

BOARD OF DIRECTORS MINUTES

SCCA BOARD OF DIRECTORS MINUTES | Feb. 18-22, 2009

The Board of Directors, Sports Car Club of America, Inc., met in at the South Point Hotel, Las Vegas, February 18 through February 22, 2009. The following members participated: R.J. Gordy, Chairman; Howard Allen; Jim Christian; Philip Creighton; Bob Introne; Robin Langlotz; Mike Lewis; Bob Lybarger; Marcus Merideth; Lisa Noble; Mike Sauce; John Sheridan; and Jerry Wannarka. Jeff Dahnert, President & CEO; Rick Ehert, Vice President, Finance; Eric Prill, Vice President, Marketing & Communications; Terry Ozment, Vice President, Club Racing; Colan Arnold, Vice President, Membership and Region Development; Howard Duncan, Vice President, Rally/Solo and Special Programs; Aimee Thoennes, Executive Assistant; John Bauer and Kevin Yaghoubi, Club Racing Technical Staff; Doug Gill, Solo Competition Manager; Ken Patterson, Chairman of the Stewards; Bob Dowie, Chairman, Club Racing Board; Tina Reeves, Chairman, Solo Events Board; Mark Walker, Chairman, RallyCross Board; Kevin Poirer, Chairman Road Rally Board; Peter Lyon, Risk Management, Bob Wildberger, President & CEO, SCCA Pro Racing, and members of the various Program Boards also participated.

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

MOTION: To approve the minutes of the December Board meeting. (Introne/Allen) PASSED, Creighton not present.

ELECTRONIC MEETING MINUTES: The following two motions were proposed and voted on via the internet following the December meeting.

MOTION: Move that the final amount of \$8325.00 debt be forgiven of the Foundation. (Sauce) PASSED 1-19-09, Langlotz No

MOTION: Appoint Dan Coughnour from the Great Lakes Division to the Time Trials Committee. (Merideth) PASSED 2-10-09, Sauce Abstain

To approve the motions made and voted on via electronic media. (Wannarka/Lewis) PASSED, Unanimously

PRESIDENTS REPORT

Jeff Dahnert summarized 2008 year as being quite challenging due to the economy. While Club Racing and Solo entries were down a bit, entries were up in RallyCross, Rally, Time Trials and the Tire Rack Street Survival program. The re-launch of Trans-Am is well underway with races scheduled in conjunction with Pro and Club Racing events. The new insurance program provides the same coverage as in the past but at a reduced cost. The Club is expecting a tough 2009, but planning is underway to make it as successful as possible.

FINANCE AND ADMINISTRATION

Rick Ehert provided the financials for 2008. SCCA Inc. had a net operating income of over \$105,000, and both Enterprises and Pro had net operating incomes of over \$95,000.

MEMBERSHIP AND REGION SERVICES

Attendance at the Convention was significantly higher than last year and may result in one of the largest Conventions in Club history. Membership has declined about 1,254 members with the year end total ending up at 48,358. A number of projects are underway which will result in a simplification of membership and license renewal.

MARKETING AND COMMUNICATIONS

Eric Prill provided an update on the Trans-Am series. He also gave an overview of the contingency/sponsorship programs for Club Racing and Solo. Solo publicity kits to be used by Regions will be unveiled at the Convention.

CLUB RACING

Terry Ozment provided an overview of the National Chief Driving Instructor program. Instructor packets will soon be available to the SCCA Fastrack News

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Regions. She also reported on progress for transitioning the Runoffs to Road America. The Spec Miata Compliance program was discussed with a summary of the 2008 activities; the budget and activities involving increased compliance visits as proposed for 2009. The CRB has begun working on a review of the rules making process. Ms. Ozment also announced the Club's receipt of a \$50,000 grant from the FIA to be used to train track inspectors.

SOLO/RALLY AND SCCA FOUNDATION

Howard Duncan reported that Road Rally entries were down 8% for the year whereas RallyCross entries were up 14%. Plans are underway for the RallyCross National Championship at its new location in Colorado.

The Solo program remains solid but did experience an 11-12% decrease in entries. Relocation of the Tire Rack Solo National Championship to Lincoln Nebraska has generated a lot of interest among soloists. Advanced entries for Solo National Tour events are ahead of last year. A restructuring of the Solo Events Board will be presented to the Board for approval later in the week.

The Foundation continues to be healthy with a nearly \$40,000 increase in assets. A key factor in the success of the Foundation is The Tire Rack Street Survival (TRSS) program. Starting the year with the objective of 20 events, that goal was exceeded ending up with 27 events and a total of 408 students trained.

LIAISON REPORT: Club Racing Board (Merideth and Wannarka)

The CRB is busily trying to address all open rules changes, omissions/errors and competition adjustments before the racing season gets far underway. This is being done in concert in anticipation that a rules season will be initiated for the 2010 competition year. Details of the new Fuel Testing Program will be presented to the Executive Stewards and the Board of Directors for their consideration at the Convention. Progress is well underway by the National Administrators to update all of the specialty manuals.

LIAISON REPORT: Planning Committee (Wannarka)

Primary effort of the Planning Committee this year was to update and integrate all of the strategic plans. We now have strategic plans for SCCA Inc., Club Racing, Solo, RallyCross and RoadRally. Tactical plans were developed for the Time Trials Administrative Council, Executive Stewards and the Club Racing Board as subsets to the Club Racing Board Strategic Plan. The central themes are "Make it Easy - Make it Fun" and program fiscal responsibility.

LIAISON REPORT: Solo Events Board (Noble and Langlotz)

A Triad Championship was announced which ties together the Tire Rack Division Championships and Tire Rack National Championship. To win the Triad Championship, a driver must win the Eastern or Western States Championship as well as a Tire Rack Divisional Championship and a Tire Rack National Championship, all in one class. 2009 represents the 15th year of Tire Rack's title sponsorship of the National Solo program. This is the longest running major sponsorship in SCCA. The SEB will be presenting its Restructuring Plan for Board consideration during the Convention.

LIAISON REPORT: Court of Appeals (Allen)

A summary of Court of Appeal Actions occurring during the 2008 competition year was presented to the Board.

STEWARDS' PROGRAM:

Ken Patterson provided an overview of the 2008 Stewards Program along with special emphasis on Executive Steward activities. Recent activities include revitalization of the Track Review Program, updating Minimum Penalty Guidelines, and conversion of the Strategic Plan to a Tactical Plan.

BOARD ACTIONS:

APPOINTMENT: The following individuals were appointed to the 2009 Foundation Board: Lisa Noble, Bev Heilicher, Howard Allen, Larry Dent and Mike Lewis. The Staff was tasked to review the Foundation by-laws pertaining to Board membership and make recommendations as to the mechanism for updating them and to consider inclusion of a Liaison.

MOTION: To modify the RoadRally Rules as below. (Allen/Lybarger) PASSED, Christian opposed, Creighton not present.

Remove 4.B.4 "For SCCA RoadRally National Championship Series points reporting only, Regional events shall combine classes until there are a minimum of two cars per class. The Regional event's general instruction shall specify a reasonable method for combining classes, if needed."

Remove the reference to 4.B.4 from 2.D and renumber article 2.D.

Change 8.B.4 to read "Champions in each category shall be determined by the accumulation of points earned in up to ten SCCA RoadRally championship events in a series. Regional rallies may account for a maximum of 70 of these points in each series."

MOTION: To change the make up of the Solo Events Board as described in paragraph 6.2 of the Operations Manual effective immediately. (Noble/Langlotz) PASSED, Lewis opposed. New wording:

6.2 Appointment: The Board of Directors (BoD) annually shall appoint a Chairman and up to six additional members to the Solo Events Board (SEB). The geographical distribution of the members shall provide that no more than two members shall be members of the same SCCA Division at the same time. Those appointed shall be recommended to the BoD by the sitting SEB. While SEB members generally serve from three to six years, they shall serve on the SEB for no longer than six years. Each member is subject to annual appointment by the BoD.

MOTION: Effective immediately, Appoint Mark Rothermel to the Time Trials Advisory Committee. (Merideth/Langlotz) PASSED, Unanimous.

MOTION: To authorize Staff to waive GCR provisions dealing with waivers. (Creighton/Langlotz) PASSED, Christian opposed. Motion modified to be effective immediately. (Introne/Langlotz) PASSED, Unanimously.

Wording of the motion: "To authorize staff (V.P. of Club Racing) to waive provisions of GCR 3.9.1.F regarding late changes of Region of Record, errors in Region of Record or late addition of a second class Region of Record. Waivers will be approved on a case by case basis. Minimum participation for the Runoffs shall not be waived."

MOTION: To waive the RallyCross Operations Manual requirement to be a RallyCross Board member for 1 year prior to becoming Chairman of the RallyCross Board. To appoint Karl Sealander as a member of the RallyCross Board. (Allen/Sauce). PASSED, Lewis Abstain.

MOTION: The Board of Directors is interested in making available club racing activities to members that are 15 years old. Following discussion, the Board voted to task the CRB in coordination with the Executive Stewards to explore options for such a program and present a plan for implementation to the Board at its May meeting. Factors that should be considered in the program include an increased number of races required for license upgrade, an enhanced monitoring program for participants, and limiting competitors to the lower horsepower classes. PASSED, Christian No, Lewis Absent.

CLUB RACING BOARD RULES CHANGES

Bob Dowie described the new Fuel Testing Program and went over the administrative details for implementation of the new program. The CRB will also present the Program to the Executive Stewards during the Convention to gain their acceptance. The Executive Stewards provided their acceptance of the Program but requested that an additional battery of tests be conducted to further verify the reliability of the program.

The Board of Directors met with the CRB at the SCCA National Convention and determined a rules season process should be initiated for the GCR and the 2010 Competition season. The process instituted will provide for all rules changes to be incorporated in the GCR prior to going to print. Rules directed toward safety may be implemented during the competition year. Competition adjustments will be reviewed at the CRB Spring Meeting. The CRB has also been asked to clarify the definitions for rule changes, errors and omissions, competition adjustments, and spec line changes. The Board requests the CRB to present a proposed set of dates that would be considered deadlines for each step involved in the rules process at the Board's May meeting.

All motions pertaining to Club Racing rule changes were made and seconded by the CRB Liaisons (Wannarka and Merideth).

GENERAL COMPETITION RULES (GCR) CHANGES

MOTION: Change 5.7.2 to "Sound control may be in effect for all events...." Changes 'shall' to 'may' and represents an attempt to get event by event relief from the 103 db requirement. Action on motion delayed until May meeting.

MOTION: Effective 4/1/09: Change section 4.4.5.F as follows: Canadian residents holding a current Professional Grade "C" or better... 4.4.5.F.2. Application shall include a copy of the current license and medical form.

Effective 4/1/09: Change 5.1.1 and 5.9.1 deleting the Series Chief Technical and Safety Inspector designation.

Effective 1/1/10: Add to section 9.3.28.A "The numeral '1' shall be exclusively reserved for the current national champion in each class for national events. In the event two or more national champions are entered in the same run group, the first group to register shall have preference."

Effective 4/1/09: Change section 9.4.G.8 to "MANUFACTURER SUPPLIED/FIA HOMOLOGATED ROLL CAGES: Cars may compete with FIA or FIA Approved Test Houses homologated cages provided the cage was built by the manufacturer or manufacturer designated shop/team and approved for use. Cars must have an FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car, or confirmation that the cage was certified by an FIA-Approved Test House.

Effective 4/1/09: Change 9.3.15 to "Coolant Catch Tanks Cooling systems shall be equipped with coolant catch tanks with a minimum capacity of 1 US pint, except cars that are equipped with working OEM pressurized coolant reservoirs.

Effective 4/1/09: Change definition in Appendix B. to " 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.

Effective 1/1/10 Change table in 9.4.5.E.4.b. to:

<u>Vehicle Weight with Driver</u>	<u>Tubing Size (inches)</u> [outer diameter x wall thickness]
Up to 1700 lbs	1.375 x 0.080
1701 to 2699 lbs	1.50 x 0.095 or 1.625 x 0.080
Over 2699 lbs	1.625 x 0.120 or 1.75 x 0.095

Effective 1/1/10. Change without to with in section 9.4.5.E.4.

Effective 4/1/09. Change definition of Duct/Ducting in Appendix B to “**Duct/ducting** – A tube or enclosed passage for conveying a substance, usually air.”

Effective 4/1/09. Change the third paragraph of section 3.1.5 to include the Miller Motorsports Park Racing Association full competition license in SCCA Regional competition.

