rob) Classify the Maserati Trofeo Light  
In 2010 GCR.
2. #270 (Rob May) Classify 2008-2010 BMW M3 in STO  
In current GCR.
3. #271 (Rob May) Allow V8 in 2001-2007 BMW M3  
In current GCR.
4. #272 (Rob May) Allow body kit - BMW E46 M3  
In current GCR.
5. #273 (Rob May) Classify 3.4 liter BMW E46 M3  
In current GCR.
6. #374 (David Mead) Add GT3 RSR model to Porsche 997 spec line in STO  
In current GCR. Listed as Porsche 997.

## NO ACTION REQUIRED

## GCR

1. #618 (Jack Martin) Supports proposed seat mounting to cage  
Thank you for your input.
2. #619 (Jorge Chediak) Supports proposed seat mounting to cage  
Thank you for your input.
3. #621 (Rich Jones) Supports proposed seat mounting to cage  
Thank you for your input.
4. #622 (Fred Hetherwick) Supports proposed seat mounting to cage  
Thank you for your input.
5. #624 (John Rissberger) Supports proposed seat mounting to cage  
Thank you for your input.
6. #625 (Robert Johns Jr) Supports proposed seat mounting to cage  
Thank you for your input.
7. #626 (Kyle Watkins) Supports proposed seat mounting to cage  
Thank you for your input.
8. #682 (Jon Lane) Supports proposed seat mounting to cage  
Thank you for your input.
9. #683 (Tim Oehlerking) Update approved fire bottle list  
SFI has a more current list that they will be posting to their website soon. (The list has been emailed to the letter writer.)
10. #689 (Patrick Goolsbey) Runoffs Minimum qualifications  
Four starts in National races are required, two of which must be in the driver's division of record. Four finishes in National races are required, but all of these may be in divisions other than the driver's division of record.

## GRAND TOURING

### GT1

1. #670 (David Rhoades) Clarifications on rules requirements  
Stock unmodified OEM bodywork is allowed. Steering column must conform to 9.1.2.D.5.e.2.

## IMPROVED TOURING

1. #617 (Steve Linn) ITAC / CRB Relationship  
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
2. #627 (Raymond Blethen) 6mo+ CRB Members resign & positions up to vote by SCCA membership  
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
3. #630 (John Coffey) ITAC / CRB Relationship  
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.

4. #644 (Ronald Earp) ITAC / CRB Relationship  
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
5. #645 (Butch Kummer) CRB / ITAC relationship  
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
6. #657 (Edward Alan Kummer) Thoughts on the Improved Touring "Process"  
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
7. #685 (William Stevens) CRB / ITAC Relationship  
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.
8. #643 (Robert Luke) CRB / ITAC relationship  
Thank you for your input. The CRB has opened communication channels with the ITAC. The ITAC chairman will communicate with the membership.

#### **ITA**

1. #390 (James Coyne) Clarify VW 2.0L Golf weight  
It is heavier than the 1.8L because it has more power and was deemed appropriate during the 2006 realignment.

#### **ITB**

1. #690 (Joshua Baldwin) Transparency of group and weight classification  
Thank you for your input. We will try to make responses to requests for weight corrections more specific.

#### **SUPER TOURING**

1. #148 (John Cooper) Roll cage rules discrepancy for ST cars  
9.4.E.1 does not include the Super Touring category so it is allowed to add as many attachment points as desired. That would include multiple tubes through the firewall to the front strut towers.
2. #537 (James Rogerson) Reinstate 4wd/AWD cars to ST  
All wheel drive/four wheel drive cars are allowed in STU at the same weights as two wheel drive cars. See 9.1.4.2.B.3 or 9.1.4.2.B.5, as appropriate. For STO, cars must be listed in 9.1.4.1.F.
3. #169 (Adam Zysk) Can I use an aftermarket turbo?  
Aftermarket turbos will be considered on a case-by-case basis. An evaluation will be based on a durability/availability/reliability need.

#### **PRODUCTION**

##### **FP**

1. #641 (Mike Workman) Ride height rules - Miata  
Spindles may not be modified from stock. Welding onto the spindle is not allowed. General PCS rule 9.1.5.D.1 states that if the PCS does not say you can do it, then you can't.

##### **HP**

1. #727 (Ron Bartell) Weight Adjustment for 1.5 L Honda  
Thank you for your input. We will continue to monitor H Production throughout the year.

#### **SPEC MIATA**

1. #656 (Charles mathes) Suspension allowance for 90-97 cars; ECU issues; allow 1.8L engine  
Input on allowing 90-97 cars to upgrade to 99-05 suspension components was unofficially requested several months ago and many letters were received. The letters were overwhelmingly against this change. The advisory committee is working on the ECU issues. The advisory committee will address allowing 1.8L engines in 90-93 cars later in 2010.
2. #665 (Taylor Ferranti) ECU issues  
The advisory committee is working on the ECU issues.
3. #667 (William Keeling) SM thoughts  
Performance parity issues will continue to be monitored.

#### **TOURING**

1. #576 (Crue Blakeley) Fuel cell in Touring - request clarification  
The existing Touring category rules do not allow the floor pan to be cut or modified to install a fuel cell.

##### **T2**

2. #672 (Brandon Lewis) What are Subaru STi allowed modifications?  
Specific modifications are in 9.1.10, T2, Subaru Impreza WRX STi (03-07) listing. Other modifications are allowed per the general preparation rules for the Touring category.

#### **RESUMES**

1. #647 (Matthew Green) Resume submission for ITAC or STAC  
Thank you for your resume. It will be kept on file.

2. #655 (Travis Nordwald) ITAC Resume  
Thank you for your resume. It will be kept on file.
3. #668 (Robert Finlayson) ST advisory committee resume  
Thank you for your participation. Rob Finlayson has been appointed to the ST advisory committee.
4. #713 (Chris Childs) Resume for ST advisory Committee  
Thank you for your participation. Chris Childs has been appointed to the ST advisory committee.
5. #642 (Chris Brannon) Resume for A sedan advisory committee  
Thank you for your participation. Chris Brannon has been appointed to the ST advisory committee.



# CLUB RACING TECHNICAL BULLETIN

**DATE:** March 20, 2010

**NUMBER:** TB 10-04

**FROM:** Club Racing Board

**TO:** Competitors, Stewards, and Scrutineers

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

**All changes are effective 3/1/10 unless otherwise noted.**

## GCR

1. #706 (CRB) Clarify side protection tubes attachment

In GCR 9.4.D, add a new second sentence: "*Tubes that are welded to any part of the same mounting plate are considered to be connected to one another (see 9.4.E.3 below).*" [This confirms Racing Memo 10-02.]

2. #769 (CRB) Add new fuel dielectric constant test meter

The existing dielectric test instruments are no longer in production. Modify parts of 9.3.26.A and Appendix G as shown:

### A. Permitted Fuel

Permitted fuel is herein defined as gasoline or meeting specified dielectric constant standards and not containing any prohibited substance in excess of stated limits. Gasoline is a mixture of refined hydrocarbons. Gasoline is an electrical insulator and its relative effectiveness as an insulator is represented by its dielectric constant (D.C.). The D.C. of gasoline will be measured by an SCCA Fuel Check Meter (Precision Fuel Testing G-01 Fuel Analyzer, Kavlico FT-K01 Fuel Tester or *Digatron DT47-FT fuel tester*). The 0 (zero) calibration of the SCCA Fuel Check Meter is set against reagent or laboratory grade cyclohexane. Gasoline may be tested and certified at SCCA events by the determination of the dielectric constant using the SCCA Fuel Check meter and through the application of various chemical analyses. If a competitor's fuel is not compliant with the fuel standards below, the Chief Steward shall take appropriate action (Chief Steward's Action or Request for Action). In addition, fuel may be subject to laboratory testing.

