

BOARD OF DIRECTORS MINUTES

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

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

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

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

PRESIDENT'S REPORT

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

FINANCE AND ADMINISTRATION

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

RISK MANAGEMENT

Peter Lyon presented an overview of the 2009 Insurance Plan.

MEMBERSHIP and REGION DEVELOPMENT

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

CLUB RACING

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

LIASION REPORTS

PLANNING COMMITTEE - Jerry Wannarka

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

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

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INSURANCE COMMITTEE – Larry Dent

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

EXECUTIVE STEWARDS LIAISON - Bob Lybarger

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

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

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

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

SOLO EVENTS BOARD LIAISON - Bob Introne, Lisa Noble

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

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

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

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

2008 SSAC ACTIVITIES AND PROGRAMS

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

SSAC PURPOSE: Where do we go from here?

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

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

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

Mission Statement for SCCA SEB Member position:

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

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

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

TIME TRIALS ADMINISTRATIVE COUNCIL LIAISON - Lisa Noble

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

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

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

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

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

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

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

CRB

Stan Clayton

Executive Stewards

Joseph Hobbs

Steve Harris

Time Trials Administrative Council

Janice Rick

National Administrators

Rusty Clayton

Dee Greaves

Connie Peplowski

Solo Events Board

Ron Bauer

Chris Dorsey

Rick Myers

Dave Whitworth

Divisional Solo Stewards

Vern Maxey

Bryan Nemy

Jason Tipple

Hayward Wagner

Road Rally Board

Charles Edwards

Divisional Road Rally Steward

Jeanne English

Board of Directors

Larry Dent

K.P. Jones

Andy Porterfield

OLD BUSINESS

NONE

NEW BUSINESS

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

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

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

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

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

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

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

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

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

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

Stock Category

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

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

Comment: This will be no change from 2008.

Street Prepared Category

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

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

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

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

Summary of voting:

GCR Item 1, PASSED, Unanimous

GCR Item 2, PASSED, Unanimous

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

GCR Item 4 withdrawn

Formula Item 1 withdrawn

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

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

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

Touring Item 1, PASSED

Grand touring Item 1, 2, PASSED

Spec Miata 1, PASSED

Spec Miata 2, PASSED, Abstaining, Jones

GCR

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

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

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

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

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

9.3.25. FUEL

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

A. Permitted Fuel

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

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

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

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

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

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

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

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

Formula

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

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

Sports Racer

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

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

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

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

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

SIR Table for CSR (dimensions in mm)

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

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

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

Touring

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

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

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

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

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

Grand Touring

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

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

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

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

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

14. GTL Wing Rules

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

Spec Miata

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | December 2, 2008

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

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

SUBMITTED TO BoD FOR APPROVAL

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. Comments may be e-mailed to crb@scca.com.

GCR

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

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

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

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

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

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

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

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

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

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

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

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

b. No aerodynamic devices...

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

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

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

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

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

American Sedan

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

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

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

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

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

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

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

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

Touring/Showroom Stock

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

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

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

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

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

NEW CAR CLASSIFICATIONS

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

ST - 2008 Lotus 2-eleven

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

STO - C6 Corvette 6.2 L (3,400 lbs)

STO - Ferrari 430 Challenge (2,880 lbs)

T2 - Lotus S240 (2,400 lbs)

T2 - Lotus Elise SC

T2 - Lotus Exige S

T2 - Lotus Club Racer

T2 - Lotus S240

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

SSC - Acura Integra GSR (2,775 lbs)

SSC - Honda Accord coupes EX and EX-L

REFERRED or TABLED

Formula/Sport Racing

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

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

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

Grand Touring

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

Improved Touring

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

Production

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

American Sedan

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

Touring/Showroom Stock

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

NOT RECOMMENDED

GCR

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

Formula/Sports Racing

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

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

Grand Touring

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

Improved Touring

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

Production

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

American Sedan

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

Touring/Showroom Stock

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

PREVIOUSLY ADDRESSED

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

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

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

GTL – Allow the Nissan GA16DE engine (Zekert).

