

## CLUB RACING BOARD MINUTES

**CLUB RACING BOARD MINUTES** | Feb. 3, 2009

The Club Racing Board met by teleconference, on February 3, 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](mailto:crb@scca.com).

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## GCR

**Item 1.** Effective 4/1/09: 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), *Miller Park Racing Association (MPRA) (Full Competition)*, 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 10/1/09: Change the first sentence of section 4.4.3.D as follows:

Completion of a course at an SCCA accredited private driving school may be submitted in lieu of one SCCA Driver's School *per approved accredited private school course completed (not to exceed two)*, and ...

## MEMBER ADVISORIES

None

## NEW CAR CLASSIFICATIONS

None

## REFERRED or TABLED

### Formula/Sport Racing

1. SRF – Change spring tolerances (Skirmants). Tabled for further advisory committee input.
2. F500 – Support for Rave valve engine (Jorgenson/Palmer). Tabled for further research.

### Grand Touring

1. GT1 – Classify the 04-06 GTO body (Heeg). Tabled for further research.
2. GT3 – Classify the VW 1.8 L, 5-valve engine (Ricker). Tabled for further research.
3. GTL – Classify the 06-09 Civic body (Niffengegger). Tabled for further research on the 90.6 wheelbase.

### Improved Touring

1. ITA – Move the Corolla GTS to ITB (Bettencourt). Tabled for further research.
2. ITB – Move the 92-95 Civic DX 4-valve (unknown). Tabled for further research.

3. ITB – Fix the Volvo 240 spec line (Russell). Tabled for further research.
4. ITC – Delete the Volvo 142/144 notes (Learned). Tabled for further research.
5. ITS – Clarify Neon ACR move to ITA (Gulick). Tabled for further research.

#### **Touring/Showroom Stock**

1. T – New vehicle classification tool (Buttermore). Tabled for further research.
2. T3 – Allow an alternate intercooler for the Miata (Gauzens). Tabled for receipt of parts.
3. SSB – Allow the Celica GT-S a suspension kit (Fondakowski). Tabled for further input from the requester.

#### **NOT RECOMMENDED**

#### **GCR**

1. Legends tires (McClure). Legends cars are allowed to run in compliance with LC rules. Tires in the required sizes are available from multiple manufacturers.
2. GTS Challenge (Barr). Does not fit our operations. Drivers are encouraged to bring cars into compliance with existing classes.

#### **Formula/Sports Racing**

1. FV – Piston and piston ring input (Harding/McCarthy). The rules are adequate as written. Any rings and spacers are allowed as long as the stock piston design is maintained.
2. SRF – Weight input (various). Member input is against weight change.

#### **Grand Touring**

GT1 – Add weight to the V8s (Jung). The weights are appropriately specified.

#### **Improved Touring**

IT – Allow the removal of the windshield washer system (Hullinger). This is outside the parameters of the class philosophy.

ITR – Move the RX-8 to ITS (Marcus). The car is appropriately classed.

#### **Touring/Showroom Stock**

1. T – Update Corvette engines (Buttermore). Cannot combine the C5 spec lines, as the engines are different; engine swap is not allowed.
2. T – Allow fender rolling (Moses). Body modifications are outside the parameters of the category.
3. T1 – Allow the Viper alternate toe links (Wilson). Parts would add adjustability, which is not allowed.
4. T1 – Classify the Z06 in T1 (Schader). The car is classed in Super Touring.
5. T1 – Allow Ferrari an open spring rate and sway bar (Buttermore). We will monitor the car's performance.
6. T2 – Classify the spec E-36 M3 in T2 (Leithauser). The vehicle is not eligible due to age.
7. T2 – Allow the Evo an alternate intercooler (Grand). The car is appropriately specified.
8. T2 – Classify the Ariel Atom (Polskey). The car does not meet the class parameters.
9. T2 – Slow down the Solstice (Leithauser). The car is appropriately classed.
10. SS – Move the 99 Miata to SSC (Delea). The car is at the end of its eligibility.
11. SSB – Reduce the Solstice weight (Pettiford). The weight is appropriately specified.
12. SSC – Classify the 01-05 Miata with no trunk kit (Lipperini). SSC is an FWD class.
13. SSC – Classify the 01-05 MR2 (Lipperini). SCC is an FWD class.

#### **PREVIOUSLY ADDRESSED**

*Addressed in Technical Bulletin 09-02 or the February 2009 FasTrack:*

F500 – Bike engines (Schlismann).  
SR – Tow pin access hole input (Gardner).  
GT1 – TransAm/GT1 rules changes (Ave).  
P – Finalize Volvo 142e (Chaney).  
AS – Fix the Cobra R spec line (Bodle).  
T – New GM classification requests (Barrick).  
T – Reclassify the F-body from T1 to T2 (Pettiford).  
T/SS – Add model years 08-09 to spec lines (Niffengegger).  
T/SS – Cobalt and G5 rear track (Barrick).  
T1 – Brake request for C5 Corvette (various).  
T1 – Alternate brakes for Corvette (various).  
T2 – Classify the 08 Subaru WRX STI (Aquilante).  
T2 – Fix the Lotus wheel size (Childs).  
T3 – Classify the 09 RX-8 R3 (Sanders).  
SSC – Update the Civic Si spec line (Lipperini).  
SSC – Reduce the weight of the 02-05 Toyota Celica GT (McCaughey).