If a car is required to run diesel fuel, it will be noted on its specification line. Diesel fuels must have a dielectric constant between 2.2 and 4.9 (*G-01 or FTK-01*) or between 24 and 55 (*DT-47FT*). Diesel fuels are subject to the same restrictions on prohibited substances as gasoline.

Fuel Standards		
Classes	Type	DC max
SSB, SSC	EPA-compliant fuel meeting the manufacturer's requirements as stated in the owner's manual	<i>G-01 or FTK-01 – 15</i> <i>DT-47FT – 166</i>
All other classes	Gasoline with or without added oil	<i>G-01 or FTK-01 – 15</i> <i>DT-47FT – 166</i>

Change Appendix G.2.13 as follows:

13. Dielectric Constant has a tolerance of +0.2 (*G-01 and FTK-01 meters*) or +2 (*DT-47FT meter*).

3. #838 (Terry Ozment) Correct 15 Year-Old Permit wording to include National License

In Appendix C, 2.6.B, modify the second sentence and insert a new third sentence as shown:

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 regional race events until the driver reaches the age of 16. *If the requirements for a National License are satisfied before the permit holder turns 16, the 15 Year-Old Novice Permit shall be returned to the Club Racing Office, with the appropriate license fee, to be replaced by a National license.* If the requirements for a regional license are not fulfilled by the time the driver reaches the age of 16, 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 Novice Permit.

4. #879 (CRB) Correct omission in roll cage tube sizes

In 9.4.F.2 and 9.4.5.E.4.b, for vehicle weight over 2699 lbs, add *1.50 x .120* to the allowed tubing sizes. [This corrects an unintended omission created when the roll cage rules were reorganized in 2008.]

## Formula

None.

## Grand Touring

### GT1

1. (Multiple) GT1 Tail Light Rules

The CRB rescinds GT1 item 1 in TB 10-03 (tail light decal allowance) based on member input pointing out unintended consequences.

**GT3**

- 1. #564 (David Rugh) Non-Crossflow 2 valve VW engines  
In 9.1.2, GT3, Volkswagen Engines, 1715cc, 2v, replace Notes with: *Alt. Heads: #026-103-373G, 049-103-351C, Eurospec Sports head at 1805 lbs.*; 1780cc, 2v, replace Notes with: *Alt. Heads: #026-103-373G, 049-103-351C, Eurospec Sports head at 1805 lbs.*; 1984cc 2v, replace Notes with: *Alt. Heads: #026-103-373G, 049-103-351C, Eurospec Sports head at 1855lbs.*

**GTL**

- 1. #574 (Bobby Lentz) Clarify GTL splitter rules  
Clarify the GTL splitter rules by making the following changes:  
9.1.2.F.4.b.12: A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend as follows:  
GT2: a front splitter may extend up to three (3) inches.  
GT3: a front splitter may extend up to two (2) inches.  
GTLite: a front splitter may extend up to two (2) inches.  
9.1.2.F.4.b.15, change as follows: GTLite front splitter: A front splitter may be added that is a flat single-plane, with an exposed top surface not more than 2.00 inches.
- 2. #609 (Brian Linn) Clarify 50 lbs RWD penalty for BLMI engines  
In 9.1.2, GTL, BLMI engines, correct the Notes for the 948cc, 970cc, 1071cc, 1098cc, 1147cc, 1275/1380/1399cc, 1296cc and 1493cc engines either by changing "RWD Mini add 50lbs." or adding "RWD Mini add 50 lbs."
- 3. #697 (Warren Montague) Request for rule clarification - Splitter  
See letter #574.

**Improved Touring**

**ITS**

- 1. #380 (Matthew Brueck) Classify the Subaru 2.5 RS

ITS	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Subaru Impreza 2.5 RS (98-01)	4 cyl. SOHC	99.5 x 79.0 2457	(I) 38.5 (E) 32.0	10.0:1	99.2	16	33.545, 2.111, 1.448, 1.088, 0.780	(F) 277x24 vented (R) 266x10 solid	2660	Center differential must remain stock.

**Super Touring**

- 1. #750 (Chris Childs) Factory spoilers/wings  
In 9.1.4.2.A.1.b, delete: "~~Removable OEM spoilers and wings are not permitted.~~" [This is in conflict with 9.1.4.C.1: OEM spoilers and wings, and aftermarket wings and spoilers are permitted.]

**STO**

- 1. #369 (Rob May) Allow 15" Brake rotor STO  
In 9.1.4.1.C.1, add "Maximum brake rotor size of 380mm allowed at 100 pound penalty."
- 2. #567 (Jerry Onks) Increase Maximum Brake rotor size to 380mm  
See letter #369.
- 3. #896 (Club Racing Board) Add the 8400cc Viper to the STO spec line  
In 9.1.4.1.F, STO, classify the Dodge Viper 8400cc as follows:

STO	Engine Displacement (cc)	Min. Weight (lbs.)	Restrictor	Notes
Dodge Viper	8400	3400	60mm	

**STU**

- 1. #707 (David Mead) move twin turbo engines out of STU  
In 9.1.4.2.B.5, add after the first sentence: "Twin turbo engines are allowed on a case-by-case basis only. [Twin turbos are welcome in STO.]
- 2. #708 (David Mead) Weight reduction request for rotary engines  
In 9.1.4.2.B.4, change 2600 to 2400 and 2450 to 2350.

**Production**

**EP**

- 1. #460 (John Longwell) Classify BMW 328i E36 (96-99) for E Production

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
BMW 328i E36 (96-99)	2	2725 * 2793 ** 2861	6 Cyl. DOHC	84 x 84	2793	Alum	Alum	(I) 33.0 (E) 30.5	Fuel Injection	106.3	59.6 / 60.1

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm) (in.)	Brakes Alt.: mm/(in.)	Notes:
BMW 328i E36 (96-99)	18 x 8	5	(F) 286 vented (R) 280 solid		Comp. Ratio limited to 12.0:1, Valve lift limited to .500"

- #584 (Lee Niffenegger) Model Year Addition and Wheel Size Commonization Request- Honda S2000  
In 9.1.5, EP, Honda S2000(04-08), change model years to (04-09)  
In 9.1.5, EP, Honda S2000 (00-03), Wheels (max), add "17 X 8.5".  
In 9.1.5, EP, Honda S2000 (00-03) and Honda S2000 (04-09), add to Notes: "OEM or aftermarket rear wing is not permitted."
- #696 (Jerry Hooten) Transmission speeds  
Correct 9.1.5, EP, Toyota Supra (82-85), Trans. Speeds to "5".

## FP

- #431 (David Mead) Allow Civic Del Sol Additional Cam Lift  
In 9.1.5, FP, Honda Civic del Sol, Notes, change valve lift from .410 to .416.