All above PASSED, Unanimous.

FORMULA CAR CHANGES

MOTION: Effective 4/1/09. Change 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 #E57553 FF2000, or any camshaft that is a replica of the original and of the same material may be used.

PASSED, Christian No, Lybarger and Sheridan Abstain.

MOTION: Effective 4/1/09. Change 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....

PASSED, Sauce, Creighton, and Christian, No, Sheridan Abstain.

MOTION: Effective 4/1/09. Change section 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 0.500” 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 dimensions shall not exceed 1.140 inches in 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 dimensions shall not exceed 0.994 inches O.D. In addition, the maximum O.D. of the manifold measured where the tube inserts into the two head flanges, and just above any repair material that has been added, is 1.050 inches. Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

c. The finished, race prepared, manifold shall not weight 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 dimensions 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”.

PASSED, Christian No, Noble and Sheridan Abstain.

MOTION: Effective 4/1/09. Revise 9.1.1.D.2.s.10 as follows: “Exhaust outlets on cars registered after January 1, 1986 shall not extend more than 60 cm (23.60”) behind the centerline of the rear axle and shall be positioned between 10 cm (3.9”) and 60 cm (23.6) from the ground, measured to the bottom of the exhaust pipe.”

PASSED, Christian No, Sauce and Sheridan Abstain.

GRAND TOURING CHANGES

MOTION: Effective 4/1/09. Remove the third paragraph of section 9.1.2.F.2.

Change section 9.1.2.D.3.a.1 to "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.

Add to 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 Transom events.

Add to 9.1.2.D.5.c.2: No hydraulic or pneumatic interconnecting or cross linking of shocks is allowed.

Add to 9.1.2.D.5.b.3: Alternatively, any purpose built tube frame car may be built to a 102 inch wheelbase.

Change section 9.1.2.D.8.a.3 as follows: "Maximum overall car width shall not exceed 80.65 inches. Existing cars built to 84.75 inches with a log book history of running in that configuration may continue to do so.

Delete section 9.1.2.D.19.b.1 in its entirety and renumber the remaining items. PASSED. Christian No, Lewis and Sheridan Abstain.

IMPROVED TOURING CHANGES

MOTION: Effective 4/1/09.

Add to 9.1.2.D.9.i, "The complete duct assembly in the plane of the window shall be no larger than 100 square inches."

Add to 9.1.3.D.9.m, "If equipped, the vent window and its supporting structure may be removed."

PASSED, Christian No, Sheridan Abstain

AMERICAN SEDAN CHANGES

MOTION: Effective 4/1/09.

Change 9.1.6.D.3 as follows: "Concentric hydraulic clutch release bearings may be used. Any clutch master cylinder and hoses may be fitted."

Change 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."

Add to section 9.1.6.F under Block Options, "7. Cylinder bores may be sleeved. A maximum of two cylinders may be sleeved."

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 mechanism may be removed.

PASSED, Christian No, Sheridan Abstain

SHOWROOM STOCK CHANGE

MOTION: Effective 4/1/09. Reclassify the SSB Hyundai Tiburon (03-04) to SSC at 3290 lbs. PASSED. Christian No, Sheridan Abstain.

SPEC MIATA CHANGES

MOTION: Effective 1/1/09, Change section 9.1.8.C.6.c.2 as follows: "All Regional SM races will use either Toyo RA-1s or Toyo R888s (205/50R15). Action on motion delayed until the May meeting.

MOTION: Effective 7/1/09, All Regional SM races will use Toyo 888s (205/50R15). Action on motion delayed until the May meeting due to concerns about the appropriateness of the implementation date.

SPORTS RACING CHANGE

MOTION: Effective 4/1/09. Remove the 25 lb weight penalty for fuel injection in CSR section 9.1.9.A.2.a.4. PASSED, Christian No, Noble Abstain.

MOTION: Effective 4/1/09. Change 9.1.9.A.2.d.2 as follows:

a. For the full width of the DSR body

b. No aerodynamic devices.....

c. All ducted air that exists....

PASSED, Allen, Noble and Christian No, Sheridan Abstain.

MOTION: Effective 4/1/09. Change 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-5753 FF2000, or any camshaft that is a replica of the original camshaft and of the same material may be used.....

PASSED, Christian No, Sheridan Abstain.

MOTION: Effective 4/1/09. 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.....

PASSED, Sauce, Creighton and Christian No, Sheridan Abstain

SUPER TOURING CHANGES

MOTION: Effective 4/1/09.

Change 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 pick-up 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 24 mm tolerance applies to pick-up points on the chassis only.

Change 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.

PASSED. Christian No, Lewis and Sheridan Abstain.

TOURING CHANGES

MOTION: Effective 4/1/09

Reclassify the ST Lotus Sport Exige Cup 255 (2007) to T1 at 2090 lbs.

Reclassify the T1 Acura NSX (97-03) to T2 at 3100 lbs.

Reclassify the T2 Acura Integra Type R (97-01) to T3 at 2650 lbs.

Add a new section 9.1.10.D.1.f. "3. An oil catch can is permitted."

Add a new section 9.1.10.D.4.a. "2. An oil catch can is permitted"

Add a new section 9.1.10.D.4.b. "4. An oil catch can is permitted"

PASSED, Christian No, Noble and Sheridan Abstain

MOTION: Effective 4/1/09: All cars classified in Touring may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing.

Any oil cooler(s) is permitted.

Any radiator is permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine.

Any transmission cooler(s) is permitted.

Any power steering cooler(s) is permitted.

PASSED, Creighton and Christian no, Sheridan Abstain

ACTION ITEM: Conduct Additional Reproducibility Fuel Tests

The Executive Stewards reviewed the new Fuel Testing Program and felt they could endorse the Program if an additional test is conducted to verify its reproducibility. The Technical Staff of the Club Racing Office with input from the CRB will undertake the testing. Results are to be reported to the Board at its May meeting.

ACTION ITEM: Review Program Board Functions.

The Board requested a review of the various program boards be initiated to determine if Operational Manuals reflect program needs, to develop consistency when appropriate between Boards, and to determine general compliance with the Operation Manuals. Liaisons are to report back at the May meeting.

ACTION ITEM: Formalize a criteria and procedure for conducting Board business via the internet.

The VP of Membership and Regional Services has developed a procedure for conducting business via the internet. Concept will be disseminated to the Board for consideration of acceptability at the May meeting.

MOTION: To adjourn the meeting. (Merideth/Langlotz) PASSED. Unanimous.

Respectively submitted,
Jerry Wannarka
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | March 3, 2009

The Club Racing Board met by teleconference on March 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 liasons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

ATTENTION ALL MEMBERS:

Beginning this month, the CRB minutes are changed to better serve the membership. The following sections acknowledge and provide solutions to information presented in letters:

SUGGESTED RULES FOR NEXT YEAR – This section presents recommended rules changes that the CRB will present to the BoD for voting, to be effective for next year. The effective date for items suggested before the Runoffs will be the First of the month following the event. Post-Runoffs, the effective date will be January 1.

It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

WHAT DO YOU THINK? – The CRB will ask for member input. These were formerly in the "Member Advisory" section. These are ideas that the CRB wants to bring forward without creating any rules changes yet.

MEMBER ADVISORIES – This section publishes information the CRB wants to provide the membership. This section will no longer ask for member input.

NOT APPROVED BY THE CRB – Similar to the former "Not Recommended" section, these are the items that the advisory committees and CRB have determined would not be beneficial to the membership or a particular community.

NO ACTION REQUIRED – This is the same as the former section of the same title. Support or opposition to rules changes will appear here, as well as comments requiring no action by the CRB or club.

The following sections are no longer included in CRB minutes:

NEW CAR CLASSIFICATIONS – New car classifications are already published in the technical bulletin with specifications. There is no need to repeat them in the CRB minutes.

TABLED or REFERRED – The Technical Services department will notify the writer by e-mail that their subject has been tabled for further discussion or research. When the situation has been resolved, it will appear in the CRB minutes in the appropriate section.

PREVIOUSLY ADDRESSED – The Technical Services department will acknowledge the letter and inform the writer when the topic was resolved in *FasTrack* or other means.

RESUMES – The Technical Services department will acknowledge receipt of the resume.

In addition to those items covered in Technical Bulletin 09-04, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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

Please send your comments to crb@scca.com.

Formula/Sports Racing

Items 1 and 2 would allow the Rotax 494 RAVE engine to be used in F500.

Item 1. Effective 10/1/09: Change F500 section 9.1.1.E.2 as follows:

Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 lbs for AMW and Rotax RAVE/*non*-RAVE 494 engines, 825 lbs for Rotax 493 engines).

Item 2. Effective 10/1/09: Change F500 section 9.1.1.E.14 as follows:

Rotax Model 494 and Model 493, single expansion chamber and electric and/or pull starter, Rotax ~~494 RAVE engine not allowed~~ 494 RAVE engine must use the 494 non-RAVE rotor, Ski Doo part numbers 420 924 509 or 420 924 508, 147 degree designation. RAVE valves may be blocked in the "full open" position or left as delivered. 494 RAVE and non-RAVE cylinder heads may not be interchanged

between engines.

Items 3 and 4 would move the Enterprise Sports Racer from CSR to S2000.

Item 3. Effective 10/1/09: Remove the following item from CSR/DSR section 9.1.9.A.2.a:

a. CSR Engine and Weight Restrictions

...

~~Enterprises Sports Racer in CSR sec 9.1.9.G~~

Item 4. Effective 10/1/09: Add the following paragraph to the end of S2000 section 9.9.B.1:

Enterprises Sports Racer in S2000 section 9.1.9G.

Item 5. Effective 10/1/09: Add the following after the fourth sentence of S2000 section 9.1.9.B.5.a:

An alternate optional camshaft, Elgin part number 2000FC, may be used only in the original iron head.

Item 6. Effective 10/1/09: Change S2000 section 9.1.9.B.13 as follows, which renders S2000 subject to section 9.3.31:

A self starter is mandatory, operated by the driver. ~~Two stoplights and two taillights, each at least fifteen (15) watts rating shall be operable.~~

Grand Touring

Item 1. Effective 10/1/09: Add the following to the end of sections 9.1.2.D.8.h and 9.1.2.F.3.c.1 as follows:

In place of clips, polycarbonate windscreens may be mounted using a fastener spaced a minimum of every 12.0 inches across the top and sides, with a minimum of four across the bottom spaced as close as possible to the intake opening.

Showroom Stock

Item 1. Effective 10/1/09: Change section 9.1.7.F.2 as follows:

2. It shall be in segments no lighter than ~~twenty five (25)~~ ten (10) pounds and no heavier than fifty (50) pounds, and shall be capable of being weighed apart from the vehicle.

Spec Miata

Item 1. Effective 10/1/09: Add a new subsection k to section 9.1.8.C.7. as follows:

- k. *Exterior mirror assemblies must be factory OEM units. Removal of these mirror assemblies is not allowed. Additional interior mirrors may be installed provided they are safely and securely mounted.*

Item 2. Effective 10/1/09: Change section 9.1.8.C.8.d as follows:

- d. Any interior ~~or exterior~~ mirrors may be used.

WHAT DO YOU THINK?

Formula

The CRB requests input from the **FV** community about whether to allow dry sump systems.

MEMBER ADVISORIES

Formula

The CRB requests that all members of the **Formula First** community with **Formula Special homologation** mail their current certificate to the SCCA national office technical department. The technical department will issue new Formula FST homologation certificates at no charge.

Spec Miata

Item 1. The SCCA National Staff would like to acknowledge that it has received considerable input on the performance of the Toyo R888. We are actively working with Toyo Tires to determine the size and scope of the issue.

Item 2. Reminder: There is no provision to remove exterior mirrors. All exterior mirrors must be retained. Interior mirrors are open.

NOT APPROVED BY THE CRB

Formula

FV – Oil sump change request (Van de Car). There is no demonstrated need.

Grand Touring

1. GT1 – Help the GT1 RX7 (Jung). The car is classed appropriately.
2. GT1 – Classify the 04-06 GTO body with 18 inch wheels (Heeg). The wheels would render the car outside the performance parameters of the class. Please refer to this month's technical bulletin for the GTO body classification.
3. GT2 – Allow factory RSR wings (staff). Factory-style wings are not considered for classification. The GTCS wing specs are listed as maximum requirements. A factory wing may be used if it falls inside the maximum specs.
4. GT2 – Classify the 997 Porsche GT3 Cup car (Mead). The car is classed appropriately in GT1.