*Addressed in Technical Bulletin 09-01 or the January 2009 FasTrack:*

T/SS – WRX and Legacy Spec B classification (Aquilante).  
T3 – Update the Legacy GT spec line (Aquilante).

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

T1 – Help the C5 Corvette (Buttermore).  
T1 – Classify the 430 Challenge 1 (Zabinski).

## **NO ACTION REQUIRED**

### **GCR**

1. Tubing material table input (Funderburg). Thank you for your input. Adjustments have been made to the proposed rule.
2. Catch can rule input (Weitzenhof). Thank you for your input. Adjustments have been made to the proposed rule.
3. New fuel testing table – lead content (Weber). Thank you for your input. Adjustments have been made to the proposed rule.

### **Formula/Sports Racing**

CSR – Support for removal of the 45% rule (Devins). Thank you for your input.

### **Grand Touring**

GTL – Roadsters in GTL (Dewitt). Thank you for your input.

### **Improved Touring**

1. IT – Air dam clarification (Schaafsma). Thank you for your input. The rule is adequate as written.
2. ITB – Clarify vent window rule (Learned). Thank you for your input. The rule is adequate as written.

### **Production**

1. P – Committee and CRB ruined Production (Haynes). Thank you for your input.
2. P – Production engine swaps (Rogerson). Not consistent with cost minimization of level 2 Production preparation. Super Touring classes are aimed at the market you're discussing. Thanks for sharing your thoughts.
3. EP – Clarify structural modification (Schmidt). Thank you for your input.

4. FP – Clarify the Miata fuel tank rule (Dewitt). Thank you for your input. The Miata fuel tank is located in front of the rear axle.
5. HP – Reconsider HP classifications (Hess). Thank you for your input. Looking at the class nationwide, HP appears to be well balanced.

### **American Sedan**

Main bearing caps input (Shepergerdes). Thank you for your input.

### **Touring/Showroom Stock**

1. T – Turbo inlet restrictors (Gauzens). Thank you for your input. Restrictors are described in the GCR tech glossary. Restrictor information is also available at .
2. T1 – Balance T1 (Buttermore). Thank you for your input. We continue to work to ensure T1's future.
3. T1 – Try again on the LS3 (Ingle). Thank you for your input.
4. T1 – What happened to the Ferrari 355 (Lay). Thank you for your input. It is now classified in Super Touring.
5. T2 – Not enough on the Solstice (various). Thank you for your input.
6. T2 – Leave the Evo alone (Keane). Thank you for your input.
7. T3 – T3 S2000 proposal (Lier). Thank you for your input.
8. T3 – HHR SS T3 input (Costello). Thank you for your input.
9. T/SS – Touring member input (various). Thank you for your input.
10. SS – Reconsider classification formula (Lipperini). Thank you for your input. AWD cars are properly classed.
11. SS – Clarify Mustang tire rules (Palmer). Thank you for your input. Rule is adequate as written.
12. SSC – Equalize SSC (Hagerty). Thank you for your input.
13. SSC – Form task force (Lipperini). Thank you for your input. The committee identified the problem and is looking for a category-wide solution.

### **Resumes**

T/SS – John Buttermore – Thank you for your resume. We will keep it on file.

# CLUB RACING TECHNICAL BULLETIN

**DATE:** February 3, 2009

**NUMBER:** TB 09-03

**FROM:** Club Racing Board

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

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

All changes are effective 3/1/09 unless otherwise noted.

## GCR

1. Correct 3.1.2.D to read: Time for the combined practice and qualifying sessions must be a minimum of 70 minutes.
2. Add to Appendix B: Traction Control – Any system that employs electronic signals to reduce wheel spin, independent of direct driver inputs. To achieve their goal, such systems may, for example, reduce engine speed, reduce fuel flow, selectively apply braking, or modify differential output.

## Grand Touring

### GT1

1. Mustang (bodywork) (05-08), p. 263, add the following alternate wheelbase: 106"

### GT3

1. Cars – Volkswagen p. 312, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Golf Mark- IV		3dr, 5dr	FWD	98.9

2. Cars – Volkswagen p. 312, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Jetta Mark- IV		4dr	FWD	98.9

3. Engines – Mazda , p. 302, reinstate the 2189cc as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	SOHC	86.0 x 94.0	2189	Alum Crossflow	3	(2) auto-type w/ 38mm choke(s)	1980	

## GTL

1. Cars – Volkswagen Golf Mark – IV, p. 329, change the wheelbase as follows: ~~98.2~~ 98.9
2. Cars – Mazda MX-5, p. 304 change the years as follows: ~~2006~~ 2006-
3. Engines – Volkswagen , p. 330, add to the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
058, 06A and 06B	DOHC	81.0 x 86.4	1780	Alum Crossflow	5	24mm SIR	2050	

4. Cars – Mazda p. 322, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)	Notes:
MX-5	06-09	2dr	RWD	91.7	

5. Cars – Honda p. 320, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Civic	06-09	2dr	FWD	104.3

## Improved Touring

### ITA

1. Dodge/Plymouth Neon RT & ACR (01-03), p. 365, change the specs to read as follows: Weight(lbs): 2670.

### ITB

1. Mercury Capri 2.3 (79-86), p. 366, change the specs to read as follows: Weight(lbs): ~~2640~~ 2550.

## Production

### EP

1. Acura Integra GSR (94-00), p. 420-421, change the specs as follows: Weight(lbs): ~~2090~~ \*2142 \*\*2195 2040 \*2091

\*\*2142. Notes: Comp. Ratio limited to ~~10.5:1~~ 12.0:1, Valve lift limited to ~~.450"~~ .500".