NO ACTION REQUIRED

GCR

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

Formula/Sports Racing

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

Grand Touring

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

Super Touring

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

Touring/Showroom Stock

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

Spec Miata

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

RESUMES

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

CLUB RACING TECHNICAL BULLETIN

DATE: December 2, 2008

NUMBER: TB 08-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

GCR

1. As approved by the BoD in the June FasTrack, change GCR 3.9.1.A to read: Championships shall be determined annually on the basis of a driver's accumulation of points earned in his or her best performances in a maximum of ~~six (6)~~ seven (7) National Championship races. No more than ~~two (2)~~ three (3) races shall be outside the division in which the driver's Region of Record is located.
2. As approved by the BoD in the June FasTrack, change GCR Section 3.9.2.A paragraph two, to read: As a minimum, a driver shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in his or her Division of Record, and a finisher in at least ~~three (3)~~ four (4) National Championship events, and qualifying in the same class (or classes) for which their entry is accepted, but they may drive any car eligible for that class.
3. As approved by the BoD in the July FasTrack, change GCR 3.9.2.E to read: The number of races allowed in the Runoffs will not exceed 24, *and may be less*.
4. As approved by the BoD in the July FasTrack, add GCR Section 3.9.2.F:
Invited Runoffs Classes
Only those classes which have attained an average of 2.5 cars or better per event, as outlined in GCR 9.1.12, in the previous year of national racing activity, shall be invited to the following year's Runoffs; effective for the 2009 Runoffs, based on 2008 results.
5. Clarify the last paragraph of section 9.3.46 as follows:
In addition, if the main hoop of formula and sports racing cars is faired in *and there is no other means for a wrecker to lift the car without removal of any bodywork or the fairing*, the fairing shall have access holes to allow the insertion of a bar or strap to allow the car to be lifted by a wrecker.
6. As approved by the BoD, Effective 1/1/09: Change the third paragraph of section 3.1.5 as follows:
BMW CCA Club Racing (Full Competition), FIA (issued by any sanctioning body), ICSCC (Area Conference), IMSA, Midwestern Council of Sports Car Clubs MCSCC (Full), NASA (Full Competition) Porsche Club of America (Full Competition), SCCA Pro Racing, Waterford Hills Road Racing Club (Full), West Canada Motorsport Assoc (Amateur), Ontario Region CASC (Regional), Confederation of Autosport Car Clubs CACC(Competition), SVRA, Historic Sportscar Racing (HSR), VARA (*Full Competition*), Vintage Motorsports Council (VMC).
7. As approved by the BoD, Effective 1/1/09: Add following sentence to the end of the second paragraph of section 9.1.11:
Legend Cars may run with any DOT 205/60/13 tires.
8. As approved by the BoD, Effective 1/1/10: Change section 9.3.25 as follows:
9.3.25. FUEL
All cars shall use fuel, as defined below, unless a specific exemption is made in the provisions for a specific category/class.
A. Permitted Fuel
Permitted fuel is herein defined as *gasoline meeting specified dielectric constant standards and not containing any prohibited substance in excess of stated limits*. Gasoline is a mixture of refined hydrocarbons. Gasoline is an electrical insulator and its relative effectiveness as an insulator is represented by its dielectric constant (D.C.). The ~~average~~ D.C. of gasoline, ~~as will be measured by an SCCA~~
Fuel Check Meter (Precision Fuel Testing HDE G-01 Fuel Analyzer), ~~is defined as "0.0"~~. Gasoline may be tested and certified at SCCA events by the determination of the dielectric constant using the SCCA Fuel Check meter and through the application of various chemical ~~analyses~~
(~~e.g., Reagent "A"~~).
~~SCCA Approved Fuel Meter: High Desert Engineering Model G-01~~
~~SCCA Approved Reagent Test(s) Germane Engineering Reagent "A"~~
Use of propylene oxide, ethylene oxide, paradioxane, and basic nitrogen or sulfur bearing compounds (i.e. pyridine, aniline, pyrrole, dimethylsulfoxide, etc.) is prohibited.