## American Sedan

- #257/#258/#532 (Ted Johnson/Jeff Kopp/Andy Brown) Adjust weights between iron head and aluminum head cars  
Reduce base weight of cars by 50 lbs. and increase the aluminum head penalty to 150 lbs. Modify specification lines as follows: Edelbrock Cylinder Head Part #'s 608979, 608879 may be used with a 400 150 lb. weight penalty. Change base car weights as follows: Camaro & Firebird 82-92 ~~3280~~ 3230 lbs. over 313 cu. in. ~~3580~~ 3530 lbs. Camaro & Firebird 93-02 ~~3280~~ 3230 lbs. over 313 cu. in. ~~3580~~ 3530 lbs. Mustang 79-93 ~~3080~~ 3030 lbs. over 313 cu. in. ~~3380~~ 3330 lbs. Mustang 94-98 ~~3280~~ 3230 lbs. over 313 cu. in. ~~3580~~ 3530 lbs. Mustang 99-04 ~~3280~~ 3230 lbs. over 313 cu. in. ~~3580~~ 3530 lbs. Mustang GT 05-09 ~~3280~~ 3230 lbs. over 313 cu. in. ~~3580~~ 3530 lbs. Capri 79-86 ~~3080~~ 3030 lbs. over 313 cu. in. ~~3380~~ 3330 lbs Pontiac GTO AS full prep. 04-06 – ~~3480~~ 3430 lbs. over 313 cu. in. ~~3680~~ 3630 lbs.
- #698 (Evan Kesselman) Amend Hood rules for Limited Prep Cars  
In 9.1.6, Camaro & Firebird (93-97) Restricted Prep. and Camaro & Firebird (98-02) Restricted Prep., add to Notes: "Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air. WS6 hood is permitted with ram air opening sealed to prevent the passage of air."
- #710 (Jack Martin) Manifold heat riser  
Clarify intent by modifying the following paragraphs as shown: 9.1.6.D.1.a.1 The approved manifold may be ported and polished, *and exhaust crossover may be blocked*, but its design and configuration shall not be altered in any other way.  
9.1.6.F. 6. Heat riser passage may be blocked ~~from intake manifold side of cylinder head only~~.
- #827 (CRB) Connecting rod clarification  
Delete 9.1.6.D.1.j.3 in its entirety. [This conflicts with the current connecting rod specifications in 9.1.6.F.]
- #837 (CRB) Add language to AS rules to reference 2007 GT cages for cars registered prior to 1/1/08  
Add a new subsection f to 9.1.6.D.9 as follows: *All cars registered 1/1/08 or later shall have a roll cage that meets the requirements of section 9.4. Cars registered before 1/1/08 must comply with section 9.4 or with the 2007 GT roll cage rules in Appendix I.*

## Showroom Stock

### SSB

- #337 (CRB) Allow the Mini to use the fixed camber plates  
In 9.1.6, SSB, Mini Cooper S (02-04) and Mini Cooper S (05-06), add to Notes: Ireland Engineering Mini Cooper Fixed Camber Plates 4/2002-2006 part "minicamber" permitted.

### SSC

- #536 (Philip Royle) Correct brake size of SSC '02-'04 Sentra  
In 9.1.7, SSC, Nissan Sentra SER Spec-V (02-04), correct brake size from (F) ~~305 Vented Disc~~ (R) ~~278 Solid Disc~~ to (F) 280 x 22 Vented Disc (R) 232 x 7 Solid Disc
- #666 (Matt Murphy) Honda Civic SI Wheel Size  
In 9.1.7, SSC, Honda Civic SI (02-03), correct wheel size from 46 x 6.5 to 15 x 6.5.
- #773 (CRB) Correct the model years for the 95-01 Acura Integra GSR  
In 9.1.7, SSC, correct the model years for the 95-01 Acura Integra GSR to 94-01.

## Spec Miata

None.

## Sports Racing

- #882 (CRB) Correct errors in CSR engine table

In 9.1.9.A.2.a, engine table, correct line L by replacing the Notes entry in its entirety with: "over 1615 cc up to 2000 cc: 1300 lbs; over 2000 cc up to 2500 cc: 1350 lbs". and replace the Req'd Restrictor entry in its entirety with: "Under 2000cc, 33 mm SIR required except under 10:1 CR, unrestricted; under 2500cc, 31mm SIR required except under 9:1 CR, unrestricted". [A previously approved clarification to Line L was applied incorrectly.]

## Touring

### T1

- #714 (CRB) C5 brake and tire size corrections

In 9.1.10, T1, Chevrolet Corvette C5, make the following corrections: Tire Size - delete "315/35/17 (max) (F&R)"; Brakes (mm) - delete "may use two piece steel rotors with aluminum hats up to 5% larger than Z51 rotor size and"; also delete "Add to Notes:"

- #648 (Steven Glaab) Clarify header allowance

In 9.1.10, T1, Chevrolet Corvette C5, clarify addition to Notes in TB 10-2, as follows: "The stock exhaust manifolds may be replaced with any headers that connect to the catalytic converters or to the converter replacement pipes allowed in 9.1.10.D.1.h without other modification to the exhaust system. *The header may replace the catalytic converter replacement pipes.*"

### T2

- #589 (Jef DeGriek) T2 lotus spring package

In 9.1.10, T2, all Lotus models, add to Notes: "Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed."

### T3

- #333 (Scotty White) Adjust 2001-2004 Mustang

In 9.1.10, T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change weight from ~~3480~~ to 3330.

- #745 (CRB) Classify VW TDI

In 9.1.10, T3, classify the Volkswagen Jetta TDI

T3	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Volkswagen Jetta TDI (2009-)	81.0 x 95.0 1968	2578.1	16 x 6.5 17 x 7	205/55 or 225/45	3.78, 2.12, 1.36, .96, .77, .76 Or 4.04, 2.37, 1.56, 1.16, .85		(F) 288 x 25 Vented Disc (R) 260 x 12 solid disc	3100	

- #844 (CRB) VW GTI reduce weight of DSG equipped car

In 9.1.10, T3, Volkswagen GTI (06-10), change weight of DSG from ~~3480~~ to 3130.



# Event Schedule

ROAD AMERICA #IDC-10-S  
HELD UNDER 2010  
GENERAL COMPETITION RULES

**ATTENTION:** The SCCA Club Racing Board may alter the schedule one time by August 22nd for purposes of safety or to address class subscription levels. (Supplemental Reg. Section 5.1)

## QUALIFYING / MEETINGS

20 min. sessions

	<u>MON 9/20</u>	<u>TUES 9/21</u>	<u>WED 9/22</u>	<u>THURS 9/23</u>
	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>
8:00	T3/STU	GT2	SSB	SSC
8:30	F500	FM	FA/FB	FF
9:00	SM	FP	GT1	T2
9:30	GTL	FC	CSR/S2000	FE
10:00	EP	GT3	T1/STO/ST	AS
10:30	DSR	SRF	FV	HP
11:00	SSC	T3/STU	GT2	SSB
11:30	FF	F500	FM	FA/FB
12:00	T2	SM	FP	GT1

<b>LUNCH-CRB MTGS</b>	<b>GT/SM</b>	<b>FORMULA/SPORTS RACER</b>	<b>SS/AS/TOURING</b>	<b>PROD</b>
1:30	FE	GTL	FC	CSR/S2000
2:00	AS	EP	GT3	T1/STO/ST
2:30	HP	DSR	SRF	FV
3:00	SSB	SSC	T3/STU	GT2
3:30	FA/FB	FF	F500	FM
4:00	GT1	T2	SM	FP
4:30	CSR/S2000	FE	GTL	FC
5:00	T1/STO/ST	AS	EP	GT3
5:30	FV	HP	DSR	SRF

## HARDSHIP SESSIONS

Please see the Chief Steward

	<u>FRI 9/24</u>	<u>SAT 9/25</u>	<u>SUN 9/26</u>
7:45	SESSION 1	SESSION 1	SESSION 1
8:00	SESSION 2	SESSION 2	SESSION 2

## NATIONAL CHAMPIONSHIP RACES

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

	<u>FRI 9/24</u>	<u>SAT 9/25</u>	<u>SUN 9/26</u>
8:30	T3/STU	T2	T1/STO/ST
9:30	F500	FE	FV
10:30	SM	AS	GT2
11:30	GTL	HP	FM
<b>LUNCH</b>			
1:30	EP	SSB	FP
2:30	DSR	FA/FB	FC
3:30	SSC	GT1	GT3
4:30	FF	CSR/S2000	SRF