2. Honda Civic Del Sol Si (93-94), p. 424-425, change the specs as follows: Weight(lbs): ~~2090 \*2142 \*\*2195~~ 1950 \*1999 \*\*2048.
3. Honda Civic Si (99-00), p. 424-425, change the specs as follows: Weight(lbs): ~~2090 \*2142 \*\*2195~~ 1950 \*1999 \*\*2048.
4. Honda S2000 (00-03) 2157cc, p. 424-425, change the specs as follows: ~~(00-03)~~ (04-08) Wheels (max): ~~16 x 7~~ 17 x 8.5.
5. Mazda MX-5 (06-08), p. 426-427, add the 2009 model year.
6. Mazda RX-8 (04-08), p. 428-429, add the 2009 model year.
7. Pontiac Solstice (06-08), p. 432-433, add the 2009 model year.
8. Saturn Sky (07-08), p. 432-433, add the 2009 model year.
9. Mazda RX-7 (12A/13B) (79-85), p 428-429, change the note as follows: Level 1 dry sump, intake manifold porting permitted. Alternate multi-piece hub and roter allowed provided they are of the same dimensions as original and weigh a minimum of 10.2 lbs. ~~Any 86-95 rotor housing permitted.~~ 13B (only): *Any 13B rotor housing and any 84-92 non-turbo 6-port side housing permitted.*
10. Mazda RX-7 (13B) (86-91), p. 428-429, change the notes as follows: Any 13B rotor housing and any 84-92 non-turbo 6-port side housing permitted. Level 1 dry sump, intake manifold porting permitted. OEM or aftermarket rear spoiler not permitted. ~~Any 86-95 rotor housing permitted.~~
11. Combine the Triumph TR2, 3, 3A, 4, 4A and Triumph TR4A, IRS 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
				(mm/(in.))				mm/(in.)
Triumph TR2, TR4A, IRS, 3, 3A, 4, 4A,	1	1820	4 Cyl OHV	83.1 x 92.0 86.1 x 92.0	1998 2138	Iron	Iron	(I) 39.6 (E) 33.0

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.)	
(2) 1.75" SU or Stromberg, (2) 2" SU	2235	1346/1334 1387/1361	15 x 7	4	(F) 279 (11.0) Disc (R) 229 (9.0) Drum	(F) Calipers & discs from TR-6 (std. or alt.) (R) 254 (10.0) Drum Drum may be 9" or 10" and of alfin or steel.	Front apron assembly may be made of alternate material. Laycock overdrive may use 5 speed gearbox without overdrive.

#### FP

1. Ford Fiesta (78-80), p. 455-456, change the first part of the spec line as follows: Carb. No. & Type: (1) 40 DCN, DNCF, IDF w/34mm chokes.
2. Volkswagen Scirocco 1588, p. 450-451, add to the spec line as follows: Valves IN & EX mm/(in.): (I) 40.0, (E) 33.0.
3. Volkswagen Scirocco 1588, p. 450-451, change the second part of the Carb. No. & Type as follows: (2) auto type side draft w/~~30mm~~ 34mm chokes.
4. Ford Capri (71-74), p. 440-441, change the second part of the spec line as follows: Carb. No. & Type: (2) Automotive-type side draft w/~~30mm~~ 34mm chokes on I.R. manifold.

#### HP

1. Fiat 124 Sport Coupe, Prep Level 2, p. 454-455, add to model as follows: *Spider (2281 wheelbase only).*
2. Fiat 124 Spider & Sport Coupe, Prep Level 1, p. 452-453, add to model as follows: *Coupe (95.3 wheelbase only).*
3. Ford Fiesta (78-80), p. 455-456, change the spec line as follows: Carb. No. & Type: (1) 40 DCN, DNCF, IDF w/32mm chokes.
4. Ford Fiesta (78-80), p. 455-456, add to the spec line as follows: Carb. No. & Type: (2) *automotive side draft w/30mm chokes @ 75 lbs. penalty.*
5. Mini Cooper (02-05), p. 456-457, add the 2006 model year.

#### American Sedan

1. Classify the Chevrolet Camaro (98-02) in AS, p. 477, as follows:

Car	Wheelbase	Gear Ratios	Brakes (Max)	Weight	Notes:
		Std. (or Alt.)	(in/mm)	(lbs)	
Camaro & Firebird (98-02)					
Restricted Prep.	101.1	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	12.2 x 1.25 Disc	3580	See below:

Notes: Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be main-tained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be

added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 18 x 8.5. Any final drive ratio and LSD permitted.

- Clarify section 9.1.6.F Engine Build Sheets by making the following changes: ~~Valve Stem Diameter: Minimum stock stem diameter shall be maintained for at least 70% of the overall valve length (measured from stem to tip).~~
- Camaro & Firebird (93-97) Restricted Prep., p. 476, change the spec as follows: Weight (lbs): ~~3580~~ 3480.
- Camaro & Firebird (93-97) Restricted Prep., p. 476, add to the weight as follows: SS/WS6: 3580.
- Mustang GT (2005), p. 478, add the 2006, 2007, 2008, and 2009 model years
- Mustang Coupe GT Restricted Prep., (05-07), p. 478, add the 2008 and 2009 model years.