Production

FP – Fix the Nissan/Datsun SPL311/311-U spec line (Lamb). The specs are correct.

American Sedan

1. Reduce the weight of T2 crossovers (Aquilante). Recent changes (100 lbs removed) will be monitored.
2. Engine build specs (rod journal); allow aftermarket blocks (Werth). These items were discussed extensively during the development of the new engine rules. The advisory committee believes stability in the rules is very important and does not believe these requests are necessary. We will monitor the performance of the new engines.

Touring/Showroom Stock

1. T1 – Help the Viper (Lynch). The car is specified correctly.
2. T2 – Allow the Z4 M an alternate suspension (Leithauser). We will monitor the car's performance to collect more data.
3. T2 – Reduce the Z4 weight (Leithauser). The weight is specified correctly.
4. T2 – Reduce the Evo weight (Grand). The car is specified correctly.
5. T3 – Allow the MKV GTi a trunk kit (Stehly). This is outside the T3 performance parameters.
6. SSB – Reduce the weight of the Solstice (Aubuchon). The weight is specified correctly.

NO ACTION REQUIRED

Formula

1. FC – Elan intake input (Lee). Thank you for your input.
2. FV – Intake manifold input (various). Thank you for your input. The CRB has received a great deal of input on this subject and will take each letter into consideration for the next meeting.

Grand Touring

1. GT – Fuel injection input (Goughary). Thank you for your input.
2. GT1 – Preparation changes (Grant). Thank you for your input. One bulkhead protecting the driver is sufficient. There have been recent changes to the oil tank wording.
3. GT1 – Compression ratio input (Sloma). Thank you for your input.
4. GT1 – Wing mount input (Simms). Thank you for your input.
5. GTL – Future of the class – roadsters, 2-seaters, Miatas (Patten). Thank you for your input. The CRB has carefully reviewed the proposal and will certainly keep support for it in mind for future classifications. Additionally, Mr. Patten has been invited to participate in a conference call with the GT Advisory Committee.

Production

P – Dry sumps in Production (Mead). Thank you for your input. Dry sumps will be considered on a case-by-case basis.

American Sedan

Support for alternate crankshaft dimensions (Bailey). Thank you for your input. Please refer to item 2 in the American Sedan section under NOT RECOMMENDED BY THE CRB.

Touring/Showroom Stock

1. T – Dry sump input (Berkeley). Thank you for your input.
2. T – M Z4 input (Leithauser). Thank you for your input.
3. SSC – Reduce the weight of the Sentra SER Spec V (Jones). Letter withdrawn.

CLUB RACING TECHNICAL BULLETIN

DATE: March 3, 2009

NUMBER: TB 09-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/09 unless otherwise noted.

GCR

1. Clarify section 9.3.25.A by changing the paragraph as follows: 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 D.C. of gasoline, ~~as~~ will be measured by an SCCA Fuel Check Meter (Precision Fuel Testing ~~HDE G-01 Fuel Analyzer or Kavlico FT-K01 Fuel Tester~~). The "0.0" calibration of the SCCA Fuel Check Meter is set against reagent or laboratory grade cyclohexane. Gasoline may be tested and certified at SCCA events by the determination of the dielectric constant using the SCCA Fuel Check meter and through the application of various chemical analyses.

Formula

FC

1. Clarify section 9.1.1.B.3.i by adding "Standard Camshaft" above the current table.
2. Clarify section 9.1.1.B.3.i by adding the following alternate cam specs below the current table:

Alternate Camshaft

EXHAUST			INTAKE		
Angle	Opening	Closing	Angle	Opening	Closing
0	10.149	10.149	0	11.182	11.182
5	10.07	10.071	5	11.102	11.092
10	9.831	9.829	10	10.853	10.821
15	9.426	9.415	15	10.423	10.363
20	8.854	8.826	20	9.821	9.721
25	8.117	8.073	25	9.069	8.916
30	7.205	7.154	30	8.177	7.955
35	6.132	6.071	35	7.131	6.85
40	4.92	4.866	40	5.96	5.624
45	3.611	3.6	45	4.702	4.313
50	2.346	2.38	50	3.425	3.01
55	1.325	1.406	55	2.242	1.851
60	0.722	0.825	60	1.278	0.994
65	0.488	0.604	65	0.642	0.509
70	0.385	0.524	70	0.334	0.307
75	0.303	0.461	75	0.215	0.208
80	0.224	0.404	80	0.134	0.13
85	0.146	0.343	85	0.064	0.063
90	0.09	0.279	90	0.022	0.024

FE

1. Change section 9.1.1.A.5.7.a.14, p. 548 as follows: Fuel Filter: ~~Part # WM591924~~ any 10 micron fuel filter may be used as long as it performs no other purpose than to filter fuel.

FF

1. Clarify section 9.1.1.D.1.r by making the following changes: Distributor: Distributors are unrestricted provided the original drive, location, and housing (~~standard Motorcraft, Bosch, Lucas, or Mallory distributor #4558101~~) are retained. The distributor is defined as the component that triggers the LT current and distributes the HT current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute, or time the ignition. ~~Standard Motorcraft (Autolite), Bosch, or Lucas~~. The vacuum advance mechanism may be removed, and the distributor advance plate may be secured by soldering or welding or by suitable fasteners. The advance curve and advance springs are unrestricted. Generators/ Alternators: not required. All other electrical components are unrestricted.

Grand Touring

GT1

1. General Motors Corporation – Pontiac, p. 264 add the GTO with 102”/110” wheelbase.

GT2

1. Cars – Nissan 240Z/260Z/280Z, p. 288 add to the notes as follows: Hood bulge allowed.
2. Cars – PORSCHE 996 GT3 Cup, p. 292, change the notes as follows: Cars must be prepared to Porsche Cup Specifications for 98-05 except that cars must meet all SCCA safety standards unless otherwise noted. Competitors must have a ~~current~~ copy of the Porsche Cup ~~rules specifications~~ in their possession *outlining authorized modifications and approved parts for their model year.*
3. Engines – PORSCHE, p. 293, change all engines listed as DOHC with 2 valves/cyl. to SOHC.
4. Engines – PORSCHE, p. 293, change the engine with Displ.(cc) 380 as follows:~~380~~ 3800.
5. Engines – BMW , p. 282, add the S50B32 as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
S50B32	DOHC	86.4 x 91.0	3201	Alum. Crossflow	4	37mm SIR	2280	

6. Engines - BMW , p. 282, add the S54 as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
S54	DOHC	87.0 x 91.0	3246	Alum. Crossflow	4	37mm SIR	2280	

GT3

1. Cars – Honda CRX 84-87, p. 303 add to the notes as follows: Hood bulge allowed.

GTL

1. Cars – Toyota p. 328, add to the spec line as follows:

Wheelbase (in)					
Model	Years	Body Style	Driveline	Notes:	
MR2	91-95	2dr	RWD	91.3	Hood bulge allowed.

2. Engines - VW , 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, 06B	DOHC	81.0 x 86.4	1780	Alum Crossflow	5	24mm SIR	2050	

Production

EP

1. Mazda MX-5 (06-08), p. 426-427, add to the notes as follows: OEM hardtop allowed.
2. Pontiac Solstice (06-08), p. 432-433, add to the notes as follows: GM part #PCS-0664 hardtop allowed.
3. Saturn Sky (07-08), p. 426-427, add to the notes as follows: GM part #PCS-0664 hardtop allowed.
4. Honda S2000 (00-03), p. 424-425, add to the notes as follows: OEM hardtop allowed.
5. Honda S2000 (04-08), p. 424-425, add to the notes as follows: OEM hardtop allowed.
6. BMW Z3 2.8L (97–00), p. 422-423, add to the notes as follows: OEM hardtop allowed

FP

1. Honda Civic Si (88-91), p. 440-441, change the specs as follows: Weight(lbs): 1900 *1948 **1995.
2. Elva Courier Mk. I, II, & III 1622 & 1798 p. 438-439, change the specs as follows: Weight(lbs): 1798cc: 1825.
3. Elva Courier Mk. III, IV 1800 & Mk. IV R & C p. 440-441, change the specs as follows: Weight(lbs): 1825.

American Sedan

1. Clarify section 9.1.6.D.1.3 by making the following addition to the second sentence: Any carburetor jets, *air jets*, accelerator pump, pump cam, and accelerator pump nozzles may be used.
2. Cadillac CTS-V (04-05) Restricted Prep., p. 476, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
3. Cadillac CTS-V (06-07) Restricted Prep., p. 476, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
4. Camaro & Firebird (98-02) Restricted Prep., classified in TB 09-03, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x

8 wheels.

5. Mustang (94-95) Restricted Prep., p. 477, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
6. Mustang Cobra R (1995) Restricted Prep., p. 477, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
7. Mustang Cobra (96-98) Restricted Prep., p. 477, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
8. Mustang Cobra (99-02) Restricted Prep., p. 478, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
9. Mustang Mach 1 (03-04) Restricted Prep., p. 478, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
10. Mustang Coupe GT (05-07) Restricted Prep., p. 478, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
11. GTO (04-05) Restricted Prep., p. 479, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
12. GTO (2006) Restricted Prep., p. 479, add to the notes as follows: Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels.
13. Camaro & Firebird (98-02) Restricted Prep., classified in TB 09-03, change the notes as follows: ~~Wheel Size: 18 x 8.5.~~

Showroom Stock

SSB

1. Classify the Mazda3 s (2010) 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 (2010)	89.0 x 100.0	2640	1530/1514	17 x 7	205/50	3.45, 2.06, 1.39, 1.03, 0.84, 0.72	4.11	(F)300 Vented Disc	3115	
2489	(R)280 Solid Disc									

SM

1. Clarify section 9.1.8.C.1.a.5 p. 498, (**Effective on publication**) by making the following addition to the last sentence: Restrictor plates must be the proper size as listed in the Specification Table, must be from Mazdaspeed Motorsports Development or SCCA Enterprises, and must not be modified.

Sports Racer

ESR

1. Change section 9.1.9.G.7.a.14, p. 548 as follows: Fuel Filter: ~~Part # WM591924~~ any 10 micron fuel filter may be used as long as it performs no other purpose than to filter fuel.

Touring

T1

1. Classify the BMW E92 M3 (08-09) in T1, p. 566, 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)							
BMW E92 M3 (08-09)	92.0 x 75.2	2761	F:18x8.5	265/40	4.05, 2.40, 1.58, 1.19, 1.00, 0.87	3.85	F:360x30	3300	
	3999		R:18x9.5				R:350x24		

2. Chevrolet Corvette C6 Coupe (05-08), combined spec line listed in TB 09-03, add to the notes as follows: Alternate wheel bearings SKF Part # BAR 5049C permitted.
3. Chevrolet Corvette C-5 (98-04), p.566, add to the notes as follows: Alternate wheel bearings SKF Part # BAR 5049C permitted.

T2

1. BMW M3 (01-06), p. 570, change the spec line as follows: Wheel Size (inch): ~~18 x 8 (F)~~ 18 x 9 (F), Tire Size: ~~225/45 (F)~~ Max: 255/40 (F). Add to the notes as follows: Notes: This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.
2. Lotus Elise SC (2005), classified in TB-09-01, change the spec line as follows: Wheel Size (inch): ~~16 x 5.5 (F)~~ 16 x 6.5 (F), Tire Size: ~~175/50 (F)~~ Max: 195/50 (F). Add to the notes as follows: Notes: This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.
3. Lotus Exige S (06-07), classified in TB-09-01, change the spec line as follows: Wheel Size (inch): ~~16 x 5.5 (F)~~ 16 x 6.5 (F), Tire Size: ~~175/50 (F)~~ Max: 195/50 (F). Add to the notes as follows: Notes: This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.
4. Lotus Club Racer (06-07), classified in TB-09-01, change the spec line as follows: Wheel Size (inch): ~~16 x 5.5 (F)~~ 16 x 6.5 (F), Tire Size: ~~175/50 (F)~~ Max: 195/50 (F). Add to the notes as follows: Notes: This max tire size supersedes TCS tire rule section

9.1.10.D.7.b.

5. Lotus S240 (2008), classified in TB-09-01, change the spec line as follows: Wheel Size (inch): ~~16 x 5.5 (F)~~ 16 x 6.5 (F), Tire Size: ~~175/50 (F)~~ Max: 195/50 (F). Add to the notes as follows: Notes: This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.