## ACTIVITY CALENDAR

**Mon 9/20**  
**6:00 pm\***  
Welcome Party

**Tues 9/21:**  
**6:00 PM\*\***  
Worker Party

**Wed 9/22:**  
**6:00 pm\***  
Worker Party

**Thurs 9/23:**  
**6:00 pm\*\***  
WORKER OF THE YEAR PARTY  
DRIVERS WELCOME!!

**Fri 9/24:**  
**5:30 PM\*\***  
Worker Party

**Sat 9/25**  
**5:30 pm\***  
PARTICIPANT PARTY

**Sun 9/26:**  
**5:30 pm\*\***  
Worker Party

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





# SUPPLEMENTAL REGULATIONS

1. Entries
2. Driver Eligibility
3. Tow Fund
4. Registration & Credentials
5. On-track Sessions
6. Grid
7. Start/Finish
8. Timing & Scoring
9. Pre-race Tech Inspection
10. Impound & Post Race Inspection
11. Decals/Patches
12. Penalties/Protest/Appeals
13. Race Results
14. Rules of Operation/Pits/Paddock
15. General Info
16. Race/Driver Info.

Held under the 2010 General Competition Rules  
#IDC-10-S  
Online Registration at [www.scca.com](http://www.scca.com)

## 1. ENTRIES

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

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

- 1.5. All fields of the entry form shall be completed to be valid. The driver bio is optional. The entry fee shall accompany the entry form (see section 1.6).  
Entry Dates:
  - July 20th, 2010 9:00 AM CDT Registration opens for drivers and workers**Paper or Online entries will not be accepted before the date noted above.** Entries received prior to these dates will be returned.
- 1.6. Entry Fee: Online entry fee is **\$450** payable with Visa, MasterCard, or Discover. Paper entry fee is **\$460** (US Funds) payable to SCCA, Inc. The paper entry fee includes a \$10 handling fee. After midnight (CDT), Friday, August 27, 2010 (online, postmarked or dated by an express delivery service) the entry fee is \$650 for online or \$660 for paper entries. Note: An additional \$25 fee will be charged for checks returned for insufficient funds.
- 1.7. Cancellation and Refunds: The cancellation deadline for a **full** refund is midnight (CDT) Tuesday, September 7, 2010. Driver/entrant may cancel by the following methods:
  - Fax - (785) 232-7214
  - U.S. mail (see section 1.4 for address)
  - E-mail - [runoffs@scca.com](mailto:runoffs@scca.com)Cancellations received between Sept. 8th & Sept. 26th will be refunded the entry fee less \$175. If your entry is not accepted for the Runoffs, you will automatically receive a full refund.
- 1.8. Entry Acceptance: SCCA will not accept entries from drivers who do not meet the requirements of GCR Section 3.9.2.A. and the guidelines as set forth in these supplemental regulations.
- 1.9. Car Numbers: 2009 Runoffs Participants will be given the opportunity to choose their 2009 car number in the same class in 2010. These competitors will have until 9:00am July 30<sup>th</sup>, CDT to register thereby securing their 2009 number. All 2009 numbers not registered to a 2010 participant will be released and available to anyone after that date. 2009 defending National Champions desiring # 1 should contact the SCCA Club Racing office for Number Assignment.
  - In the case of groups with combined sessions, if there are two drivers requesting the same number, the number will go to the first one registering.
  - The official paper event entry form provides space to indicate six (6) possible numbers of your choice.
  - The official online event entry form allows you to choose your number from the remaining available numbers.
  - Permitted numbers range from 00 through 99.
  - **Changes to assigned numbers shall be made before 5 PM CST September 13, 2010.**
  - Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring.
  - Illegible numbers may not be timed or scored.
  - In addition to having numbers on the end plate, all winged Formula cars are encouraged to have numbers elsewhere on the car.

## 2. DRIVER ELIGIBILITY

- 2.1. Entries will be accepted for this 2010 Interdivisional Championship Event from those drivers who meet the following for each class entered:
- 2.2. Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record and have been classified as a finisher in at least four (see GCR 3.9.2.A./B./C./D/E.) Defending National Champions: See section 3.9.2.B on page 19 in the 2010 GCR for requirements. The requirement for 2 of the events to be in-division is waived for drivers whose Region of Record is in SoPac (BOD action on 3/9/10 conference call - April Fastrack)
- 2.3. If you are not sure you are eligible, send an entry anyway. If the entry is denied, your entry fee will be refunded in full.

## 3. TRAVEL/TOW FUND

- 3.1. A Tow Fund will be collected and maintained by the SCCA during the 2010 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®.
- 3.2. Fund Determination: A driver's payment will be determined by the following:
  - Straight line mileage (calculated using Latitude and Longitude) from the driver's permanent residence to Road America.
  - The address will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received before the receipt of the entry.*Note: False representation of permanent residence may result in penalties as provided in GCR section 7.2.*
- 3.3. Distribution of Tow Fund: Tow fund will be paid to drivers who meet the following criteria:
  - Top three (3) drivers with the highest points total in each class from each Division if they attend the event (no tow money will be paid to drivers living closer than 299 miles and the maximum mileage to be paid will be 2,100 miles). **If any of the top three in points in a class in a division do NOT attend the event, the tow fund will NOT be paid farther down the points list.**
  - Shall enter on time and entry be accepted to participate in the Runoffs®
  - Shall complete registration, Tech inspection and be on-track at least once during the week.*Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2.H).*
  - *In the event there is an unbreakable tie within a class and Division (see GCR 3.9.1.E.) affecting Tow Fund payout, both parties will receive payment.* Drivers who believe their points accumulation totals for Divisional Championship standings and National Championship Runoffs® invitations are in error, shall contact their Divisional Pointskeeper, before the entry deadline, for resolution. Only if satisfaction cannot be achieved at the Divisional level should a driver/entrant contact the National office for review of the matter.
- 3.4. Mailing of Funds: The National office will mail tow fund checks within 60 days of the completion of the event.
  - The name and address on the check will match that of the W-9 form each driver must complete prior to receiving check.