### Showroom Stock

#### SSB

- Ford Mustang V6 (05-07), p. 487, change the spec line as follows: Tire Size (stock): ~~215/65-225/50 (F&R)~~ 245/40 max tire size.
- Ford Mustang V6 (05-07), p. 487, add to the notes as follows: FR3 Handling Pack # M-2007-FR3V6 allowed. The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M-5490-C, Strut Tower Brace M-20201-F.

#### SSC

- Acura Integra GS-R VTEC (3 or 4 door) (95-01) classified in TB-09-01, change the spec line as follows: Wheel: 15 x 6 steel or alloy.
- Correct the Mazda3 classification in TB-09-02 by deleting the entire classification as follows:

Car	Bore x Stroke(mm)/	Wheel- base	Track F & R	Wheel Size (in.)/ Mat'l	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
	Displ. (cc)	(mm)	(mm)							
<del>Mazda3 s (2009)</del>	<del>89.0 x 100.0</del>					<del>3.45, 2.06, 1.39, 1.03, 0.84, 0.72</del>		<del>(F)300 Vented Disc</del>		
	2489	2640	1530/ 1514	17 x 7	205/50		4.11	(R)280 Solid Disc	3115	

- Mazda3 s (04-08) p. 491, add the 2009 model year.

### Super Touring

#### STO

- Chevrolet Camaro 5700, p. 393, add the Pontiac Firebird to the spec line.
- Chevrolet Camaro 5000, p. 393, add the Pontiac Firebird to the spec line.
- BMW E46 M3, classified in TB-09-02, add the E36 to the spec line.
- Honda S2000, classified in TB-09-02, add to the spec line as follows: Engine Displacement (cc): 2200.
- Classify the Corvette L98, LT1, LT4 in STO, p. 393, as follows:

Car	Engine Displacement (cc)	Min. Weight (lbs)	Restrictor	Notes
Corvette L98, LT1, LT4	See notes	3135		Max displacement of 383 ci allowed. Max bore & stroke: 4.00" x 3.75"

### Touring

#### T1

- Chevrolet Corvette C6 Coupe (05-07), p. 566 add to the notes as follows: ARE dry sump system part numbers 3021-S. The following parts are approved: mount w/tensioner & spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. The oil tank shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06. GM battery mounting bracket and hardware must be used.
- Chevrolet Corvette C6 Coupe (08-09), p. 567 add to the notes as follows: ARE dry sump system part numbers 3021-S. The following parts are approved: mount w/tensioner & spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. The oil tank shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06. GM battery mounting bracket and hardware must be used.
- Classify the Ferrari 430 Challenge (06-07) in T1, p. 568, as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Ferrari 430 Challenge (06-07)	92.0 x 81.0 4308	2600	Must use 360 wheel specs as follows: 18 Alum	Must use 360 tire specs as follows: (F) 235/45 (R) 315/30 (max)	3.20, 2.10, 1.60, 1.20, 1.00, 0.80	4.44	Must use 360 brakes as follows: (stock) (F&R) 330 Vented Disc (Challenge) (F) 355 x 32 Vented Disc, (R) 330 x 18 Vented Disc	3350	Cars may be prepared to 2006 Ferrari Challenge specs except as follows: DOT tires per TCS are required, Weight per GCR.

4. Combine the Chevrolet Corvette C6 Coupe (05-07) and Chevrolet Corvette Coupe (2008) spec lines as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Chevrolet Corvette C6 Coupe (05-08)	101.68 x 92.0 5967 (LS2)	2685	18 x 10 (F)	245/40 (F)	2.66, 1.78, 1.30, 1.00,	3.42	(F) 325/340	LS2: 3280	See below.
	103.26 x 92.0 6162 (LS3)		19 x 11 (R)	285/35 (R) or 315/35 max. (F&R) Rear tires may protrude up to 1.0" with GM T1 Perf. Susp. pkg. Max. cam-ber: (F) -3.5 (R) -2.5 with GM suspension pkg.	0.74, 0.50, or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57		Vented Disc (R) 305/330 Vented Disc		

Notes: C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. This max. tire supersedes TCS 9.1.10.D.7.b. Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477, GM power steering cooler # 15925777, GM radiator # 25999103 (LS3 only), GM radiator baffle # 25953429 (LS3 only), GM engine oil coolers (2) #15803358 (LS3 only), Ron Davis Radiator, part #1-16CV0500, Fan shroud Phoenix part # 1005422, Canton Accusump part # CA24006 or # CA24024, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel Adapter block # 0760-50001, and related hoses and mounting brackets, GM trans. cooler part # 12480080 and B&M differential cooler part #70298, Doug Rippie Motorsports brake duct kit # 12-101, 180 degree thermostat Hypertech # 1015 (LS3 only) Lingenfelter Performance Engineering #L310055204 thermostat (LS2 only), Earls oil cooler part # 619 Setrab (19 row), HD oil pressure shim Phoenix part # 1005421, Brake duct holder kit Phoenix #C6BBDH001. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm.