6. Lotus Elise (2005), p. 573, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.

7. Lotus Exige (06-07), p. 573, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.

8. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p.573, change the notes as follows: ~~42.5mm~~ 41mm Turbo Inlet Restrictor required.

9. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p.573, add to the notes as follows: Alternate AMS front sway bar permitted #AMS-SCCA-SBF02, alternate rear sway bar permitted #AMS-SCCA-SBR02.

T3

1. Mazda RX-8 (04-08), p. 577, add to the spec line as follows: Gear Ratios: Alt: 3.82, 2.26, 1.54, 1.18, 1.00, 0.79, Final Drive: Alt: 4.78, Notes: Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive.

2. Mazda MazdaSpeed Miata (04-05) p.577, add to the notes as follows: Bell Engineering (BEGi) intercooler kit permitted #67022. Complete kit includes throttle inlet tube, cool air box and Forge Motorsports diverter valve. Kit must be used as a whole, including all hardware.

3. Mini Cooper S (02-06), p. 577, add to the spec line as follows: Wheel Size (inch): 17 x 8 (F&R), Notes: Mini Mania strut tower plate #MMS7300 permitted. Make the following change: Tire Size: ~~195/55 (F&R)~~ Max: 225/40 (F&R). Notes: This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.

4. Mini Cooper S (07-08), p. 577, add to the spec line as follows: Wheel Size (inch): 17 x 8 (F&R), Notes: Mini Mania strut tower plate #MMS7300 permitted. Make the following change: Tire Size: ~~195/55 (F&R)~~ Max: 225/40 (F&R). Notes: This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.

5. Lotus Elise (2005), p. 577, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.

6. Lotus Exige (06-07), p. 577, add to the notes as follows: Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Andrew Charbonneau vs. Driver Review, COA Ref. No. 09-03-SE

February 12, 2009

FACTS IN BRIEF

Andrew Charbonneau was invited in SRF to the 2008 Runoffs at Heartland Park Topeka. He was also mistakenly invited in Spec Miata. When the error was discovered, he was notified orally and in writing by the Club Racing staff. At the event, he asked for, and was given, permission to start at the back of the SM pack by the Assistant Chief Steward. He registered, completed Tech, and raced.

On November 4, 2008, Rick Mitchell, SEDiv Executive Steward, convened a Driver Review per GCR 2.4., "to review the circumstances and your activities regarding your entry in the SM race at the 2008 National Championship Runoffs...The review will also examine your competition record."

The Driver Review, consisting of Costa Dunias, Earl Hurlbut, and Tom Hoffman, Chairman, investigated and discussed the evidence, finding that Mr. Charbonneau violated 2.2. of the event Supplementary Regulations (eligibility) and GCR 2.1.2. (acting to participate in a competition when known to be ineligible). The Driver Review disqualified Mr. Charbonneau from the Spec Miata race, which carries 4 automatic penalty points. The Driver Review also excluded Mr. Charbonneau from all participation as a driver in the 2009 Runoffs. They reviewed Mr. Charbonneau's prior driving history, deciding to take no action.

Mr. Charbonneau is appealing the decision, contending that exclusion from the 2009 Runoffs is outside the authority of a Driver Review.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, David Nokes, and Robert Horansky, Chairman, met on February 5, 2009, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Andrew Charbonneau and related document, received January 28, 2009.
2. Driver Review documents from Chairman Tom Hoffman, received February 2, 2009.
3. Driver file for Andrew Charbonneau, received February 2, 2009.
4. Email statement from Runoffs ACS Dennis Dean, received February 2, 2009.

FINDINGS

Despite the initial notification error, there is no question that Mr. Charbonneau was ineligible to participate in the SM race and that he was fully informed he was ineligible. His misconception that the Runoffs Chief Steward may allow any car in the class to start at the back of the pack led to his request. An unfortunate series of officials' and clerical errors enabled him to register, complete Tech, and race in SM. As a result, the Court finds that while there is shared responsibility, the heavier burden rests with the competitor, and supports the Driver Review in disqualifying Mr. Charbonneau from a race for which he was ineligible to participate.

With respect to excluding Mr. Charbonneau from driving in the 2009 Runoffs, the Court finds that this penalty is listed in the 2008 Runoffs Supplementary Regulations, making it available only to the event SOM, while GCR 2.4. limits a Driver Review to the Penalties listed in GCR Section 7. The Court concurs with Mr. Charbonneau that exclusion from the 2009 event was outside the authority of the Driver Review.

The Driver Review considered Mr. Charbonneau's driving record, but opted not to take additional action, which was well within its purview. However, the Court of Appeals observed a pattern in Mr. Charbonneau's driving record since 2004. His record includes multiple probations, CSAs, and RFAs (one was disallowed), for various technical infractions, passes under yellow, failure to allow racing room and body contacts.

DECISION

The Court of Appeals upholds the Driver Review, but modifies the penalty. Mr. Charbonneau is disqualified from the Spec Miata race at the 2008 Runoffs, which carries an automatic penalty of 4 points. Provided he is invited, Mr. Charbonneau will be permitted to participate as a driver in the 2009 Runoffs. Mr. Charbonneau is placed on Probation for a period of 7 months, effective immediately upon receipt of his Competition License, which carries an automatic penalty of 3 points. The total number of automatic penalty points as a result of the disqualification and probation is 7.

The Court finds that Mr. Charbonneau'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

Lee Niffenegger vs. SOM, COA Ref. No. 09-04-SP

February 19, 2009

FACTS IN BRIEF

At the Cal Club Region National race held at Auto Club Speedway on January 25, 2009, Lee Niffenegger, driver of SSB #53, filed a protest against Tim Brecht, driver of SSB #26, citing violation of GCR 6.8.1.A. and B. (Avoiding Contact and Racing Room) related to side-to-side contact at Turn 15 during the last lap of the race. The Stewards of the Meet (SOM) Jack Brabban and Irene Wells, Chairman, inspected the cars, interviewed the drivers, and issued a Reprimand to Mr. Brecht. Mr. Niffenegger is appealing the lack of severity of the penalty that left his second place finishing position unaltered, 0.93 seconds behind Mr. Brecht.

DATES OF THE COURT

The Court of Appeals (COA), David Nokes, Dick Templeton, and Robert Horansky, Chairman, met on February 12 and 19, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Lee Niffenegger, received February 10, 2009.
2. Official Observer's Report and related documents, received February 10, 2009.
3. Email statement from Chairman SOM, Irene Wells received February 10, 2009.
4. Email statement and photos from Tim Brecht received February 12, 2009.
5. Email statement from Jack Brabban, SOM, received February 15, 2009.

FINDINGS

There were no witness statements taken from either driver; there were no other witness statements or videos related to this on-track incident; and there was no entry in the race log related to this body contact. In their statements to the COA, both Mr. Niffenegger and Mr. Brecht state that Mr. Niffenegger was following Mr. Brecht into Turn 15, and there was no change in position as a result of the contact as Mr. Niffenegger attempted a pass. Mr. Brecht contends that there was only slight damage to the left rear quarter panel of his car as a result of the contact. The SOM based their decision on the testimony of the two drivers and inspection of their cars. In his appeal letter, Mr. Niffenegger provided extensive telemetry data from his car to substantiate that the incident caused him to slow enough to lose the race. There was no corresponding data submitted by Mr. Brecht.

DECISION

The Court of Appeals overturns the decision of the SOM. There is insufficient documented evidence to attribute fault to either driver. Mr. Brecht's Reprimand is rescinded. Mr. Niffenegger's appeal is well founded and his appeal fee, less the SCCA administrative costs, will be refunded.

COURT OF APPEALS

Judgment of the Court of Appeals

John Jackson vs. Driver Review COA 09-05-SE

March 11, 2009

FACTS IN BRIEF

Rick Mitchell, Southeast Division Executive Steward, convened a Driver Review Court requesting an investigation of John Jackson's actions at the Palm Beach/Moroso Regional event held November 15-16, 2008 as well as a review of Mr. Jackson's driving record. The Driver Review Court of John Edridge, Bud Merrill, and Bob Shafer, Chairman, met and determined that Mr. Jackson violated GCR, 4.7.2.(Falsification of Entry) and GCR 4.3.1.(Possession of License). The Review Court assessed penalties of disqualification from the November 15-16, 2008 and the November 29-30, 2008 events, six-month license suspension, and six-month probation following the suspension. Mr. Jackson appealed their decision.

DATES OF THE COURT

The National Court of Appeals (COA), David Nokes, JoAnne Jensen, and Dick Templeton, Acting Chairman, met on March 5, 2009 to hear, review, and render a decision on the appeal. COA Chairman Robert Horansky and COA Alternate Fred Cummings asked to be recused from any participation in the appeal hearings.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from John Jackson and accompanying documents received February 20, 2009.
2. Report of the Executive Steward's Review Court and related documents received February 27, 2009.
3. Emails from Bob Shafer dated March 1 and March 3, 2009.
4. Email from John Edridge dated March 2, 2009.

5. Email from Rick Mitchell received March 3, 2009.
6. SCCA driver file for John Jackson received March 2, 2009.

FINDINGS

As stated in COA 08-23-SE, Mr. Jackson entered and participated in the Palm Beach/Moroso "Palm Beach Classic" as well as the Sebring "Turkey Trot" events with an expired competition license. However, the COA found in COA 08-23-SE that there was shared culpability between the organizing regions/registrars and Mr. Jackson. The Driver Review emphasized an incident at the Sebring weekend involving Mr. Jackson and two other cars which resulted in cancelling the balance of that event due to track damage. It was noted by the COA that the Chairman of the SOM for that event had stated that Mr. Jackson was merely in the wrong place at the wrong time.

A review of Mr. Jackson's driver record from the SCCA National office shows no other violations have been ascribed to him beyond the allegations regarding his registering with an expired competition license at the Sebring event.

DECISION

The Court of Appeals agrees with the Driver Review Court that Mr. Jackson violated GCR 4.3.1. and 4.7.2. However, in both instances there was sufficient cause to believe that the organizing regions shared the responsibility for Mr. Jackson's improper entry for those races. The COA upholds the disqualifications but overturns the six-month suspension and six-month probation. Therefore, Mr. Jackson's penalty points will be reduced to four penalty points. Mr. Jackson's appeal is considered well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

SCCA

National Championship

RUNOFFS®

Event Schedule

ROAD AMERICA #IDC-09-S
HELD UNDER 2009
GENERAL COMPETITION RULES

QUALIFYING / MEETINGS					ACTIVITY CALENDAR
25 min. sessions					
	TUES 9/22	WED 9/23	THURS 9/24		
	QUALIFYING:	QUALIFYING:	QUALIFYING:		
8:00	T3/SSB	FC/FE	EP	Mon 9/21 6:00 pm* Welcome Party	
8:35	SM	GT1	GTL/FP	Tues 9/22: 6:00 PM** Worker Party	
9:10	SRF	F5/FF	CSR/DSR	Wed 9/23: 6:00 pm* Worker Party	
9:45	FV	GT2/GT3	T2/AS	Thurs 9/24: 6:00 pm** WORKER OF THE YEAR PARTY DRIVERS WELCOME!!	
10:20	T1	EP	FM/S2	Fri 9/25: 5:30 PM** Worker Party	
10:55	FC/FE	GTL/FP	SSC/HP	Sat 9/26: 5:30 pm* PARTICIPANT PARTY	
11:30	GT1	CSR/DSR	FA	Sun 9/27: 5:30 pm** Worker Party	
12:05	F5/FF	T2/AS	T3/SSB	*All times are approximate **Worker Parties start @ conclusion of days events	
LUNCH- CRB MTGS	FORMULA/ SPORTS RACER/PROD	GT/SM	SS/AS/ TOURING		
1:30	GT2/GT3	FM/S2	SM		
2:05	EP	SSC/HP	SRF		
2:40	GTL/FP	FA	FV		
3:15	CSR/DSR	T3/SSB	T1		
3:50	T2/AS	SM	FC/FE		
4:25	FM/S2	SRF	GT1		
5:00	SSC/HP	FV	F5/FF		
5:35	FA	T1	GT2/GT3		
HARDSHIP SESSIONS					
Please see the Chief Steward					
	FRI 9/25	SAT 9/26	SUN 9/27		
7:45	SESSION 1	SESSION 1	SESSION 1		
8:00	SESSION 2	SESSION 2	SESSION 2		
NATIONAL CHAMPIONSHIP RACES					
ALL RACES 13 LAPS OR 40 MIN., WHICHEVER ELAPSES FIRST. RACE TIMES ARE GREEN FLAG TIMES.					
	FRI 9/25	SAT 9/26	SUN 9/27		
8:30	GTL	T3/SSB	FE		
9:30	CSR	FM	GT2		
10:30	T2	SM	F500		
11:30	S2	SRF	HP		
LUNCH					
1:30	AS	FV	FF		
2:30	SSC	T1	GT1		
3:30	FP	FC	DSR		
4:30	FA	GT3	EP		