- A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 shall be completed using the Tax ID company name; the tow fund check will be issued to that named company.
  - Federal Tax ID and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in tow fund.
- 3.5. Tow Fund Claim Deadline: All inquiries regarding tow fund shall be made by December 13, 2010. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by December 13, 2010. No claims made after this date will be considered.
- 4. REGISTRATION AND CREDENTIALS**
- 4.1. Registration Hours (All times are Central Time Zone)
- |                |            |                    |
|----------------|------------|--------------------|
| Fri-Sun .....  | Sept 17-19 | 7:00 AM - 6:00 PM  |
| Mon-Thurs..... | Sept 20-23 | 6:30 AM - 5:00 PM  |
| Fri .....      | Sept 24    | 6:30 AM - 5:00 PM  |
| Sat .....      | Sept 25    | 6:30 AM - 4:00 PM  |
| Sun .....      | Sept 26    | 6:30 AM - 12:00 PM |
- 4.2. Entry into Road America for those arriving after registration is closed: Drivers/entrants, crew and volunteers **without** transport vehicles or RVs may enter Road America after registration hours by showing a current SCCA membership card and signing the ROAD AMERICA waiver. Participants shall report to Registration the following day to sign in and receive event credentials.
- ROAD AMERICA will supply SCCA with a list of people entering after hours each day.
  - No race, transport vehicles or RVs will be allowed to enter after Registration closes for the day.
- 4.3. Hot-Pit Access: All crew members who need to be in hot-pit areas shall be listed as crew on the driver's entry form.
- SCCA shall provide a maximum of four passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile.
  - Only the driver or entrant may add/change free or paid-for crew names. The addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited.
  - WEEKEND SCCA MEMBERSHIPS ARE NOT VALID FOR USE DURING THE RUNOFFS.
  - Additional cold passes can be purchased from Road America for \$40 each.
- 4.4. Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 7.2 Penalties
- 4.5. Commemorative Photos IDs will be available at the track for \$10.00 each.
- 5. ON-TRACK SESSIONS**
- 5.1. **Schedule Modification: The SCCA Club Racing Board may alter the schedule one time by August 22nd for purposes of safety or to address class subscription levels.** Additionally, SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that is undersubscribed by the Sept. 7th deadline may be combined with another class or classes for all sessions, including races.
- 5.2. Qualifying Sessions.
- Grid positions for the first qualifying session for each class will be by random number draw. The draw will be done on Sunday, September 19th and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session. This process is **NON-PROTESTABLE**.
  - Combined Sessions: For combined groupings on the first day of qualifying, the group will be sorted by class with the group with the fastest track record going first. Position within each class will be determined by the process noted in preceding bullet. For the second and third days of qualifying, the group will be split by class by times from the previous day with the class with the fastest qualifier going first. This process is **NON-PROTESTABLE**.
  - During the qualifying sessions on Monday, Sept 20th, a **white flag** will be shown on the first lap for each group at each staffed corner station as information for drivers regarding corner station location per GCR 6.1.1. E.
  - All cars not on the grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of the field.
- 5.3. Eligibility for a Race Start: To be eligible to start the race, all cars shall qualify within 120 percent of the average of the fastest three qualifying times for their respective class.
- The Chief Steward may issue waivers to cars qualifying outside of the required 120 percent at his discretion. Waivers are unlikely.
  - Requests shall be made within 30 minutes of the posting of the grid.
  - Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.
- 5.4. Split Start: Groups with multiple classes will utilize a split start with a pace car pacing each group. The T1/STO/STU group will be given special instructions and the grid will be dependant on qualifying times for these classes.
- 5.5. Hardship Sessions: Friday, Saturday and Sunday will be for **hardship** only. Any competitor may request permission to participate in the hardship lap sessions. Same day racers will have priority. Hardship laps are intended to allow competitors to check on the state of their car after repairs or adjustments have been made. Each competitor that wishes a hardship lap must request a pass for a hardship session from the Chief Steward or one of his designates prior to their race day. The pass must be presented to grid personnel prior to entering the track. The hardship lap will consist of a single traversal of the circuit from pit exit to the pit entrance. Markers will be placed on the track surface to remind competitors not to proceed past the pit entrance.
- 5.6. "Doughnuts" or reckless driving are not allowed on the track, in the paddock or on ROAD AMERICA property at any time.
- 5.7. Sound Control will be in effect for this event. See GCR 5.7.2 and 5.7.3.
- 5.8. Traffic through the entrance tunnel (Kohler Tunnel) on Race Days between 8 AM and 6 PM may be limited to drivers, crew and official vehicles only.
- 6. GRID**
- 6.1. All cars shall enter the race track through the grid area located on the south end of the GearBox concession stand.
- Cars shall be in position and the grid cleared of crew at the one (1) minute warning.
  - Cars late to the grid shall enter the course from the grid through the pit lane.
  - The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic.
- 6.2. With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying position and be released from the pit lane at the back of the field.
- 7. START/FINISH**
- 7.1. THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT.
- 7.2. Pace laps: There will be one (1) pace lap at the start of each race. This lap does NOT count as a race lap.
- 7.3. Wave Off: In the event of a wave off of the first racing lap, the grid will continue at pace speed until the green flag is displayed by the Starter. Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black flagged and held **up to one (1) minute** in the pit lane. Other penalties may also be imposed (GCR 7.2).
- 7.4. Length of Race: Official track length is 4.0 miles; all races will be thirteen (13) laps or 40 minutes, whichever comes first. The 40 minute time limit will be in effect for all races commencing when the pole car crosses the Start/Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 6.10.3. The posted race times are green flag times.
- 7.5. One Lap to Go: A one lap to go sign with a number 1 will be displayed at the Start/Finish line indicating the last lap if possible.
- 7.6. Victory Lap: Each class winner may take a victory lap per GCR 6.11.7.
- 7.7. **Trophies will be mailed.** Presentation trophies only will be available and used for Victory Circle ceremonies.
- 8. TIMING AND SCORING**
- 8.1. All corrections, i.e., name and/or sponsor changes/additions, shall be submitted to Timing and Scoring before 5:00 PM on the last day of qualifying.
- 8.2. AMB TRANX 260 Transponders are required for all on-track sessions. All cars shall be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.

8.3. **To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line.**

8.4. Membership numbers may not be shown on official results.

### 9. PRE-RACE TECH INSPECTION

9.1. Tech Inspection Location and Hours: Tech Inspection will be held at the Registration building in the morning and at the Tech Area in the afternoons. Tech Inspection is on a first-come, first-served basis during the following hours:

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

Sat-Sun..... Sept 18-19..... 7:00 AM – NOON

#### Tech

Sat-Sun ..... Sept 18-19..... 8:00 AM – 6:00 PM

Mon-Sun ..... Sept 20-26..... 7:45 AM – 6:00 PM

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

9.2. Rules of Tech: The following shall be adhered to without exception:

- No engines will be run in the Tech areas at any time during the week, unless directed to do so by a Tech official. Push cars in and out of the area.
- **Smoking is prohibited in the Tech areas.**
- **Pets and Non-licensed minors are prohibited from the Tech areas.**

9.3. Express Tech (Check In): If your car does not need an annual Tech and its logbook has no unresolved notations, you do not need to present your car for Technical Inspection. After you have registered, please bring the following items to Tech:

- Vehicle logbook
- Helmet with a 2010 Club sticker
- All Driver's suits to be used during the competition with official SCCA Club Racing patches on each suit and with the patches for any non-SCCA sanctioning body removed or covered
- Tech sheet/vehicle declarations page (included in driver packet)

9.4. Vehicle Full Tech will be required if notations exist in the logbook or the car needs an annual Tech. Gear and helmet shall be presented at Tech Check-in. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing homologation shall have this accomplished prior to arrival at Road America.

9.5. Tech Stickers:

- The Runoffs® decals are your Tech inspection stickers and shall be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars. In the event this placement is not possible, the Assistant Chief Steward - Tech will be responsible for the final placement of the Runoffs® decals.
- All classes must run the configuration in accordance with the declared minimum weight. If you change your declared weight, you will need to get a new tech sticker issued. If your new weight is lighter than your previous weight, you will lose your prior qualifying times.
- No vehicle will be allowed to participate in this event **without** the Runoffs® decals and the SCCA National Race Series Sponsor SafeRacer Decals properly placed at **all times** during the National Championship Runoffs® from Monday, Sept 20, 2010, through Sunday, September 26th, 2010.

9.6. Two-way Radios: All cars may employ two-way radios. You may be required to change frequencies if interference occurs with event officials and/or track communications.

Operation of radios is prohibited on the following UHF frequencies:

- |            |            |            |
|------------|------------|------------|
| • 461.1750 | • 463.7875 | • 467.7875 |
| • 461.3000 | • 464.3250 | • 468.2250 |
| • 461.4750 | • 464.3750 | • 468.7875 |
| • 461.5875 | • 464.5250 | • 469.3250 |
| • 461.7750 | • 464.8875 | • 469.3750 |
| • 462.0000 | • 466.1750 | • 469.5250 |
| • 462.7875 | • 466.5875 | • 469.8875 |
| • 463.2250 | • 467.0000 |            |

9.7. Back-up Car Procedures: Any additional cars and/or chassis that may be used at any time during the event shall be presented at Tech.