**T2**

1. Nissan 350Z Track/Touring/Standard (03-08), p. 573, add the Nismo model.
2. Lotus Elise SC (2005), classified in TB-09-01, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed.
3. Lotus Exige S (06-07), classified in TB-09-01, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed.
4. Lotus Club Racer (06-07), classified in TB-09-01, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed.
5. Lotus S240 (2008), classified in TB-09-01, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed.
6. Chevrolet Camaro SS (98-02), classified in TB-09-02, change the spec line as follows: Wheels: 17x9 (F&R) ~~16x10(F) 16x11(R)~~.
7. Pontiac Firebird WS6 (98-02), classified in TB-09-02, change the spec line as follows: Wheels: 17x9 (F&R) ~~16x10(F) 16x11(R)~~.
8. Ford Mustang Coupe GT & Shelby GT (05-08), p.572, add the 2009 model year
9. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p.573, change the notes as follows: Mitsubishi brake duct guides #MZ555004EX, Permacool trans. oil cooler #1006 or Setrab #SET616 and Mocal pump # MOC-17522HT, AMS front and rear springs #AMS-SCCA01 allowed or AMS front and rear spring kit #AMS-SCCA02 including Genesis Technologies 2" spacer allowed. AMS brake cooling kit #AMS041 allowed. 42.5mm Turbo Inlet Restrictor required. Koyo Radiator #KOY-R2676 allowed.

**T3**

1. Mazda RX-8 (04-08), p. 577, add to the notes as follows: Mazdaspeed front sway bar kit #0000-04-8302-AD allowed. Mazdaspeed coil spring kit #QSEA-34-01Z allowed.

**Spec Miata**

1. Clarify section 9.1.8.C.6.a by adding the following sentence to the end of the paragraph: All four wheels must be the same dimension including offset.
2. Clarify section 9.1.8.C.6.b by making the following: ~~Other than the stock 15" Mazda steel wheel,~~ All wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).



# COURT OF APPEALS

## JUDGMENT OF THE COURT OF APPEALS

John Jackson vs. SOM, COA 08-23-SE

January 23, 2009

### FACTS IN BRIEF

Following the November 29-30, 2008 "Turkey Trot" Regional Race at Sebring International Raceway, Peter Magnuson (Chief Steward) filed a Request for Action (RFA) citing John Jackson for violating GCR 4.7.2. (Falsification of Entry). The Stewards of the Meeting (SOM), Fritz Baker, John Edridge, and George Harper, Acting Chairman, met via telephone and email and determined that Mr. Jackson violated GCR 4.7.2, and imposed the penalty of a six-month suspension. Mr. Jackson was notified on Christmas Eve of this decision, which he is appealing.

### DATES OF THE COURT

The National Court of Appeals (COA), David Nokes, Dick Templeton, and Bob Horansky, Chairman, met on January 8, 15 and 22, 2009 to hear, review and render a decision on the appeal

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from John Jackson and accompanying documents received January 8, 2009.
2. Official Observer's Report and related documents received January 8, 2009.
3. Email from George Harper received January 9, 2009.

### FINDINGS

Based on all documentation supplied by Mr. Jackson, he was allowed to compete in the event with an expired Competition License. Mr. Jackson's membership card was not current, but he had renewed it by telephone on November 14, 2008. The SCCA National Office gave Mr. Jackson the instructions to print out his "License Verification" form which includes both membership and license status. At Friday night Registration, Mr. Jackson presented this form, and the Registrar apparently failed to notice that the license status did not show as current. Mr. Jackson was issued credentials.

On December 10, 2008, it was determined that Mr. Jackson's license had expired, and on December 12, 2008, the Chief Steward issued the RFA "back-dated" to November 30, 2008. While there was no documentation that Mr. Jackson was notified of the RFA, he did submit a statement to the SOM on December 16, 2008. The SOM reached their decision on December 24, 2008, and the Acting Chairman notified Mr. Jackson at 5:20 p.m. that day, mailing copies of the RFA and related documents to him on December 26, 2008.

The COA cannot find any authorization in the GCR that allows the Chief Steward to file an RFA 12 days following an event for a non-mechanical violation. GCR 8.3.2.B.6. states: "Any action initiated by the Chief Steward shall be received by the SOM prior to thirty (30) minutes after the posting of the Results of the last race, except a Request for Action resulting from a post-race inspection."

### DECISION

The Court of Appeals overturns the decision of the SOM in its entirety. Mr. Jackson's appeal is considered well-founded and his appeal fee, less the amount retained by SCCA, will be returned. The Court of Appeals wishes to remind Registrars that memberships and licenses might not be renewed on the same date.

# COURT OF APPEALS

## JUDGMENT OF THE COURT OF APPEALS

William Hagerty vs SOM, COA Ref. No. 09-01-SP

January 16, 2009

### FACTS IN BRIEF

At post-race impound at the Double National Race held December 6-7, 2008 at the Phoenix International Raceway, Bill Hagerty's 2006 Chevrolet Cobalt was found to be in violation of GCR 9.1.7.E., rear track. Based on repeatable measurements by tech, Chief Steward David Nokes issued a Request for Action (RFA). The Stewards of the Meeting (SOM) Leo Baker, Randy Gruening, SIT, and Barbara Knox, Chairman, heard Mr. Hagerty, reviewed the findings of the tech staff, and upheld the RFA. Mr. Hagerty was moved to the last finishing position in class and assigned three (3) penalty points. Mr. Hagerty is appealing the decision of the SOM.