SCCA National Championship RUNOFFS®

Held under the 2009 General Competition Rules
#IDC-09-S

Online Registration at www.scca.com

SUPPLEMENTARY REGULATIONS

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

1. ENTRIES

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

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

- All fields of the entry form shall be completed to be valid. The driver bio is optional. The entry fee shall accompany the entry form (see section 1.6)
- 1.5. Entry Dates: In order to support the **Continuous Participation Rewards Program** announced on 6/11/2008, the following dates will apply:
 - June 3rd, 2009 9:00 AM CDT Registration opens for drivers who have participated in 10 or more Runoffs
 - June 10th, 2009 9:00 AM CDT Registration opens for drivers who have participated in 1 or more Runoffs
 - June 17th, 2009 9:00 AM CDT Registration open for all driversVolunteer Registration will begin at 9:00 a.m. June 3rd, 2009 CDT.
Paper or Online entries will not be accepted before the dates noted above. Entries received prior to these dates will be returned.
 - 1.6. Entry Fee: Online entry fee is **\$400** payable with Visa or Mastercard. Paper entry fee is **\$410** (US Funds) payable to SCCA, Inc. The paper entry fee includes a \$10 handling fee. After midnight (CDT), Friday, August 28, 2009 (online, postmarked or dated by an express delivery service) the entry fee is \$600 for online or \$610 for paper entries. Note: An additional \$25 fee will be charged for checks returned for insufficient funds. Driver's that participated in the 2008 Runoffs will receive a \$50 discount on their entry fee (limit one class entry per driver – registration system will automatically apply the credit) per the Continuous Rewards Program.
 - 1.7. Cancellation and Refunds: The cancellation deadline for a **full** refund is midnight (CDT) Tuesday, September 8, 2009. Driver/entrant may cancel by the following methods:
 - Fax – (785) 232-7214
 - U.S. mail (see section 1.4 for address)
 - E-mail – runoffs@scca.comCancellations received between Sept. 9th & Sept. 27th will be refunded the entry fee less \$175.
If your entry is not accepted for the Runoffs, you will automatically receive a full refund.
 - 1.8. Entry Acceptance: SCCA will not accept entries from drivers who do not meet the requirements of GCR Section 3.9.2.A. and the guidelines as set forth in these supplemental regulations.
 - 1.9. Car Numbers: 2009 Runoffs participants (who competed in the 2008 Runoffs) will be given the opportunity to retain their 2008 car number. These competitors will have until 9:00 am, July 1st, CDT to register thereby securing their 2008 number. 2008 defending National Champions desiring # 1 should contact the SCCA Club Racing office for Number Assignment (see section 8.1 in the Supplemental Regulations). All 2008 numbers not registered to a 2009 participant after this date will be released and available to anyone.
 - In the case of groups with combined sessions, if there are two drivers requesting the same number, the number will go to the first one registering.
 - The official paper event entry form provides space to indicate six (6) possible numbers of your choice.
 - The official online event entry form allows you to choose your number from the remaining available numbers.
 - Permitted numbers range from 00 through 99.
 - **Changes to assigned numbers shall be made before 5 pm CST September 14, 2009.**
 - Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring.
 - Illegible numbers may not be timed or scored.
 - In addition to having numbers on the end plate, all winged Formula cars are encouraged to have numbers elsewhere on the car.
 - 1.10. Entry to the Monday, September 21st, 2009 Test day will be via a registration link once you have completed your Runoffs Entry. Test day admittance will be capped at 300 cars. Registration will be on a first come, first served basis. Drivers that participated in the 2008 Runoffs will receive a 50% discount on the Monday test day entry fee.

2. DRIVER ELIGIBILITY

- 2.1. Entries will be accepted for this 2009 Interdivisional Championship Event from those drivers who meet the following for each class entered:
- 2.2. Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record and have been classified as a finisher in at least four (see GCR 3.9.2.A./B./C./D. (and Club Racing Technical Bulletin dated December 2, 2008 GCR item 2 in the January 2009 Fastrack) GCR 6.7.2 and GCR 6.7.3).
- 2.3. Shall have finished in the top ten (10) in their class in their division's 2009 National points standings.
- 2.4. Shall have accumulated at least four (4) National Championship points in 2009.
- 2.5. Defending National Champions: See section 3.9.2.B on page 20 in the 2009 GCR for requirements.
- 2.6. If you are not sure you have sufficient points to qualify, send an entry anyway. If the entry is denied, your entry fee will be refunded in full. Drivers who believe their points accumulation totals for Divisional Championship standings and National Championship Runoffs® invitations are in error, shall contact their Divisional Pointskeeper, before the entry deadline, for resolution. Only if satisfaction cannot be achieved at the Divisional level should a driver/entrant contact the National office for review of the matter.
- 2.7. In the event of a tie for tenth place, the first consideration for breaking the tie will be the above Driver Eligibility, followed by GCR 3.9.1.C.

3. TRAVEL/TOW FUND

- 3.1. A Tow Fund will be collected and maintained by the SCCA during the 2009 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®.
- 3.2. Fund Determination: A driver's payment will be determined by the following:
 - Straight line mileage from the driver's permanent residence to Road America.
 - The address will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received before the receipt of the entry.

Note: False representation of permanent residence may result in penalties as provided in GCR section 7.2.

- 3.3. Distribution of Tow Fund: Tow fund will be paid to drivers who meet the following criteria:
- Top three (3) drivers with the highest points total in each class from each Division that attend the event (no tow money will be paid to drivers living closer than 299 miles) and the maximum mileage to be paid will be 2,100 miles.
 - Shall enter on time and entry be accepted to participate in the Runoffs®
 - Shall complete registration, Tech inspection and be on-track at least once during the week.
- Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2.H). In the event there is an unbreakable tie within a class and Division (see GCR 3.9.1.C.) affecting Tow Fund payout, both parties will receive payment.*
- 3.4. Mailing of Funds: The National office will mail tow fund checks within 60 days of the completion of the event.
- The name and address on the check will match that of the W-9 form each driver must complete prior to receiving check.
 - A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 shall be completed using the Tax ID company name; the tow fund check will be issued to that named company.
 - Federal Tax ID and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in tow fund.
- 3.5. Tow Fund Claim Deadline: All inquiries regarding tow fund shall be made by December 14, 2009. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by December 14, 2009. No claims made after this date will be considered.
- 4. REGISTRATION AND CREDENTIALS**
- 4.1. Registration Hours (All times are Central Time Zone)
- | | | |
|----------------|------------|------------------------|
| Thurs..... | Sept 17 | 9:00 a.m. - 6:00 p.m. |
| Fri-Sun | Sept 18-20 | 7:00 a.m. - 6:00 p.m. |
| Mon-Thurs..... | Sept 21-24 | 7:00 a.m. - 5:00 p.m. |
| Fri..... | Sept 25 | 7:00 a.m. - 5:00 p.m. |
| Sat..... | Sept 26 | 7:00 a.m. - 4:00 p.m. |
| Sun..... | Sept 27 | 7:00 a.m. - 12:00 p.m. |
- 4.2. Entry into Road America for those arriving after registration is closed: Drivers/entrants, crew and volunteers **without** transport vehicles or RVs may enter Road America after registration hours by showing a current SCCA membership card and signing the ROAD AMERICA waiver. Participants shall report to Registration the following day to sign in and receive event credentials.
- ROAD AMERICA will supply SCCA with a list of people entering after hours each day.
 - No race, transport vehicles or RVs will be allowed to enter after Registration closes for the day.
- 4.3. Hot-Pit Access: All crew members who need to be in hot-pit areas shall be listed as crew on the driver's entry form.
- SCCA shall provide a maximum of four passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile.
 - Only the driver or entrant may add/change free or paid-for crew names. The addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited.
 - WEEKEND SCCA MEMBERSHIPS ARE NOT VALID FOR USE DURING THE RUNOFFS.
 - Additional passes can be purchased from Road America for \$40 each.
- 4.4. Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 7.2 Penalties
- 4.5. Commemorative Photos IDs will be available at the track for \$5.00 each.
- 5. ON-TRACK SESSIONS**
- 5.1. **Schedule Modification:** SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that is undersubscribed by the Sept. 5th deadline may be combined with another class or classes for all sessions, including races.
- 5.2. Qualifying Sessions.
- Grid positions for the first qualifying session for each class will be by random number draw. The draw will be done on Monday, September 21st and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session. This process is **NON-PROTESTABLE**.
 - Combined Sessions: For combined groupings on the first day of qualifying, the group will be sorted by class with the group with the fastest track record going first. Position within each class will be determined by the process noted in preceding bullet. For the second and third days of qualifying, the group will be split by class by times from the previous day with the class with the fastest qualifier going first. This process is **NON-PROTESTABLE**.
 - During the qualifying sessions on Tuesday, Sept 27th, a **white flag** will be shown on the first lap for each group at each staffed corner station as information for drivers regarding corner station location per GCR 6.11.2. E.
 - All cars not on the grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of the field.
- 5.3. Eligibility for a Race Start: To be eligible to start the race, all cars shall qualify within 120 percent of the average of the fastest three qualifying times for their respective class.
- The Chief Steward may issue waivers to cars qualifying outside of the required 120 percent at his discretion.
 - Requests shall be made within 30 minutes of the posting of the grid.
 - Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.
- 5.4. Split Start: The SSB/T3 Race will utilize a split start with a pace car pacing each group.
- 5.5. Hardship Sessions: On Friday, Saturday and Sunday will be for **hardship** only. Any competitor may request permission to participate in the hardship lap sessions. Same day racers will have priority. Hardship laps are intended to allow competitors to check on the state of their car after repairs or adjustments have been made. Each competitor that wishes a hardship lap must request a pass for a hardship session from the Chief Steward or one of his designates prior to their race day. The pass must be presented to grid personnel prior to entering the track. The hardship lap will consist of a single traversal of the circuit from pit exit to the pit entrance. Markers will be placed on the track surface to remind competitors not to proceed past the pit entrance.
- 5.6. "Doughnuts" or reckless driving are not allowed on the track, in the paddock or on ROAD AMERICA property at any time.
- 6. GRID**
- 6.1. All cars shall enter the race track through the grid area located on the south end of the GearBox concession stand.
- Cars shall be in position and the grid cleared of crew at the one (1) minute warning.
 - Cars late to the grid shall enter the course from the grid through the pit lane.
 - The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic.
- 6.2. With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying position and be released from the pit lane at the back of the field.
- 7. START/FINISH**
- 7.1. THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT.
- 7.2. Pace laps: There will be one (1) pace lap at the start of each race. This lap does NOT count as a race lap.
- 7.3. Wave Off: In the event of a wave off of the first racing lap, the grid will continue at pace speed until the green flag is displayed by the Starter. Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black flagged and held **up to one (1) minute** in the pit lane. Other penalties may also be imposed (GCR 7.2).
- 7.4. Length of Race: Official track length is 4.0 miles; all races will be thirteen (13) laps or 40 minutes, whichever comes first. The 40 minute time limit will be in effect for all races commencing when the pole car crosses the Start/Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 6.7.3. The posted race times are green flag times.
- 7.5. One Lap to Go: A one lap to go sign with a number 1 will be displayed at the Start/Finish line indicating the last lap if possible.
- 7.6. Victory Lap: Each class winner may take a victory lap per GCR 6.8.7.
- 7.7. **Trophies will not be mailed.** If the race results are not available by the end of the day in which the race occurred, trophies will be mailed.

8. **TIMING AND SCORING**

- 8.1. All corrections, i.e., name and/or sponsor changes/additions, shall be submitted to Timing and Scoring before 5:00 p.m. on the last day of qualifying.
- 8.2. AMB TRANX 260 Transponders are required for all on-track sessions. All cars shall be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.
- 8.3. **To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line.**
- 8.4. Membership numbers may not be shown on official results.

9. **PRE-RACE TECH INSPECTION**

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

Registration Building Express Tech only (Driver and Gear Check In) - see section 9.3 of these supps.
 Sat-Sun..... Sept 19-20..... 7:00 a.m. – noon.