- The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class.
- The Chief of Tech shall inform the Chief Steward directly or through the Assistant Chief Steward -Tech.
- The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination before the substitution will be removed; the driver shall re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed. Should the driver choose to return to the original car, the driver may request that the times for the original car be reinstated.

9.8. Tire Rules: Formula Mazda Tire Rule 9.1.1.F.14. (A, B, C, E), ESR Tire Rule 9.1.9.G.13. (a,b,c) and FE Tire Rule 9.1.1.J.13 (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.

9.9. Scales: The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound. Scales are located in the Tech area north of pit out along the hillside.

9.10. Grid and Pit Lane Tech: Additional visual inspections of race cars may be conducted on the Grid and on the Pit Lane. These inspections will be non-intrusive. Items not in compliance will be noted and the competitor will be directed to Tech at the end of their session for additional inspection.

9.11. Stock OEM Components: Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.

9.12. **FUEL – Program for 2010 Runoffs will be noted in the June issue of Fastrack, posted on May 20<sup>th</sup>, 2010.**

9.13. Data Acquisition: SCCA Technical Staff and/or Club Racing Board members and their delegates may install data acquisition equipment in a competitor's car. This program is to assist the CRB in competition adjustments; participation is mandatory, not optional and is NON-PROTESTABLE.

### 10. IMPOUND AND POST RACE INSPECTION

10.1. At the conclusion of each race, the first six (6) cars in each class shall proceed to the Tech area.

- Impound passes will be issued to the driver and three crew members of the impounded cars.
- Additional cars may be ordered to the Tech area at the discretion of the Chief Steward.
- Cars shall remain in the Tech area with a minimum of one crew member until released. Crew members may leave the Tech area after checking with the category supervisor.

10.2. At the conclusion of each qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his discretion.

10.3. **Post Qualifying Compliance Verification:** Tech inspectors may employ non-intrusive measuring devices (P&G gauge, Whistler, etc.) throughout the week. These devices are used for a quick estimate of the measurement and do not ensure that the reading will be the same as that done during a detailed inspection, which may occur at a later time. The Tech Inspector will note on the back of the Tech card any items observed during the course of this inspection as non-compliant with GCR eligibility and/or preparation limits. The "Official Report" will be prepared by Tech and processed with the Assistant Chief Steward -Tech. The Runoffs® Decals will be marked VOID for items noted on the back of the tech card. The driver shall sign the back of the tech card to acknowledge awareness that these discrepancies exist. The car must be presented to Tech in a compliant configuration before a replacement Runoffs® Decal will be issued. A replacement Runoffs® Decal is required to proceed into the next session for that car.

10.4. Eligibility and Preparation Resolution: Matters of eligibility and preparation will be resolved as soon as possible after the final qualifying session on Thursday, September 23, 2010.

In addition, any car impounded after its qualifying session that has a Tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.

10.5. During post race impound, admission to the Tech areas are restricted to authorized drivers, officials and crew members with proper credentials.

10.6. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.



- 10.7. Any part found to be in non-compliance with the GCR specification book and/or supplemental regulations may be retained by the SCCA, Inc. and disposed of at a later date, at its discretion.
- 10.8. The first place car in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection:
- Removal of cylinder head for measurement of bore, stroke and valve size, where restricted by the rules for the class and category.
  - A P&G gauge or other measuring device may be used in place of cylinder head removal at the option of the Chief Steward.
  - Teardown will begin within 45 minutes following the conclusion of post race ceremonies.
  - Teardown shall be completed within 4 hours, except for Showroom Stock, Spec Miata, Touring, Super Touring and AS.
  - The Chief Steward may modify these procedures at his sole discretion.
- 10.9. Disabled Race Car Parking: Disabled cars will be parked in the bone yard. Removal of any automobile shall be approved by the Log Book Tech Inspector.
- 10.10. Each driver is responsible for having a person available for transporting his/her vehicle to and from tech following on-track sessions.
- 11. DECALS AND PATCHES**
- 11.1. All GCR required decals and patches, as well as vehicle logbooks, are available in Tech.
- 11.2. All decals and patches required for Contingency programs will be available at Registration during posted Registration hours.
- 11.3. GCR required driver suit patches will be checked during pre-race Tech inspection. Non-SCCA sanctioning body decals and patches shall be removed or covered on the driver's suit(s) and racecar. **NO DRIVER WILL BE ALLOWED ON THE PODIUM WITHOUT APPROPRIATE SCCA PATCHES ON THEIR DRIVER SUIT.**
- 12. PENALTIES / PROTESTS / APPEALS**
- 12.1. Penalties will be as stated in GCR section 7.2, except as follows:
- Drivers may be excluded from competing in the following year's Interdivisional Championship Event. Tow fund may not be paid to drivers/cars disqualified from the event.
- 12.2. Protests: All protests shall be lodged at the Stewards Center, which is located in the Compound behind Race Control. Driver advisors will be available to provide assistance between the hours of 8:00 AM and 6:30 PM Monday-Sunday. Protests shall be filed and will be heard in accordance with the provisions of Section 8.3 of the GCR except as follows:
- Anyone who may be involved in a protest and fails to be available for the Court hearing waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event.
  - Protests against the validity of an entry or the eligibility of a driver, entrant or automobile, shall be lodged no later than ninety (90) minutes after the final qualifying session for the class of car being protested.
- 12.3. **All decisions or penalties rendered by the Stewards of the Meeting may be appealed.**
- 12.4. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions:
- Appeals shall be submitted to the Stewards Center. The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision.
  - **A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.**
- 13. RACE RESULTS**
- 13.1. Results will normally be posted within 30 minutes after the conclusion of each race at the gas pumps mid paddock. Upon completion of the event, each competitor will be mailed the final results book.
- 14. RULES OF OPERATION/PITS/PADDOCK**
- Note: All fees listed below are set by Road America.**
- 14.1. **TRACK ORDINANCE: Racing engines shall not be run after the final checker of the day or 7:00 PM, whichever is later or before 7:30AM. Generators may not be run before 6:30 AM or after 10 PM.**
- 14.2. Vehicle Registration and Rules of Operation: All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that shall be purchased at Registration for \$25. This sticker is valid for the entire 2010 Season at Road America. The sticker must be affixed to the registered vehicle along with car number and class.  
*Note: Vehicle passes for handicapped persons will not be charged.*  
Vehicle passes will not be required for bicycles. **No bike riding or walking the Track after the Track closes for the day.**
- 14.3. Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts, other personal transportation and utility vehicles in the spectator areas are restricted to designated areas.
- 14.4. Speed limit is 10 miles per hour.
- 14.5. Only licensed drivers may operate pit vehicles.
- 14.6. In the pit lane, pit vehicles shall be used only for essential transportation and hauling.
- 14.7. Reckless and dangerous driving, speeding, or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 7.2 (Penalties).
- 14.8. For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility.
- The only race cars that will be allowed to be driven out of the facility will be the cars specifically used by competitors for day-to-day transportation (for example, Showroom Stock cars) or race cars going to the Engine Dyno located behind the Road America Maintenance Building across from Registration.
  - Race cars are prohibited to be driven outside the paddock area (except as noted above).
- REMEMBER, DRIVERS/ENTRANTS ARE RESPONSIBLE FOR THE ACTIONS OF CREW MEMBERS.**
- 14.9. Rules of the Pit Lane and the Grid: The following are **prohibited** from the Pit Lane, Grid and Road America property:
- Skateboards
  - Roller skates/blades
  - Scooters – electric or non-electric
  - Children's tricycles
- 14.10. Shoes that cover the entire foot are required of those entering the Pit Lane area. Sleeved shirts are required in the Pit Lane.
- 14.11. Pets are welcome at Road America. Owners are required to keep their pets on a leash and clean up after them. ROAD AMERICA reserves the right to remove pets and owners who do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**
- 14.11. Posting of private classified For Sale signs is allowed in designated areas only. Road America reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.
- 14.13. Vending is not allowed on Road America property without obtaining the proper permit from Road America.
- 14.14. Rules of the Paddock: Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. Do not deface any items on Road America property. Check voltage in electrical receptacles before using.
- 14.15. **OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS.** Special oil and fluid reclamation stations will be accessible throughout the paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area and notifying Road America personnel immediately.
- 14.16. Parking: If you wish to leave your equipment at Road America between events, you must notify Road America office of your intentions so that arrangements can be made. Unless prior arrangements have been made with Road America, teams arriving prior to Sunday, September 12th, 2010, may not have access to the facility.  
NOTE: Drivers/volunteers are permitted to stay over Sunday night, September 26th, 2010, but need to vacate by 10:00 AM Monday, September 27th, 2010. All Paved Paddock areas need to be cleared Sunday evening, September 26<sup>th</sup>, 2010. Rigs can be parked in the staging area overnight and picked up on Monday.