Although this event was held in December 2008, by authority of the SCCA Board of Directors it was designated as a 2009 event for National Championship points.

### DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Fred Cummings Alternate, and Bob Horansky, Chairman, conferred by email in late December and met on January 8 and 15, 2009, to review, hear and render a decision on the appeal. Mr. Nokes, member of the Court and JoAnne Jensen, Alternate member of the Court, were excused from hearing this appeal as they were respectively Chief Steward

and Assistant Chief Steward – Operating for this event.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED.**

1. Letter of Appeal and related documents from William Hagerty, received December 13, 2008.
2. Official Observer's Report from the Chairman, SOM, received December 22, 2008.
3. Copy of email containing details on the Chevrolet Cobalt model from John Barrick, official of the General Motors Corporation.
4. Email witness statement from David Nokes, dated December 28, 2008.
5. Email from David Nokes verifying the repeatability of the measurements by Tech, received January 10, 2009.
6. Emails from Bob Dowie, Chairman Club Racing Board and Dave Gomberg, CRB member and liaison to the COA, received January 11, 2009.
7. Email from Kevin Yaghoubi, Technical Coordinator, SCCA Club Racing, received January 15, 2009, stating an E&O on this issue will be published in the next issue of FasTrack.

#### **FINDINGS**

The rear track measurement for the 2006 Chevrolet Cobalt is 1470 mm. (maximum) in both the 2008 and 2009 GCR's. Based on the information in the 2009 GCR, the rear track on Mr. Hagerty's car was found out of compliance. The 2008 Cobalt measurement was corrected by FasTrack in 2008 to 1475 mm. Based on the information provided by General Motors, the track dimension for the 2006 Cobalt is in error and should have been the same as the 2008 Cobalt. The Chairman of the Club Racing Board verified that this is an Error and Omission and will issue a correction in FasTrack.

#### **DECISION**

The Court of Appeals reverses the decision of the Stewards of the Meeting due to the Error and Omission. Mr. Hagerty's penalty is removed from his record and his finishing position is restored. The COA finds Mr. Hagerty's appeal to be well founded and directs that his appeal fee, less the amount retained by SCCA, be returned to him.

## **COURT OF APPEALS**

#### **JUDGMENT OF THE COURT OF APPEALS**

**Gerald Mason vs. SOM, COA Ref. No. 09-02-SE**

**January 29, 2009**

#### **FACTS IN BRIEF**

On January 4, 2009, at the Florida Region Double National race held at Palm Beach International Raceway, Chief Steward Peter Magnuson filed a Chief Steward's Action (CSA) against Gerald Mason, driver of GT-2 #2. The CSA cited Mr. Mason for violating GCR 5.9.3.C, failure to report to impound, after he finished among the first three cars in class. Mr. Magnuson disqualified Mr. Mason for this violation; Mr. Mason subsequently protested that decision. The Stewards of the Meeting (SOM), Norm Esau, Sandy Jung, Smokey Harper and Robert Henderson, Chairman, conducted a hearing of the protest, reviewed the evidence, and heard Mr. Mason. The SOM disallowed the protest. Mr. Mason appealed the decision, contending that the SOM had more decision latitude than they acknowledged.

#### **DATES OF THE COURT**

The Court of Appeals (COA), David Nokes, Dick Templeton, and Robert Horansky, Chairman, met on January 29, 2009 to hear, review, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from Gerald Mason, received January 13, 2009.
2. Official Observer's Report and related documents, received January 16, 2009.
3. Email statements from Chief Steward (CS) Peter Magnuson, received January 21 and 26, 2009.
4. Telecom between Chairman SOM Bob Henderson and COA chairman Bob Horansky, January 26, 2009

#### **FINDINGS**

Mr. Mason's car suffered on-track suspension failure on the 18th lap of a 23 lap race. Post race he was carried by a wrecker past impound to his paddock. Mr. Mason stated that, at that time, he was unaware that he was a top three finisher. The impound signboard worker they passed did not indicate he should stop at impound.

Mr. Mason stated that he was told repeatedly by both the CS and the SOM that they did not have the discretion to deviate from what they believed to be a mandatory disqualification penalty. GCR section 5.9.3.c. cited in the CSA states that failure of a top three finisher to report promptly to impound "may result in a penalty" as well as "It is the driver's responsibility to ascertain his or her finishing position and present his or her car to impound immediately, without going to the paddock, if among the top three (3) in class". Thus, it was Mr. Mason's responsibility to know his finishing position. Also, the CS had discretion to determine if there were mitigating circumstances and to determine what, if any, penalty was appropriate.

The race support vehicles, such as wreckers, are operated under the direction of the CS. Since the car had suspension damage, it is not reasonable for Mr. Mason to have moved the car to impound from the location where the wrecker deposited it. The Court finds that the CS and his race organization had shared responsibility to deliver Mr. Mason's car to impound if it was intended to enforce post-race inspection on this disabled car. The First Court did not appear to fully investigate Mr. Mason's protest by not calling as witnesses the ACS Operating Steward, the ACS Tech, the wrecker operator, the communicator, or the impound signboard worker. Their views may have better informed the SOM and assisted in their deliberations.