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

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

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

Formula

FF

- As approved by the Bod, Effective 1/1/09: Delete 9.1.1.D.10.d as follows: ~~d. Wheel covers, wheel fans, or any device to fair in the wheel is prohibited.~~

FC

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

GT

- As approved by the BoD, Effective 1/1/09: Change section 9.1.2.F.4.b.12 as follows: A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend as follows:

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

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

- As Approved by the BoD, Effective 1/1/09: Add new subsection 14 to section 9.1.2.F.4.b as follows:

14. GTL Wing Rules

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

A wagon-back style body is a car in which the rear edge of the roofline is no more than 28.0 inches forward of the rearmost bodywork as measured along the vehicle longitudinal centerline.

GT2

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

GT3

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

GTL

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

IT

ITR

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

ITS

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

ITA

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

2095.

ITB

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

Production

EP

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

FP

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

HP

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

Showroom Stock

SSB

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

SSC

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

Spec Miata

1. As approved by the BoD, Effective 1/1/09: Change section 9.1.8.C as follows:
The following items represent the only modifications and safety items permitted and/or required on Spec Miata automobiles other than safety items as required in Section 9. No permitted component/modification shall additionally perform a prohibited function. No updating or backdating of cars, models, specifications, and/or components thereof shall be permitted except as specifically authorized in these specifications.
A Shop Manual for the specific make, model, and year of automobile is required to be in the possession of each entrant. The manual is intended to aid Scrutineers in identifying parts and the configuration of the automobile.
~~All adjustments shall be at the manufacturer's specification and/or within the manufacturer's specified tolerances except as permitted within the SMCS.~~
~~Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer.~~
All engines and internal components used in rebuilding or refurbishment must have been offered for sale by Mazda in the US for the correct year and VIN of car, except as otherwise provided for in these rules. The intent of this rule is to prohibit aftermarket parts or Mazda parts of incorrect specification or application.
Assembly, rebuild, and refurbishment procedures, and all associated dimensions, shall adhere to the published factory service procedures, except as otherwise provided for by these rules. No components may be added or omitted from those specified by the published factory service procedures. All components must be standard dimensions.
Any water pump and timing belt of original equipment manufacture design, dimensions, and specification may be used.
The application and/or use of any painting, coating, plating, or impregnating substance (i.e. e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, transmission, differential, internal or external surfaces of the exhaust manifold or downtube; is prohibited.

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

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

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

Super Touring STO

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

Sports Racing CSR

- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line B, Max. Displ. (cc): ~~1300~~ 1350.
- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line P, induction: ~~42mm venturis~~ *Unrestricted*.
- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line T, induction: ~~36mm~~ 38mm (both occurrences).
- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line V, induction: ~~44mm~~ 46mm (both occurrences).
- Section 9.1.9.A.2. CSR Engine Table, p. 519, insert a new line as follows: CC: Engine Type or Specific Engine: 2 cycle, Max Displ. (cc): 1200, Head Type: Unrestricted, Max. Valves / Cyl.: NA, Induction: unrestricted, Weight (lbs) carb / F.I. 1100, Notes: maximum 4 cylinders.
- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line D, Max. Displ. (cc): ~~1300~~ 1355.
- Section 9.1.9.A.2. CSR Engine Table, p. 519, change line E, Max. Displ. (cc): ~~1400~~ 1455
- Clarify section 9.1.9.C.11 by adding the following: *Only ferrous bearing housing and balls or rollers are permitted.*
- Correct section 9.1.9.C.23 by adding the following: *It is required that all cars display the official sponsors of SCCA Enterprises decals and locations as specified by Enterprises.*
- As approved by the BoD, Effective 1/1/09: Remove the second paragraph of section 9.1.9.A.2.a.14 as follows: ~~To establish the originality of the crankshaft, connecting rods, and pistons, each driver/entrant shall have a factory shop manual for the specific make, model, and year of the automobile for which the engine was produced. This manual shall be presented when so requested by any technical inspector. If the factory shop manual is no longer available from the vehicle manufacturer, an aftermarket shop manual will be accepted with proof of non availability from the vehicle manufacturer. Parts listed by the manufacturer in factory service manuals or parts guides for a particular engine that supersede or replace original parts are permitted. The proof of legality shall rest upon the protestor and/or protestee.~~
- Effective 1/1/09: Change Line Y of the engine table following section 9.1.9.A.2.a.14 as follows:

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

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

SIR Table for CSR (dimensions in mm)

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

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

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

Touring

- As approved by the BoD, Change Section 9.1.10.D.9.a.1 as follows: The driver's seat (only) shall be replaced with a one-piece bucket-type race seat. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. All other seats may be removed.
- As approved by the BoD, Effective 1/1/09: Change section 9.1.10.D.9.d. as follows:
 - ~~Sun visors, grab handles, and removable head rests may be removed.~~
 - ~~OEM Driver's seat belt assembly may be removed.~~
 - ~~Carpet/padding may be cut for roll cage installation.~~
 - ~~Interior trim panels may be cut solely to permit passage and attachment of roll cage front and rear hoop braces. Dashboard may be cut solely to allow passage of roll cage front downtubes. All other interior panels shall remain unmodified unless otherwise so permitted on the vehicle's TC Specification Line.~~
 - ~~Spare wheels and tires may be removed. Jacks and OEM tool kits shall be removed. Tire well covers and other recess covers shall be removed from trunks and the rear areas of hatchback automobiles unless positively fastened at multiple locations via mechanical means.~~
 - Front passenger seat, rear seat back, rear seat bottom cushion(s), sun visors, seat belts and their attaching hardware and bracketry may be removed. In any automobile where allowed removal of rear seats, upholstery, etc., creates an opening between the driver/passenger compartment and an exposed gas tank, fuel cell, or part thereof, a metal bulkhead which completely fills such opening shall be installed (See GCR 9.3.26.1.)
 - Carpets, carpet padding, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed.
 - Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry.
 - Removal of radio and speaker components is permitted.
 - All other interior trim panels, except the dashboard, may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.

T1

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

T2

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

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

T3

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

ST

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

COURT OF APPEALS

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

FACTS IN BRIEF

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

DATES OF THE COURT

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

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED.

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

FINDINGS

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

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

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

DECISION

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

COURT OF APPEALS

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

FACTS IN BRIEF

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

DATES OF THE COURT

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

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

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

FINDINGS

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

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

DECISION

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

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

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

FACTS IN BRIEF

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

DATES OF THE COURT

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

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

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

FINDINGS

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

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

After investigating, the COA finds the following:

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

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

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

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

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

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

DECISION

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

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

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

FACTS IN BRIEF

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

DATES OF THE COURT

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

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

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

FINDINGS

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

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

After investigating, the COA finds the following:

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

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

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

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

DECISION

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

COURT OF APPEALS

Subject: 2009 Court of Appeals Procedures
From: SCCA National Court of Appeals

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

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

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

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

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

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

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

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

case.

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

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

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

SOLO EVENTS BOARD MINUTES

SEB MINUTES | November 19, 2008

The Solo Events Board met by conference call November 19th. Attending were SEB members Dave Whitworth, Tina Reeves, Steve Wynveen, Jason Isley, Chris Dorsey, and Ron Bauer; Lisa Noble of the BOD; and Doug Gill, Nancy Downing, Howard Duncan, and Brian Harmer of the National Staff. Absent were Erik Strelnieks and Donnie Barnes. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2010.

Comments regarding items published herein should be directed to

GENERAL

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

Donna Hill – Midwest Division

Keith Brown – Northern Pacific Division

Sam Karp – Central Division

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

STOCK

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

STREET PREPARED

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

STREET MODIFIED

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

MODIFIED

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

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

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

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

TECH BULLETINS

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

RALLYCROSS COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

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

FACTS IN BRIEF:

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

DATES OF THE COURT:

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

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED:

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

FINDINGS:

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

The COA has found the following:

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

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

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

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

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

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

DECISION:

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

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

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

RALLYCROSS BOARD MEMORANDUM

December 18, 2008

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

QUICK LINKS

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

CLUB RACING

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

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

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

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

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

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

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

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/event.aspx?hub=6&event=13059>

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