- 14.17. Reserved Parking: Optional reserved paddock parking may be obtained through Road America after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Road America website, which will have all available spaces for reservation.
- All spaces will be \$100. Spaces range from 30 x 40 to 15 x 70. Each competitor may only reserve one (1) spot per entry.
  - If you do not wish to reserve/pay for a parking spot, non-reserved free parking will be available on a first come first served basis starting at 12:00 PM CDT on Sunday, September 19<sup>th</sup>, 2010.
- 14.18. **All** vehicles shall be parked within your designated paddock spot. If the vehicle does not fit in this area, it shall be parked in **designated overflow parking areas**.
- Each entry will be issued one parking pass designated specifically for your paddock area. This pass will allow access to the paddock area only. Additional passes may be provided by ROAD AMERICA contingent on all vehicles fitting into the paddock space.
  - All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed.
  - If you have an oversized rig that will not fit in the sizes of the spaced noted in 14.17, contact Lori at ROAD AMERICA before you reserve your spot for assistance.
- 14.19. Motorhomes/Enclosed Trailers
- Motor homes with enclosed trailers may be in the paddock space if all vehicles fit in the assigned paddock space.
  - There are designated areas for motor homes and trailers if they cannot fit within the designated paddock area.
  - Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars.
- 15. GENERAL INFORMATION**
- Note: All fees listed below are set by Road America.
- 15.1. SMOKING IS PROHIBITED INDOORS, as well as TECH, GRID, PIT LANE and WITHIN 20 FEET OF THE TOWER MAIN ENTRANCE.
- 15.2. Camping: Overnight competitor camping in the paddock or track-side shall be in a legitimate, self-contained motor home. No exceptions.
- Overnight tent/non-self contained vehicle camping will be available in designated areas only.
  - Bonfires or open fires are allowed in approved areas only.
  - Outdoor cooking is allowed, but please keep safety in mind.
  - Illegal drugs, fireworks, firearms or any type of explosive are not permitted on Road America property.
  - Please leave the grounds as you found them.
- 15.3. Motorhome spaces with electricity are available for \$150 and can be reserved through [www.RoadAmerica.com](http://www.RoadAmerica.com). (There is no charge for motorhome spaces without electricity).
- Motorhomes have access to the dumping stations located west of the Medical Building and in the camping area next to the Motorplex. Services such as dump and fill will be available for an additional fee.
  - Once the team motorhome or trailer is parked in its assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal.
  - Please make your own provision for electricity, such as a generator.
- 16. RACE/DRIVER INFORMATION**
- 16.1. A Driver Information area is located next to the gas pumps in the middle of the paddock and will have the following information posted:
- Qualifying times
  - Race results
  - Sound control reports
  - Protest and appeal results
  - Messages and notification of parcel delivery
- 16.3. All requests for public address announcements can be made at Driver Information.  
Please go to Driver Information with all of your questions before going to Road America or on-site SCCA offices.
- 16.4. Package Delivery: Deliver all packages to:

Road America  
c/o (Driver or Team name)  
N7390 Hwy 67  
Plymouth, WI 53073

- Packages should not be sent before September 12th, 2010.
- Packages **MUST** include name of recipient or team name or delivery will be refused.
- Packages may be picked up between 9:00 AM - 4:00 PM at the designated shipping and receiving area.
- All freight deliveries will be delivered to the building labeled Tech 1.
- There is a \$5 fee for packages delivered to the track and \$50 fee for use of track equipment.
- No COD packages will be accepted.
- Packages not picked up will be returned COD only if requested by a competitor and a credit card is provided for handling.
- NO RUNOFFS PACKAGES WILL BE ACCEPTED AT SCCA, INC HEADQUARTERS DURING THE EVENT.



## **Race Officials**

### **Race Administration**

Marina Kraft

### **Chief Steward**

Jim Averett

Jim Rogaski, ACS

### **Registration**

#### **Chief Registrar**

Wanda Cecil

### **Asst. Chief - Operating**

Chuck Dobbs

Brian Holtz

Laurie Sheppard

Jack Kish

James Foyle

### **Tech Stewards**

Dennis Dean, ACS Tech

A.G. Robbins

Bob Corbitt

John Nesbitt

### **Pace Car Drivers**

R.J. Gordy

Todd Heilicher

Dan Sherrod

Jack Ragaglia

### **Stewards of the Course**

Cathy Barnard, ACS SOC

### **Safety Stewards**

Paula Spencer, ACS Safety

### **Stewards of the Meet**

David Nokes- Chairman

Tom Brown, SWDiv

Mike Engelke, CENDiv

John Peterson, GLDiv

Earl Hurlbut, NEDiv

Bill Medcalf, RMDiv

Ken Patterson, MWDiv

Barb Knox, SPDiv

Gary Meeker, NPDiv

Bob Horansky, SEDiv

### **Court of Appeals**

Mike West - Chairman

Jack Hanifan

Jack Marr

Stephen Harris, Alt. 1

Rick Mitchell, Alt. 2

Sue Roethel - Secretary

### **Competitor Service Center**

Costa Dunias

### **Scrutineers**

#### **Chief Scrutineer**

Bill Etherington

### **Chief of Compliance**

Fred Clark

Dave Kettler

### **Timing and Scoring**

#### **Chief Timing and Scoring**

Carla Heath

### **Starters**

#### **Chief Starter**

Larry Kurkowski

### **Flagging & Communication**

#### **Chief Flagging**

Ann Hefty

### **Asst. Chief Communications**

Doug Johnson

### **Pit and Grid**

#### **Chief Grid**

Gayle Lorenz

### **Chief Pit**

Janet Bruce

### **Emergency Services**

#### **Chief Emergency Services**

Leo Baker

### **Chief Medical Officer**

Dr. Jeff Gaver

### **Medical Safety/**

#### **Chief Race Physician**

Jim Butler, M.D.