Neither the Supplementary Regulations nor the GCR specify a mandatory penalty for failing to immediately report to post-race impound. Both the CS and the SOM are expected to consider the circumstances surrounding an incident and arrive at an appropriate conclusion.

#### **DECISION**

The Court of Appeals upholds Mr. Mason's appeal and orders that his finishing position be restored. Due to procedural errors in processing Mr. Mason's appeal, his entire appeal fee shall be returned.

# SOLO EVENTS BOARD MINUTES

SEB MINUTES | Jan. 29, 2009 (REVISED 2/24)

The Solo Events Board met by conference call January 29th. Attending were SEB members Tina Reeves, Steve Wynveen, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; Lisa Noble and Robin Langlotz of the BOD; and Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

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

Comments regarding items published herein should be directed to [seb@scca.com](mailto:seb@scca.com)

## GENERAL

- The Event Operations Committee (EOC) is working on the operations portions of the Solo Rules, Sections 1-12, to help reduce the size of the National Supplemental Regulations and to consider better documentation of the changes that the sport has undergone in the past 36 years. Members are encouraged to watch future issues of Fastrack for proposed modifications and significant rule changes.
- The SEB is presenting a proposal for restructuring its (the SEB's) membership to the BOD. This proposal removes the formal requirement for one board member per Division, and—while retaining certain requirements for geographic representation—provides the opportunity to populate the SEB with members needed to provide a full spectrum of experience and knowhow. More information regarding this proposal is available elsewhere in this issue of Fastrack.
- The following new definition is published for member comment: Add new subsection 12.10, and renumber subsequent sections accordingly, as follows:

“12.10 Canard

A three-dimensional attachment to the front fascia with air passing over the top and bottom surfaces, which is intended to provide aerodynamic downforce to the front of the vehicle. Unlike a wing, one edge must be flush to the attachment surface. No portion of a canard may extend vertically above the front fascia/bodywork.” (ref. 09-018, 09-019)

## STREET MODIFIED

- The following rule change proposals are published for member comment:
- Add new subsection 16.1.S as follows: “OE pop-up headlights may be replaced with with static headlights, provided the replacement units are DOT compliant and are produced specifically for that vehicle.” (ref. 08-737)
- Add to 16.1.L: “Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.” (ref. 09-018, 09-019)
- Revise 16.1.O to read as follows: Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc. (ref. 08-728)

## STREET PREPARED

- With regard to fuel, additives such as MTBE, ethanol, and methanol are considered to meet the requirement of 3.6.B, which states that such additives are only permitted if they are ones which are found in service station pump fuel as defined in 3.6.A. (ref. 08-725)
- The SPAC is proposing the following listing addition to CSP: Toyota MR2 Spyder ('00-'05)
- Per the SPAC, the following set of listing changes is proposed for member feedback:
  - Subaru WRX STi ('04-'07) BSP
  - Subaru WRX and STi ('08+) BSP, separate line from above

## PREPARED

- The following rule change proposals, recommended by the PAC, are published for member feedback:
  - Remove the last sentence of 17.2.O, which currently reads: “When bumpers are retained, the spoiler and bumper shall appear to be two separate parts.”

- Add to Appendix A, Prepared Class X, 1.b: "Unibody fenders may be replaced as described in 17.2.S."
- After further review by the PAC of the Production level 2 allowances in the GCR, it is now understood that update/backdate is allowed between models listed on the same line. Because of the oversight, the PAC has recommended and the SEB has agreed to retract the earlier Tech Bulletin on this subject, published in the January 2009. The limited-prep allowances in G Prepared should be equal to those used in the Production classes.

## MODIFIED

- Per the MAC, the following rule change proposal is published for member comment: Add to 18.1.B.1.a: "8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads—such as rocker panels, floor pan, or frame—shall have reduced thickness or be replaced with lighter material." Note: The MAC notes that section 18.1.B.1 of the Modified rules is more restrictive than section 17.2.J of the Prepared rules, regarding the use of lightweight doors made of alternate materials without a weight penalty. Alternate material doors are only allowed currently in DM/EM in section 18.1.B.2, as one of the items between the front and rear bulkheads that are tied to the Modified Tub weight penalty. (ref. 08-579)
- With regard to the MAC's previously published request for input regarding kit cars in DM and EM, the membership is reminded that replicas of SCCA-recognized cars are currently legal in those classes, per the second paragraph of 18.1. The MAC is seeking feedback regarding other models of production-type kit cars which are capable of being licensed for the street. A few examples of manufacturers of such cars would be Noble, Ariel, Beck, Ultima.
- With regard to the MAC's previously published input request for increased DM/EM aero freedom, the membership is reminded to consider the following in formulating their replies: The current DM/EM 4 inch rooftop spoiler allowance is now exceeded by the recently-changed Prepared rules (17.2.P.2), which permit 7.5 inches.