Tech

Sat-Sun Sept 18-20..... 8:00 a.m. – 6:00 p.m.
 Mon-Sun..... Sept 21-27..... 7:45 a.m. – 6:00 p.m.

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

- 9.2. Rules of Tech: The following shall be adhered to without exception:
 - No engines will be run in the Tech areas at any time during the week, unless directed to do so by a Tech official. Push cars in and out of the area.
 - **Smoking is prohibited in the Tech areas.**
 - **Non-licensed minors and pets are prohibited from the Tech areas.**
- 9.3. Express Tech (Check In): If your car does not need an annual Tech and its logbook has no unresolved notations, you do not need to present your car for Technical Inspection. After you have registered, please bring the following items to Tech:
 - Vehicle logbook
 - Helmet with a 2009 Club sticker
 - All Driver's suits to be used during the competition with official SCCA Club Racing patches on each suit and with the patches for any non-SCCA sanctioning body removed or covered
 - Tech sheet/vehicle declarations page (included in driver packet)
- 9.4. Vehicle Full Tech will be required if notations exist in the logbook or the car needs an annual Tech. Gear and helmet shall be presented at Tech Check-in. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing homologation shall have this accomplished prior to arrival at Road America.
- 9.5. Tech Stickers: The Runoffs® decals are your Tech inspection stickers and shall be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars and sports racers. In the event this placement is not possible, the Assistant Chief Steward of Tech will be responsible for the final placement of the Runoffs® decals. All classes must run the configuration in accordance with the declared minimum weight. If you change your declared weight, you will need to get a new tech sticker issued. If your new weight is lighter than your previous weight, you will lose your prior qualifying times.
 No vehicle will be allowed to participate in this event **without** the Runoffs® decals properly placed at **all times** during the National Championship Runoffs® from Tuesday, Sept 22, 2009, through Sunday, September 27th, 2009. A Runoffs® decal will **not** be issued until your vehicle(s) has been approved by Tech officials.
- 9.6. Two-way Radios: All cars may employ two-way radios. You may be required to change frequencies if interference occurs with event officials and/or track communications.
 Operation of radios is prohibited on the following UHF frequencies:

• 461.1750	• 463.7875	• 467.7875
• 461.3000	• 464.3250	• 468.2250
• 461.4750	• 464.3750	• 468.7875
• 461.5875	• 464.5250	• 469.3250
• 461.7750	• 464.8875	• 469.3750
• 462.0000	• 466.1750	• 469.5250
• 462.7875	• 466.5875	• 469.8875
• 463.2250	• 467.0000	
- 9.7. Back-up Car Procedures: Any additional cars and/or chassis that may be used at any time during the event shall be presented at Tech.
 - The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class.
 - The Chief of Tech shall inform the Chief Steward directly or through the Tech Steward.
 - The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination before the substitution will be removed; the driver shall re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed. Should the driver choose to return to the original car, the driver may request that the times for the original car be reinstated.
- 9.8. Tire Rules: Formula Mazda Tire Rule 9.1.1.F.14. (A,B,C,E), ESR Tire Rule 9.1.9.G.13. (a,b,c) and FE Tire Rule 9.1.1.A.5.13 (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.
- 9.9. Scales: The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound. Scales are located in the Tech area near Pit Out.
- 9.10. Grid and Pit Lane Tech: Additional visual inspections of race cars may be conducted on the Grid and on the Pit Lane. These inspections will be non-intrusive. Items not in compliance will be noted and the competitor will be directed to Tech at the end of their session for additional inspection.
- 9.11. Stock OEM Components: Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.
- 9.12. Fuel: All cars shall use fuel purchased from the track as follows:

Class	Octane	Leaded or Unleaded
SRF, Spec Miata, Showroom Stock, Touring, rotary engine, and cars permitted to use fuel per IT requirements	93 or 100	Unleaded
Remaining Production, American Sedan, GT, Formula, Sports Racers	110, 112, or 116	Leaded

The track fuel pumps will be open Monday, September 14 th through Sunday, September 27, 2009.

Note: 100 and 110 Octane available 24 hours via credit card at permanent pumps. 93 and 112 octane will be available via attendant 8:00am-noon (9/14-9/20) and 8:00am-4:00pm (9/21-9/27). 116 Octane will be available via pre-order only through Road America.

- Competitors shall declare which fuel they are using.
- Mixing fuels of different octane is prohibited.
- These fuels shall be purchased from Road America and will be tested in accordance with the official Runoffs® fuel testing procedure. A copy of this procedure will be available in Tech.
- Before Tuesday's first session or if you have changed fuel types, at a **MINIMUM**, we recommend draining your tank/cell, then add a few gallons of your spec fuel, run the car and drain the tank/cell again.
- 9.13. Fuel Testing: Fuel testing for compliance with section 9.14 of these supplemental regulations may be implemented during qualifying and post-race inspection.
 - Fuel testing will be available to all competitors on a voluntary basis subject to the workload in tech. Priority will be given to competitors who have not yet had their fuel tested. The scheduled times for voluntary fuel testing will be posted at Tech.

- 9.14. Data Acquisition: SCCA Technical Staff and/or Club Racing Board members and their delegates may install data acquisition equipment in a competitor's car. This program is to assist the CRB in competition adjustments; participation is mandatory, not optional and is NON-PROTESTABLE.
10. **IMPOUND AND POST RACE INSPECTION**
- 10.1. At the conclusion of each race, the first six (6) cars in each class shall proceed to the Tech area.
- Impound passes will be issued to the driver and three crew members of the impounded cars.
 - Additional cars may be ordered to the Tech areas at the discretion of the Chief Steward.
 - Cars shall remain in the Tech area with a minimum of one crew member until released. Crew members may leave the Tech area after checking with the category supervisor.
- 10.2. At the conclusion of each qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his discretion.
- 10.3. **Post Qualifying Compliance Verification:** Tech inspectors may employ non-intrusive measuring devices (P&G gauge, Whistler, etc.) throughout the week. These devices are used for a quick estimate of the measurement and do not ensure that the reading will be the same as that done during a detailed inspection, which may occur at a later time. The Tech Inspector will note on the back of the Tech card any items observed during the course of this inspection as non-compliant with GCR eligibility and/or preparation limits. The "Official Report" will be prepared by Tech and processed with the Chief Tech Steward. The Tech Decals will be marked VOID for items noted on the back of the tech card. The driver shall sign the back of the tech card to acknowledge awareness that these discrepancies exist. The car must be presented to Tech in a compliant configuration before a replacement Tech Decal will be issued. A replacement Tech Decal is required to proceed into the next session for that car.
- 10.4. Eligibility and Preparation Resolution: The Chief Steward will resolve all matters of eligibility and/or preparation non-compliance no later than ninety (90) minutes after the final qualifying session on Thursday, September 24th, 2009. In addition, any car impounded after its qualifying session that has a Tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.
- 10.5. During post race impound, admission to the Tech areas are restricted to authorized drivers, officials and crew members with proper credentials.
- 10.6. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.
- 10.7. Any part found to be in non-compliance with the GCR specification book and/or supplemental regulations may be retained by the SCCA, Inc. and disposed of at a later date, at its discretion.
- 10.8. The first place car in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection:
- Removal of cylinder head for measurement of bore, stroke and valve size, where restricted by the rules for the class and category.
 - A P&G gauge or other measuring device may be used in place of cylinder head removal at the option of the Chief Steward.
 - Teardown will begin within 45 minutes following the conclusion of post race ceremonies.
 - Teardown shall be completed within 4 hours, except for Showroom Stock, Spec Miata, Touring and AS.
 - The Chief Steward may modify these procedures at his sole discretion.
- 10.9. Disabled Race Car Parking: Disabled cars will be parked in the boneyard. Removal of any automobile shall be approved by the Log Book Tech Inspector.
- 10.10. Each driver is responsible for having a person available for transporting his/her vehicle to and from tech locations following on-track sessions. Vehicles may be escorted from one tech area to another.
11. **DECALS AND PATCHES**
- 11.1. All GCR required decals and patches, as well as vehicle logbooks, are available in Tech.
- 11.2. All decals and patches required for Contingency programs will be available at Driver Information located next to the gas pumps mid paddock (Sunday, September 20th from 1-4 pm and 8am-5pm September 21-27, 2009.)
- 11.3. GCR required driver suit patches will be checked during pre-race Tech inspection. Non-SCCA sanctioning body decals and patches shall be removed or covered on the driver's suit(s) and racecar. **NO DRIVER WILL BE ALLOWED ON THE PODIUM WITHOUT APPROPRIATE SCCA PATCHES ON THEIR DRIVER SUIT**
12. **PENALTIES / PROTESTS / APPEALS**
- 12.1. Penalties will be as stated in GCR section 7.2, except as follows:
- Drivers may be excluded from competing in the following year's Interdivisional Championship Event. Tow fund may not be paid to drivers/cars disqualified from the event.
- 12.2. Protests: All protests shall be lodged at the Competitor Services Center, which is located in the Farmhouse Building across from Registration. Driver advisors will be available to provide assistance. Protests shall be filed and will be heard in accordance with the provisions of Section 8.3 of the GCR except as follows:
- Anyone who may be involved in a protest and fails to be available for the Court hearing waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event.
 - Protests against the validity of an entry or the eligibility of a driver, entrant or automobile, shall be lodged no later than ninety (90) minutes after the final qualifying session for the class of car being protested.
- 12.3. **All decisions or penalties rendered by the Stewards of the Meeting may be appealed.**
- 12.4. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions:
- Appeals shall be submitted to the Competitor Services Center. The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision.
 - **A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.**
13. **RACE RESULTS**
- 13.1. Results will normally be posted within 30 minutes after the conclusion of each race at Drivers Information located next to the gas pumps mid paddock. Upon completion of the event, each competitor will be mailed the final results book.
14. **RULES OF OPERATION/PITS/PADDOCK**
Note: All fees listed below are set by Road America.
- 14.1. **TRACK ORDINANCE: Racing engines shall not be run after the final checker of the day or 7:00 pm, whichever is later or before 7:30am.**
- 14.2. Vehicle Registration and Rules of Operation: All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that shall be purchased at Registration for \$25. This sticker is valid for the entire 2009 Season at Road America. The sticker must be affixed to the registered vehicle along with car number and class.
Note: Vehicle passes for handicapped persons will not be charged.
Vehicle passes will not be required for bicycles. **No bike riding or walking the Track after the Track closes for the day.**
- 14.3. Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts, other personal transportation and utility vehicles in the spectator areas are restricted to designated areas.
- 14.4. Speed limit is 10 miles per hour.
- 14.5. Only licensed drivers may operate pit vehicles.
- 14.6. In the pit lane, pit vehicles shall be used only for essential transportation and hauling.
- 14.7. Reckless and dangerous driving, speeding, or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 7.2 (Penalties).
- 14.8. For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility.
- The only race cars that will be allowed to be driven out of the facility will be the cars specifically used by competitors for day-to-day transportation (for example, Showroom Stock cars) or race cars going to the Engine Dyno located behind the Road America Maintenance Building across from Registration.

