

BOARD OF DIRECTORS MINUTES

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

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

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

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

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

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

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

Respectfully submitted,
Jerry Wannarka
Secretary

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CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Jan. 6, 2009

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

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

SUBMITTED TO BoD FOR APPROVAL

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

GCR

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

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

Formula

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

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

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

Grand Touring

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

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

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

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

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

No interconnecting or cross linking of shocks allowed.

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

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

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

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

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

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

Super Touring

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

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

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

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

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

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

NEW CAR CLASSIFICATIONS

SSB – 2009 MX-5 @ 2700 lbs

REFERRED or TABLED

Formula/Sport Racing

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

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

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

Production

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

NOT RECOMMENDED

Production

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

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED

Formula/Sports Racing

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

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: January 6, 2009

NUMBER: TB 09-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

GCR

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

Formula

FST

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

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

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

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

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

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

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

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

The remainder of the ports must be untouched.

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

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

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

Small external scratches are considered normal wear.

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

Grand Touring

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

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

GT1

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

GT2

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

GTL

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

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

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

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

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

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

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

Improved Touring

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

ITR

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

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

ITA

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

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

**Super Touring
STO**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Production

EP

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

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

FP

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

HP

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

Showroom Stock

SSB

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

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

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

SSC

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

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

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

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

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

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

Sports Racer

CSR

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

Spec Miata

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

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

Touring

T1

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

T2

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

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

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

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

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

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

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

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

T3

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

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

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Dec. 17, 2008

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

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

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

GENERAL

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

STOCK

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

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

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

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

- Per the SAC, the previously published request for member comment on Canadian vehicle eligibility has been revised for clarity: Add to section 13.0, at the end of the first paragraph: "A Canadian-market vehicle is legal for Stock competition if it is identical to the US counterpart except for comfort and convenience modifications allowed in 13.2.A."
- In response to various items regarding "street tires," sway bars, shocks, etc. in Stock category (ref. 08-644, 08-652), the SAC refers the membership to the September '08 Fastrack, specifically the following item under the General section: "Regions are reminded that they can create their own classing structures, since the preparation level rules and class listings are not among the mandatory sections noted in 1.1. Regional programs are encouraged to do this to meet the needs of their constituencies and to encourage program growth."
- The SAC offers the following classing change proposal package for member comment:
 - Move models currently in B Stock into C Stock, merging the two classes.
 - Move models currently in A Stock into B Stock.
 - Move the following models into A Stock:
 - BMW Z4 M Coupe/Roadster ('06+)
 - BMW M3 ('08+)
 - Lexus IS-F
 - Mercedes C63 AMG
 - Porsche 911 Turbo ('95-'97)
 - Porsche 911 ('98-'04)
 - Porsche Cayman S ('05+)
 - Porsche Boxster S ('05+)

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

- Chevrolet Corvette ('99-'04)
- Lotus Esprit Turbo ('96-'04)
- Mazda RX-7 ('93-'95)

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

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

STREET TOURING

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

STREET MODIFIED

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

PREPARED

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

F125 and FORMULA JUNIOR

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

NOT RECOMMENDED

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

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

TECH BULLETINS

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

ROADRALLY BOARD MINUTES

RRB MINUTES | Dec. 17, 2008

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

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

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

The Final December RRB Minutes were approved. (Beattie)

Proceedings

1. Event Updates - Future USRRC

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

2. 2008 Annual Awards

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

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

3. Lifetime Points Categories

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

4. 2009 Championship Points System

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

5. STRAP (Strategic Plan for BOD)

Discussion: Tabled until the next RRB meeting.

6. Regional Handbook

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

7. Rallymaster as Weekend Member

Discussion: Tabled until next RRB Meeting.

Old Business

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

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

New Business

Discussion: None.

Action Items

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

Next meeting

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

The meeting was adjourned at 9:40 pm CST (Poirier/Lanz).

Submitted by Lois Van Vleet, RRB Secretary.

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

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

SOLO

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

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

RALLY

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

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

SCCA NATIONAL CONVENTION

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

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