### **Radio Tech**

Nancy Foster

### **Sound Control**

#### **Chief Sound Control**

Wayne Briggs

### **Victory Circle**

Bonnie Wannarka

### **Stewards Center**

#### **Welcome Office**

Wilma Dunias

### **Club Racing Board**

Bob Dowie - Chairman

Chris Albin

Dave Gomberg

Jim Wheeler

Tom Start

Fred Clark

Jim Drago

John Sheridan - BoD Liaison

Marcus Meredith - BoD Liaison

### **SCCA Board of Directors**

Dick Patullo - Area 1

Jerry Wannarka - Area 2

Robin Langlotz - Area 3

Marcus Merideth -Area 4

Bob Lybarger - Area 5

Lisa Noble - Area 6

R. David Jones - Area 7

Bill Kephart - Area 8

RJ Gordy - Area 9

John Sheridan - Area 10

Michael Lewis - Area 11

Phil Creighton- Area 12

Todd Butler- Area 13



**Road America Staff**

**President and CEO**

George Bruggenthies

**Track Manager**

Greg Wieser

**Hospitality and Track Rentals**

Gail Bartelt

**Marketing & Promotions Manager**

Mary Lou Haen

**Communications & PR Manager**

Julie Sebranek

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Kathy Kiesau

**Safety and Rescue**

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Terry Ozment

**Club Racing Manager**

Deanna Flanagan

**Club Racing Manager**

Janet Farwell

**Club Racing Technical Manager**

John Bauer

**Vice President Marketing**

**Communications**

Eric Prill

**Marketing Services Manager**

Melissa Flesher

**Marketing/Communications**

**Specialist**

Jenny McAbee

**Public Relations Manager**

Reece White

**Vice President Member & Region**

**Services**

Colan Arnold

**Vice President Finance**

Rick Ehret

**Creative Director**

John Steflik

**CRM Support Manager**

Dena Stallbaumer

**Region Development Manager**

Rick Myers

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD MINUTES | Feb. 24, 2010

The Solo Events Board met by conference call February 24th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Divisional Steward Sam Karp; Dick Patullo 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](mailto:seb@scca.com).

### SAFETY

- The Solo Safety Committee met at the National Convention, with Kathy Barnes, Jan Rick, John Lieberman, Aruch Poonsapaya, and Bryan Nemy attending. The following issues were discussed:
  - Solo Safety Stewards have requested clarification of the continuing education requirements. This will be discussed in the next Safety Belt.
  - Divisional Solo Safety Stewards need to review their Division's license lists 60-90 days ahead of renewals.
  - Safety Steward Instructors need to keep the Divisional Solo Safety Stewards informed regarding attendees at classes—including for continuing education—in order to help the stewards to convert to the 3-year licenses.
  - Training at the Divisional level will become more of focus. All Divisional Solo Safety Stewards should be included on SSC conference calls.
  - The next Safety Belt deadline is April 16<sup>th</sup>.
  - Printed rule books are required for Annual Tech. Until the 2010 hardcopy book is available, the 2009 edition may be accepted.

### STREET PREPARED

- The following rule change proposal has been recommended by the STAC and is published here for member comment: Change 15.10.Z to read as follows:

“Z. Any accessory pulleys and belts of the same type (e.g. V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Supercharged cars *may not alter crankshaft/supercharger drive ratio*. Alternate pulley materials may be used. Idle pulleys may be used for belt routing in place of items which the rules specifically allow to be removed, such as smog pumps and air conditioning compressors. They may serve no other purpose.”
- The SPAC is seeking member input regarding a group of reclassifications which are currently in a preliminary evaluation stage. These potential changes are as follows:
  - Move from ASP to BSP: Mazda RX7 ('93-'95), Porsche 911 non-turbo, Porsche 911 Club Sport, Porsche Carrera 2/4, Porsche 914/6, Porsche 924 turbo and n/a, Porsche 944 turbo and n/a, Porsche 968
  - Move from BSP to CSP: BMW M Coupe and Roadster, BMW Z3, Datsun/Nissan Z cars, Honda S2000, Mazda RX8
  - Move from CSP to DSP: Mercedes 190 ('84-'93), Audi TT

### NOT RECOMMENDED

- Street tire classes (ref. 10-058) *Comment*: Classes for Stock cars on street tires may be offered at the Regional level. When a Region hosts a Divisional or National Tour event, it is free to include any Region-only classes which it normally offers, including street tire classes. The SAC believes that this best addresses the demand for street tire classes at this time.
- ST, E85 exclusion (ref. 09-756) *Comment*: E85 is legal for street use nationwide, and is a normal pump fuel.
- ST, CRX in STR (ref. 10-018) *Comment*: Per the STAC, the STR class is designed for rear-drive cars. The CRX is presently legal in STS, and is believed to be inconsistent with the STR class philosophy.
- ST wheel widths (ref. 10-044) *Comment*: Per the STAC, tire widths will be discussed with the ongoing reorganization effort.

### TECH BULLETINS

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

Porsche Boxster and Cayman (non-S) (2009-'10)	AS
Audi TT-S ('10)	BS
2. Stock: The BS listing for the BMW Z4 Coupe and Roadster (non-M) should read (2002-'10) instead of (2006-'10).
3. Street touring: For clarification purposes, add a new third sentence to 14.6.E, as follows: “*The diameter for replacement*

*rotors is measured at the minimum outside dimension.”*

4. Street Prepared:15.6.A is clarified to read as follows: “Any brake line, master cylinder, brake booster, or brake-proportioning valve *that meets the requirements of 3.3.3.B.12* may be used. This does not allow multiple separate master cylinders.”

# RALLYCROSS BOARD

## Memo for RallyCross

RallyCross Board seeking candidates for RallyCross Board. Please forward Rally resume and letter of intent to [rxb@scca.com](mailto:rxb@scca.com).

## RALLYCROSS BOARD MINUTES | March 8, 2010

The RallyCross Board (RXB) met via conference call March 8. Attending were Bob Ricker, Chairman, Tom Nelson, Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance was Philip Creighton, Board of Directors liaison.

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

Chairman Ricker called the meeting to order at 8:23pm CST.

Minutes from the January 31, 2010 RXB meeting were approved. (Utecht/Blakely) Mark Utecht also requested that future meeting minutes be published at the private SCCA forum.

## Committee Reports

1. RallyCross Safety Committee (Tom Nelson): The Safety Committee is working to create an official Safety Steward Training program. Bob Ricker reported on the last Safety Committee meeting in which it was suggested using Solo and other SCCA safety steward training programs as a template for RallyCross. Tom Nelson brought up the need to include the Safety Plan, which is unique to RallyCross, in any training program developed. The next Safety Committee meeting is scheduled for March 12<sup>th</sup> when the specifics of the Safety Steward Training and the licensing requirements will be discussed.
2. RallyCross Rules Committee (Mark Utecht):
  - a. The Street Modified (SM) class rules are ready for public comment. Mark Utecht would like to post it as soon as possible. He feels that as a National class it is a long way off and that we need more history on the class. He will post for member comment the draft of the rule and the rules approval timeline.
  - b. The RXB received a request from a member for a rules exception to run a car with a roll cage and no rear seats in Prepared Category. The RXB unanimously agreed that the RallyCross Rules are clear that the rear seats must be installed to compete in the Prepared Category. The RXB will respond to the request accordingly.
  - c. The RXB also received a correspondence from a region regarding the practice of dropping the slowest run for scoring purposes. While this practice is not allowed at Divisional or National events by the RallyCross Rules, a region may use this scoring method as long as it is noted as a Sanction Exception on the Sanction Application.

## Pending Business

1. Annual RallyCross Award: This is an annual RallyCross award under consideration by the RXB that would recognize exceptional achievement and contribution within the program. Mark Utecht suggested that it be awarded to any driver, worker, steward, region, or division. In an effort to discover some early contributors to SCCA RallyCross for the naming of the award, Brent Blakely volunteered to research the history of RallyCross by contacting Howard Duncan, Ted Goddard, Kurt Spitzner, and others.
2. New RXB member request: Bob Ricker reported that he had not seen any submissions of letters of interest or résumés. He will post another request for applications.

The meeting was adjourned at 9:02pm CST (Utecht/Nelson).

Submitted by Karl Sealander, RXB 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>