- Race cars are prohibited to be driven outside the paddock area (except as noted above).
- REMEMBER, DRIVERS/ENTRANTS ARE RESPONSIBLE FOR THE ACTIONS OF CREW MEMBERS.**
- 14.9. Rules of the Pit Lane and the Grid: The following are **prohibited** from the Pit Lane, Grid and Road America property
- Skateboards
 - Roller skates/blades
 - Scooters – electric or non-electric
 - Children's tricycles
- 14.10. Shoes that cover the entire foot are required of those entering the Pit Lane area. Sleeved shirts are required in the Pit Lane.**
- 14.11. Pets are welcome at Road America. Owners are required to keep their pets on a leash and clean up after them. ROAD AMERICA reserves the right to remove pets and owners who do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**
- 14.11. Posting of private classified For Sale signs is allowed in designated areas only. Road America reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.
- 14.13. Vending is not allowed on Road America property without obtaining the proper permit from Road America.
- 14.14. Rules of the Paddock: Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. Do not deface any items on Road America property. Check voltage in electrical receptacles before using.
- 14.15 OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS.** Special oil and fluid reclamation stations will be accessible throughout the paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area and notifying Road America personnel immediately.
- 14.16. Parking: If you wish to leave your equipment at Road America between events, you must notify Road America office of your intentions so that arrangements can be made. Unless prior arrangements have been made with Road America, teams arriving prior to Sunday, September 13th, 2009, may not have access to the facility.
NOTE: Drivers/volunteers are permitted to stay over Sunday night, Sunday September 27th, 2009, but need to vacate by 10:00 a.m. Monday, September 28th, 2009.
- 14.17. Reserved Parking: Optional reserved paddock parking may be obtained through Road America after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Road America website, which will have all available spaces for reservation.
- All spaces will be \$100. Spaces range from 30 x 40 to 15 x 70. Each competitor may only reserve one (1) spot per entry.
 - If you do not wish to reserve/pay for a parking spot, non-reserved free parking will be available on a first come first served basis starting at 12:00 PM CDT on Sunday, September 20th, 2009.
- 14.18. All vehicles shall be parked within your designated paddock spot. If the vehicle does not fit in this area, it shall be parked in designated overflow parking areas.**
- Each entry will be issued one parking pass designated specifically for your paddock area. This pass will allow access to the paddock area only. Additional passes may be provided by ROAD AMERICA contingent on all vehicles fitting into the paddock space.
 - All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed
 - If you have an oversized rig that will not fit in the sizes of the spaced noted in 14.15, contact Dave Dahlin at ROAD AMERICA before you reserve your spot for assistance.
- 14.18. Motorhomes/Enclosed Trailers
- Motor homes with enclosed trailers may be in the paddock space if all vehicles fit in the assigned paddock space.
 - There are designated areas for motor homes and trailers if they cannot fit within the designated paddock area.
 - Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars.
15. **GENERAL INFORMATION**
Note: All fees listed below are set by Road America.
- 15.1. **SMOKING IS PROHIBITED INDOORS**, as well as TECH, GRID, PIT LANE and WITHIN 20 FEET OF THE TOWER MAIN ENTRANCE.
- 15.2. Camping: Overnight competitor camping in the paddock or track-side shall be in a legitimate, self-contained motor home. No exceptions.
- Overnight tent/non-self contained vehicle camping will be available in designated areas only.
 - Bonfires or open fires are allowed in approved areas only.
 - Outdoor cooking is allowed, but please keep safety in mind.
 - Illegal drugs, fireworks, firearms or any type of explosive are not permitted on Road America property.
 - Please leave the grounds as you found them.
- 15.3. Motorhome spaces with electricity are available for \$150 and can be reserved through www.RoadAmerica.com. (There is no charge for motorhome spaces without electricity).
- Motorhomes have access to the dumping stations located west of the Medical Building and in the camping area next to the Motorplex. Services such as dump and fill will be available for an additional fee.
 - Once the team motorhome or trailer is parked in its assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal.
 - Please make your own provision for electricity, such as a generator.
16. **RACE/DRIVER INFORMATION**
- 16.1. Driver Information is located next to the gas pumps mid paddock and is the "information center" for participants. A satellite driver information station will be located near Tech. Only qualifying times and race results will be available at the satellite location.
- 16.2. Driver Information includes the following:
- Qualifying times
 - Race results
 - Sound control reports
 - Protest and appeal results
 - Messages and notification of parcel delivery.
 - Paddock location of other participants may also be available.
- 16.3. All requests for public address announcements can be made at Driver Information. Please go to Driver Information with all of your questions before going to Road America or on-site SCCA offices.
- 16.4. Package Delivery: Deliver all packages to

Road America
N7390 Hwy 67
Elkhart Lake, WI 53020

- Packages should not be sent before September 13th, 2009.
- Packages **MUST** include name of recipient or team name or delivery will be refused.
- Packages may be picked up between 9:00 a.m. - 4:00 p.m. at the designated shipping and receiving area.
- All freight deliveries will be delivered to the maintenance building.
- There is a \$5 fee for packages delivered to the track and \$50 fee for use of track equipment
- No COD packages will be accepted.
- Packages not picked up will be returned COD only if requested by a competitor and a credit card is provided for handling.
- NO RUNOFFS PACKAGES WILL BE ACCEPTED AT SCCA, INC HEADQUARTERS DURING THE EVENT.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Feb. 22, 2009

The Solo Events Board met at the SCCA Convention February 22. Attending were SEB members Tina Reeves, Steve Wynveen, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; 2009 Solo Nationals Chair Kathy Barnes; Lisa Noble of the BOD; and Howard Duncan, Doug Gill and Nancy Downing 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

SAFETY

- The following rule change proposal is published for member review: Change the first sentence of 4.3.1 to read : "Helmets meeting one of the following standards must be worn while on course: Snell 2010, 2005, or 2000 (SA, K, or M); SFI standards 31.1, 31.1A, 31.2A, 41.1, 41.1A, or 41.2A; British spec BS6658-85 Type A/FR."
- Competitors and event administrators are reminded that finish areas require extra caution and margins. Rule changes providing increased mandated minimum margins, and additional requirements for finish areas, may be forthcoming.
- The following rule change proposal is submitted for member review: In 2.2.M, change the third sentence to read: "...such minimum viewing distances may not be less than 100 feet from the course edge in unprotected areas..."

GENERAL

- The preliminary supplemental regulations for the 2009 Tire Rack SCCA Solo Nationals were reviewed and various administrative updates were made.
- Per the SEB, the requirements of Appendix I (Sound Control) will be applied at the 2009 Nationals. The specified dB level will be 103 dBA.
- Preliminary run/work days were approved by the SEB. Specific heats will not be assigned until the first early-entry deadline (in August) has passed.
- The event entry cap used in prior years (1250) was deemed to be unnecessary and the SEB approved its removal.
- A preliminary list of Nationals specialty chiefs was approved.
- Course designers were selected; they will be Chris Cox and Mike Feldpusch. Roger Johnson and Karen Babb will assist.
- Class SMF was approved as a supplemental class; it will run within SM and if a sufficient number of SMF entries (25) is obtained it will be scored separately. Competitors will need to indicate if they are entering SM or SMF for the purposes of trophies and headcount.
- The SEB discussed the format for the Town Meeting to be held at the Nationals, and indicated a preference for having that meeting at the event site.

STOCK

- The SAC continues to seek feedback regarding the following rule change proposal, which would be incorporated into next year's rule book, becoming effective 1/1/2010:

Add new second paragraph to 13.0 as follows:

"A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car."

Also add in Appendix A, to the abbreviations: "R – Regional Competition Only"

NOTE: this proposal would only affect the Stock classes.

- The SAC has provided an updated version of the options they are presently considering for re-organizing some of the classes in the Stock category, and is seeking member feedback on the revised options. These alternatives are now as follows:

Option 1:

Move models currently in BS into CS, merging the two classes.

Move models currently in AS into BS.

*Move the current SS to AS

*Move the following to SS:

Audi R8 (V8) '08+

BMW Z8 '00-'03

Chevrolet Corvette ZR1 '09+

Dodge Viper '08+

Lotus Elise SC '08+

Lotus Exige (supercharged) '06+
Porsche 911 Turbo '93-'98 (993)
Porsche 911 Turbo '98-'04 (996)
Porsche 911 GT3 '07-08 '07+ (997)

Option 2:

Move models currently in BS into CS, merging the two classes.

Move models currently in AS into BS.

*Move the following models into AS:

BMW Z4 M Coupe/Roadster '06+
BMW M3 '08+
Chevrolet Corvette '99-'04
Lexus IS-F '08+
Lotus Esprit Turbo '96-'04
Mazda RX-7 '93-'95
Mercedes C63 AMG
Porsche 911 '98-'04
Porsche Cayman S '05+
Porsche Boxster S '05+

* NOTE: The Porsche 911 Turbo has been withdrawn from these proposals

- The following rule change proposal is submitted for member feedback: Change 13.2J to read: "Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-down and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. The resulting configuration may not result in a reduction in weight. Removal of the hitch for competition would require any modified or removed parts to be run in their Standard Part configuration" (ref 08-678)
- Regarding the classification of the Nissan 370Z, competitors are reminded that new listings are subject to the provisions of 3.2 and will be watched closely.
- The SAC offers the following two independent class change proposals for member comment:
- Move Porsche Boxster (non-S) '97-'04 (986) from AS to BS
- Move Porsche Boxster S '00-'04 (986) from AS to BS
- The following listing change proposals are submitted for member feedback:
- Change the Acura Integra listing in GS to read: "Integra GS-R ('92-'01)
- Move from GS to HS: Acura Integra ('90-'01) NOC

STREET TOURING

- The following rule change proposal is submitted for member comment: Add new subsection 14.11, as follows:
"14.11 OUT OF PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g. superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance." (ref. 08-603)

STREET PREPARED

- The following listing change proposal is published for member feedback: combine the '86-1/2 to '92 Toyota Supra non-turbo and turbo onto one line.

FORMULA JUNIOR

- The membership is reminded that Formula Junior participation may only be allowed under conditions required by the Solo Rules (e.g. 2.7, 2.8, 19.2, Appendix G) and any applicable Tech Bulletins (Appendix F and Fastrack). Regions are especially cautioned to ensure that at no time does a kart, which may precede or follow a regular car on the course (G.II.e), come into close proximity with the car.

RECOMMENDED TO THE B.O.D.

- **ITEM 1)** Move the Mini Cooper S from GS to DS.

NOT RECOMMENDED

- Alternate carburetors in ST (ref. 08-734)
- Move RX7 TT to BSP (ref. 08-367)
- SP hub replacement (ref. 08-754)
- Move Mini Cooper JCW to DS from BS (ref. 09-076)
- Stock suspension/wheel update/backdate (ref. 09-060, 09-061) *Comment:* Expanding allowances in stock is contrary to a great deal of recent member feedback. This specific allowance has the potential for unforeseen consequences.

TECH BULLETINS

- 1) Safety: Add to the list of applicable SFI sections in the first paragraph of 4.3.1: 31.1, 41.1.
- 2) Safety: For the purposes of 4.3.1, Snell 2005 is considered the current standard for the remainder of 2009.
- 3) General: In 3.6.A, first sentence, the word "class" should be changed to "category."
- 4) Stock: Per the SAC, 13.5.E should read: "A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose." (ref. 09-082)
- 5) Stock: Per the SAC, the Appendix F clarification regarding air conditioning is revised to read:
"AIR CONDITIONING
Stock class cars for which air conditioning is a factory option are permitted to remove the air conditioning system. Any related components (springs, radiator, etc.) that are part of the air conditioning package must be replaced with the standard parts for the non air conditioned configuration of the car. If the air conditioning is available only as part of a package with other options, it may be removed only as part of a complete package conversion as described in section 13 of the Solo Rules.
Partial removal of the air conditioning system (i.e. only the belt or under-hood components) is permitted if and only if no other components of the car differ between air conditioned and non air conditioned configurations.
Air conditioning may be added to any car as a 'comfort and convenience item, provided it serves no other purpose and other components are not added or deleted unless otherwise authorized by the current Solo Rules." (ref. 09-081)
- 6) Stock: The following new listing, effective immediately upon publication, is added to Appendix A:
Mazda 3 ('10) HS
- 7) Street Touring: Per the STAC, the last sentence of 3.6.C.1 should read as follows: "This does not permit the cutting of vehicle sheet metal, e.g. the trunk floor, for tank installation in the following categories: Stock, ST, SP, or SM."
- 8) Street Touring: Per the STAC, 14.10.6 should read as follows: "All vehicles must comply with the EPA tail pipe emissions test requirements as a minimum."
- 9) Street Touring: Due to performance potential, the '09 Lancer Ralliart (turbocharged) is added to the STX exclusion list. It is legal for the ST category only in STU.
- 10) Street Touring: The '08-'09 Cobalt SS (turbocharged) is no longer being considered for exclusion from STX, and may compete there.
- 11) FJ: Add a new second paragraph to 4.3.1 as follows: "Junior drivers must use helmets meeting the above or SFI 24.1, Youth Helmets, or Snell CMR/CMS 2007 specifications.
- 12) Street Prepared: the DSP listing for the Toyota Supra should read ('82-'86), not ('82-'85).
- 13) Street Prepared: the ESP listings for the second-generation Toyota Supra (turbo and non-turbo) should read ('86-1/2-'92), not ('87-'92).
- 14) Street Prepared: the recently-published change to Toyota MR2 listings in CSP, concerning the separation of the second-generation '91-'95 and the MR2 Spyder, should have been identified as a Tech Bulletin, not a rule change. Comment: this was simply a correction to address an oversight in that the ('91+) item was not updated and might mistakenly be read to encompass the Spyder, a substantially different platform.
- 15) Prepared: The FP listing for the Toyota MR2 Supercharged should have the following added: "Alternate parts: '85-'87 chassis"
- 16) Prepared: The DP listing for the Toyota MR2 non-SC should say "('85-'89)" not "('84-'89)."