## NOT RECOMMENDED

- 08-672, Honda S2000 CR reclassification. Note: per the SAC, the car has not demonstrated dominance of its existing class to date.
- 08-470, Prepared roll bar exemption

## TECH BULLETINS

- 1) Stock: Per 12.4, port-installed options provided by the factory are considered to be the same as those installed on the factory production line. (ref.. 08-712)
- 2) Stock: Effective immediately upon publication, the following new listing is added:  

Nissan 370Z      BS
- 3) Street Touring: The first line of 3.6.A should read: "Stock and Street Touring Category vehicles will use service station pump fuel only."
- 4) Street Touring: The last line of 3.6.C.1 should read: "This does not permit the cutting of vehicle sheet metal, e.g. the trunk floor, for tank installation in the following categories: Stock, Street Touring, Street Prepared, or Street Mod."
- 5) Street Touring: 14.10.6 should read: "All vehicles must comply with the EPA tailpipe emissions test requirements as a minimum."
- 6) Street Touring: Appendix A, page 168 under STX example classifications, "All STS Eligible cars." should instead be "All ST class eligible cars."
- 7) Street Touring: Appendix A, page 169, under STU example classifications, "All STS and STX Eligible cars." should be "All ST class and STX class eligible cars."
- 8) Street Prepared: 15.9.D, second sentence is clarified to read: An alternator or generator must have an *amperage* output equal to or greater than the original equipment unit. (ref. 08-714)
- 9) Street Prepared: The allowances of 15.10.R do not permit the alterations required to fit a limited-slip differential from one model into another which is not listed on the same line in Appendix A. Such an update/backdate interchange would also violate the requirements of 15.1.B (ref. 08-714)
- 10) Street Prepared: Per the SPAC, the "Subaru WRX" listing in ESP is clarified to read: "Subaru WRX (except STi) ('02-'07)"
- 11) Street Prepared: Per the SPAC, the "MR2 non-turbo ('91+)" listing in CSP is clarified to read: "MR2 non-turbo ('91-'95)"
- 12) Street Prepared, errors and omissions: The reference in 15.8.H.2 should read "...as allowed by 15.8.C, F, or G..."
- 13) Street Prepared, errors and omissions: The following changes should have been incorporated into Appendix A and were accidentally overlooked:  

Add the New Beetle 1.8T to the same listing line in DSP as the Golf and Jetta ('99-'05)  
Combine all 1st-gen Toyota MR2's onto one line in CSP

14) Street Prepared: Effective immediately upon publication, the following new listings are added:

Saab Sonnet ('68-'74 all)	FSP (ref. 08-732)
Audi RS4 ('07-'08)	ESP (ref. 08-636)

15) Prepared: Per the PAC, the following new listings are added and are effective immediately upon publication (ref. 08-467):

Factory Five Mk3 Roadster & Challenge Car	XP
Factory Five Type 65 Coupe	XP
Factory Five GTM Supercar	XP
Superformance MKIII	XP
Superformance GT40 MKII	XP
Superformance Shelby Cobra Daytona Coupe	XP
Mosler MT900S & MT900R	XP

16) Prepared: per the PAC, 17.2.G is clarified to read as follows:

“Bumper components not integral to the bodywork may be modified, substituted with a replica of alternate material, or removed, provided all projecting hardware is also removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose. Bumper fascias integral to the bodywork may be modified or substituted with a replica of alternate material. Internal bumper components may be removed, replaced or modified. Modified or replica bumpers/fascias must be of similar shape as original equipment, completely cover the area of the original bumper/fascia and not confuse the identity of the original vehicle.” (ref. 08-234, 08-720)

17) Prepared: per the PAC, update/backdate rules do allow fuel injection swaps within the specifications for makes and models listed on the same line in Appendix A. (ref. 09-046)

18) Prepared: per the PAC, the following listing correction should be made in Appendix A:

In Prepared Class G, Limited-Preparation Vehicles, change the line listings for the applicable Hondas to combine the Civic/Civic SI ('84-'87) onto one line, and (separately) the CRX/CRX SI ('84-'87) onto one line.

19) Modified, errors and omissions: Per the MAC, the following should be added to 18.A.7: “GCR restraint aging requirements do not apply.”

20) Modified: Recapped tires are permitted, provided they meet the requirements of 3.3.3.

# SOLO MEMORANDUM

The following is an overview of the proposed Solo Events Board restructuring:

## Overview

- Proposed SEB Structure:
  - Reduce from 9 to 7 members, with no more than 2 from any one Division.
- Selection Criteria for SEB members:
  - Qualifications and experience of SCCA members seeking appointment.
  - Level of commitment to serve the Club and the sport.
  - Current SEB need for specialty knowledge.
- Increased Role of Divisional Solo Event Stewards:
  - Collectively serve as an Advisory Committee to the SEB representing the members of their respective Divisions with respect to Regional/Divisional events, the Solo Rules, and the direction of the Solo program.
  - Develop and execute a Divisional Solo program that supports the National program, as well as local needs.
  - Serve as the primary Divisional Solo representative at Division meetings and Conventions.
  - Serve as an advisory resource for Regional Solo Chairman.
- Increased Role of the Chairman of each SEB Advisory Committee:
  - Serve as a primary contact with SEB, along with the SEB liaison to the AC, and take part in the appropriate portion of each SEB meeting or conference call.

## Benefits:

- Increases the pool of potential SEB members by reducing the geographic restrictions.
- Allows for a better balance of knowledge and experience on the SEB.
- Divisional Solo Events Steward (DSES) position is strengthened and enhanced.
- Improves SEB event operation knowledge base and Division representation, with each DSES serving on the DSES Advisory Committee.

## 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>