ROADRALLY BOARD MINUTES

RRB MINUTES | Feb. 22, 2009

The RoadRally Board (RRB) met at the SCCA Convention on February 21-22, 2009 at the South Point Convention Center & Casino.

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

Chairman Beattie called the meeting to order.

Friday, February 20th

1. RoadRally Regional Best Practices Meeting 8:30 am, Huntington Room

Presentation: Rick Beattie presented a very entertaining slide show on early Road Rallies put on by Jack Chidester back in the late 40's and 50's. Many of them would have been considered GTA rallies. Many were one page rallies with General Instructions on top the page, route instructions in the middle and an entry form on the bottom of the page. They consisted of maps, pictures, tulips and displaced word/sentence formats. Attendance: 28-30 people.

2. RoadRally Award Luncheon 11:30 am, Ballroom A

2008 RoadRally Awards: Best Tour Rally went to the USRRC Barlow Trails, Oregon Region and the Gervais Award (Best Course Rally) also went to the USRRC Beaver Cleaver, Oregon Region. Congratulations to the USRRC Oregon rally committee.

3. RoadRally Jeopardy Meeting 1:45 pm, Huntington Room

Presentation: The TV version of Jeopardy was hosted by Jim Wakemen Jr. The room was divided in half and each side had to pick from 5 categories and answer the questions regarding the RRR's and RFO's to get points. Fun was had by all. Attendance: 18-20 people.

Saturday, February 21st Chairman Beattie called the meeting to order.

RoadRally Town Hall Meeting 10:15 am, Huntington Room

The following topics were addressed to the RRB members in the Town Hall Meeting and will be discussed further for consideration at the next RRB meeting in March.

RRB Announcement: Rule Changes for 2009. The BOD approved the 2009 Rules change the RRB asked for on Wednesday, February 18th. For Regional events: no combining of classes, a maximum of 70 championship points and maximum of 10 events. And work-er points are in addition to the 70 point maximum.

Topic: Suggestion to go back out for member comment to combine the series again.

In 2000 and 2001 the series were combined and in 2002, it went back to a separate series again of Course and Tour. The concern being there would not be a class for the beginners/novices. Another suggestion was to have classes based on Lifetime categories such as Sportsman, Expert, Grand Master etc. Or based on experience; number of events you have run that year.

Topic: Divisional RoadRally Stewards support or lack there of were discussed.

Topic: Safety Steward License (SSL) renewal and terms were discussed. Should everyone have to quality to be a Safety Steward again to refresh the SS listing? Should there be a term limit (number of years) on the license? If you don't rally for 'x' number of years, should your license be terminated? Solo members apply every year for a SSL or by running a certain number of races to get to that level. A suggestion was made that some level of activity in rallying must be necessary to keep their SSL. Another proposal was made to have all the Divisional Stewards ask their regions for a list of active and non active SS to be reported back to the head office for possible termination.

Topic: Shortage of SS in certain regions. Hawaii wants to start a RoadRally program and has no SS on the island. It was suggested that a SS Training DVD and/or a teleconferencing phone call was available for SS training by SCCA Rally Department.

Topic: Pros and cons were heard on combining the RFO's and RRR's? One source of documentation, instead of two.

Topic: Should Regional RoadRally rules be taken out of the RRR's and put into a separate Regional Rule document? RRRR's? If separated, it could be 10-12 pages.

Topic: Poor communication between Regions and the Divisional Steward. One suggestion: if a region does not get any response from the Divisional Steward, they can contact the National Office Rally Department or the RRB. Solution: When a region sends in a sanction application for an event to the National Office, the National Office will contact/email the Divisional Steward of the event and copy the Stewards' RRB liaison.

Topic: Is there On-line Sanctioning? SCCA is still considering it.

Topic: The lack of welcoming new rally teams and socializing with them at rally events.

Topic: Suggestions of having a meeting/session on how to start a new RR program in a region at each event. Suggestion: SCCA needs a website page for new committees to go to for information and documentation on how to start a RR program etc.

Topic: What happened to the RR Newsletter? Solution: The RRB will assign a new RR Newsletter editor by the next RRB meeting.

Topic: Concern about the SCR24 Rally event put on by the Steel Cities Region in June. Although there have been older 24 hour events in the past, this event is being advertised as "a pair of 12 hour road rallies". Risk Management has approved it.

Topic: Advertising stickers on rally cars; the concern for lawsuits when a rally car is in an accident that has advertising stickers on it. Or can the name on the sticker be sued for promoting the event that an accident occurred? Question for Risk Management. This usually isn't a problem for RoadRally.

Topic: Social Rallies. Should we limit the number of Charity events in a year or should they go away?

Topic: Is there an advantage for cars equipped with GPS devices? The RRB has already decided that they can be in any class. The disadvantage can be; sometimes having no signal, paved driveways show up as main roads as well as sending you down railroad tracks.

The Town Hall meeting ran out of time and adjourned at 11:30 am. (English/Wakemen)

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY BOARD MINUTES

RRB MINUTES | March 2, 2009

The RoadRally Board (RRB) met via conference call on Monday, March 2, 2009.

Attending were: Rick Beattie, Chairman; members: Kevin Poirier, Jim Wakemen, Jeanne English, Sasha Lanz and Lois Van Vleet. 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 February RRB Minutes were approved. (Lanz/Wakemen)

The Final Town Hall Convention Minutes were approved. (Poirier/Wakemen)

Proceedings

1. 2008 and 2009 Photo Contest

Discussion: 2008 Photo Contest winners will be posted to the SCCA Forum and to the SCCA website. Jim Heine will put the winning pictures in Sports Car magazine. And there will be no cash prizes for 2009 Photo Contest.

2. Review of Regional RR Handbook

Discussion: Van Vleet to finish the handbook with samples to publish ASAP.

3. RRB Newsletter – Called ITIS (If There Is Such)

Discussion: A new distribution list is needed. A PDF file is required. It was suggestion to have a link on the Forum to the newsletter. It will be announced and a link to be posted on the Yahoo Rally Group also. Jeanne English, the new publisher of the newsletter, to send a PDF file to Head Office/Pego to work with and investigate the distribution further.

4. Regional Rally Programs

Discussion: Do we need to find all the regions using last years audit and write a letter to each and ask if they need help? Or go to their RE and ask them to contact the RRB? There are 13 Directors and 9 Divisions. Lanz to contact the Division Stewards and ask them to contact their regions.

5. Divisional Championships

Discussion: Sasha to contact the Divisional Stewards to see if they would be interested in developing a Divisional Championship. NEDIV, Great Lakes and Midwest currently have a program. NORPAK would be a challenge when Alaska is in their division.

6. National Championship/2009 RRRs Changes for 2010

Discussion: Combining the Series (Tour & Course). Need Posting/Forum (Wakemen)

Discussion: National GTA's for 2011? If the USRRC is a single class championship, do we have a GTA class? Lanz to get feedback from his regional GTA participants and as well as other active regions. Needs Posting.

Discussion: USRRC the stand alone event by 2011? Needs Posting. (Wakemen)

Discussion: Reconstruct a Poll of all the members – numerous questions... age, number

of events, how many, travel to events, kids, etc. (Poirier/Beattie).

Discussion: Post – Ask for Changes for 2010. (Wakemen)

7. Liaisons for 2009 National Road Rallies

Steel Cities SCR24, 2 Tour Rallies in June - Kevin Poirier

Pittsburgh 2 Course Rallies in August - Jeanne English

Washington DC Tour/Course Rallies in September - Jim Wakemen

USRRC Badger POOP, GTA Rally in October - Sasha Lanz

USRRC Northern Lights, Tour Rally in October - Kevin Poirier

USRRC Oktoberally, Course Rally in October - Jeanne English

New England Hurley NGTA Rally in August – Sasha Lanz

8. Sanction Fees for 2009

For Nationals: \$500 for 3 day events/3 rallies. (Not multiple events/day.)

Must contact the SCCA Rally Department for validation.

For Nationals: \$10/car and a \$100 minimum Fee.

For Regionals: \$4/car and a \$40 minimum Fee.

For Charities: \$70 Fee.

For Socials: \$20 Fee.

9. 2011 USRRC

Discussion: Cal Club is considering the USRRC for 2011. Great Lakes and New England were interested in doing a USRRC in the future. The board recommends that they put on at least a couple of National events first before attempting the USRRC.

Action Items

- ü Beattie: Post the Photo Contest Winners to the Forum and pictures to Sports Car.
- ü Beattie: Send the 2008 Photo Contest Winners to English for the RRB Newsletter.
- ü Van Vleet: Finalize the Regional RR Handbook for 2009.
- ü Wakemen: Posting of 2009 Rules Changes for 2010 to the Forum.
- ü Lanz: Contact the Divisional SS and Regional GTA participants.

Next meeting

Monday, April 6, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 9:10 pm CST (Lanz/English).

Submitted by Lois Van Vleet, RRB Secretary.

ROADRALLY MEMO

RoadRally Board seeking candidates for RoadRally Divisional Steward in NorPac and RMTN. Please forward a Rally resume and letter of intent to the rrb@scca.com.

RALLYCROSS BOARD MINUTES

RXB MINUTES | March 2, 2009

Location: Las Vegas, NV

Attending:

Mark Walker, Chairman
Jason Woodruff
Mark Utecht
Tom Nelson
Bob Ricker
Karl Sealander

Excused: Brent Blakley

1. Call to order (approximately 8:30 a.m.)

2. Minutes from February Meeting

Notes: Not read. Will be read and approved at next meeting.

3. Additions/corrections to agenda

Notes: Please see the body of the minutes below.

4. Old Business

- a. RxB Officers
 - 1. Assistant Chairman – Bob Ricker
 - 2. Secretary – Karl Sealander
 - 3. New Programs Committee Chairman – Brent Blakley
 - 4. Safety Committee Chairman - Tom Nelson
 - 5. Mike Byington and Jon Olschewski on rules committee – unanimously agreed
 - 6. Rules Committee Chairman – Mark Utecht

5. New Business

- a. BoD requests at Convention
 - 1. Speed limit wording change - tabled
 - 2. Approval of Karl Sealander as RxB member – approved
 - 3. Officers – approved
 - 4. Chairman – Request to deviate from RxB Policies and Procedures Manual approved to allow Bob Ricker to assume Chairman position in June

- b. Rulebook omissions

Notes: Must be approved by BoD. It was suggested that the rule making process be put at the front of the RxR. Mark Utecht made a motion to add rules timeline to the forward of the RxR. Tom Nelson seconded the motion. The vote by the Board was unanimous.

- c. National Championship naming contest

Notes: Name and logo contest for the National Championship. Winner would earn a free entry to the National Championship and a free one-year membership. Mark Utecht made a motion to adopt such contest. Jason Woodruff seconded the motion. The vote by the Board was unanimous. It was suggested to follow guidelines from RoadRally. Mark Utecht volunteered to establish and manage the rules for the contest. Mark Utecht also volunteered to administer a photo contest for the best RallyCross photo. Submitted photos could be displayed in a collage. No prizes will be offered.

- d. Safety Steward Instructor guidelines

Notes: A Safety Steward Instructor should, as a minimum, be able to open RxR to find answers to safety questions. Important safety concepts should be able to be quoted from memory. It was discussed as a standard for Safety Steward Instructors the importance of the number of events served as a safety steward as opposed to the time served as a safety steward. Mark Utecht made a motion that instructors should have a minimum of two years experience as a safety steward and a minimum of 8 events. Other important factors include input from RXDSs, racing experience, and RxR knowledge. Motion unresolved.

- e. Speed creep

Notes: Speed creep issues should be communicated by the use of a tech bulletin or some similar means. It was also suggested that this be communicated to event chairs and safety stewards. They must review RxR requirements (40 mph turns/60 mph top speed). It was suggested that speed should be viewed as a safety limit and not as a target in course design.

- f. Appeals committee representative from RxB

Notes: This tabled until the next meeting.

Motion to adjourn made by Mark Walker and seconded by Mark Utecht. Motion carried at 11 a.m.

Minutes prepared by: Karl Sealander 2/24/2009

RALLYCROSS MEMO

RallyCross Board seeking candidates for RallyCross Divisional Steward in Rocky Mountain Division. Also seeking candidates for RallyCross Board.

Please forward a Rally resume and letter of intent to the rrb@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>