

BOARD OF DIRECTORS MINUTES

SCCA BOARD OF DIRECTORS MEETING MINUTES | May 7-9, 2009

The Board of Directors, Sports Car Club of America, Inc., met at SCCA Corporate Headquarters, Topeka, Kansas, May 7 through May 9, 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 Gerald Wannarka. Other key persons in attendance: Jeff Dahnert, CEO and President, Rich Ehert, Vice president of Finance, Eric Prill, Vice President of Marketing and Communications, Terry Ozment, Vice President of Club Racing, Colan Arnold, Vice President of Membership and Region Development, Howard Duncan, Vice President for Rally/Solo and Special Programs, Peter Lyon, Risk Management, and Aimee Thoennes, Executive Assistant. Bob Dowie, Chairman of the Club Racing Board, participated by telephone.

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

MOTION: To approve the minutes of the February Board meeting. (Wannarka/Lybarger) PASSED, Approved. Lewis not present.

The Board meeting began with a presentation from Kevin Arnel and Tom Theis, representing Corporate Counsel, Foulston Siefkin, on financial and legal issues related to "not for profit" organizations.

PRESIDENT'S REPORT

Mr. Dahnert reported that the 2009 season is off to a good start. The Convention was deemed a success both from the level of participation and financial perspective. Solo continues to be strong whereas Club Racing is down a bit showing Regional variations. New Solo event marketing toolkits are being distributed to the Regions. With two events completed, Trans-Am has achieved the expected car counts and seems well on its way to a successful re-introduction. Mr. Dahnert encouraged the Board to resist becoming short sighted in its actions and keep a long-term perspective during these trying times.

Changes between 2008 and 2009 participant accident and general liability issues were reviewed. Insurance costs are spread across the entries for the respective motorsport activities. While insurance costs are down for 2009, the magnitude of the reduction is somewhat compromised by the lower number of participant entries being experienced.

Mr. Dahnert also provided a review of the philosophy in place for the management of SportsCar Magazine and the contract that supports it. Discussions are ongoing with the publisher to review the future direction of the magazine to ensure continued membership satisfaction. Most would like to see more Club racing coverage; however getting authors to make contributions has been difficult plus the timelines of a monthly periodical make many events "old news."

At the Convention Mr.Dahnert was asked to look into the Spec Miata tire performance issue and report back to the Board at its May meeting on the results of his efforts. While some competitors are able to manage the new spec tire, many others are experiencing high wear and poor on track performance. There have been discussions between the Club Office and the tire manufacturer regarding concerns about customer satisfaction. The manufacturer is exploring options for what might be a resolution to achieve higher customer satisfaction and will report back to Mr.Dahnert with its proposal in the next 30 to 60 days. The Board and Mr. Dahnert consider this a very high priority, and both recognize the potential impact should this effort get delayed.

FINANCE REPORT

The Club is seeing our operating income running ahead of budget so far in 2009. The investment account continues to under perform expectations but did regain \$80K in value during the month of March.

Members of the Budget and Finance (B&F) Committee met with representatives from the Club's investment firm to review investment strategies. In the current depressed economy, the Club's investment s are down about 24%. While discouraging, the loss reflects a conservative investment philosophy and is less than the average investment programs are experiencing. The B&F Committee is exploring options to regain the loss while also protecting the Club from future market downsides. The Committee is also working to establish a formal process for periodic review of the investment accounts.

James Hilbert, Mize, Houser & Company, presented a summary of their audit of the Club's financial program. All accounting proce-

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dures were deemed appropriate and well managed. The audit report is scheduled to be published in the August SportsCar.

MOTION: To accept the audit report. (Sauce/Creighton) PASSED, Unanimous

MOTION: Effective 1/1/2010. To increase the number of per diem days from 7 to 12 for the Board of Directors for the purpose of attending the national championship events. (Allen/Langlotz) FAILED, For: Allen, Langlotz, Gordy, Wannarka and Lewis. Against: Lybarger, Sauce, Creighton, Merideth, Sheridan, Introne, Noble and Christian.

MOTION: To remove Jeff Dahnert as financial manager from the employee 401(K) plan and substitute Richard Ehret to this position. (Wannarka/Sauce) PASSED Unanimous

RALLY REPORT

Rally program is off to a great start with both the number of sanctions and entries tracking very close to those of the 2008 season. Plans are underway for the RoadRally and RallyCross Championship events in the fall.

MOTION: Appoint Ken Cashion as the Rocky Mountain Division RallyCross Steward. (Allen/Christian) PASSED Unanimous

SOLO REPORT

So far this year the number of Solo event sanctions and the number of entries are about the same as during the same period last year. Some of the Tours are down in entries; however, others are sold out well in advance. The new location for the Tire Rack Solo Nationals at Lincoln has created considerable excitement, and all are looking for a great event in September.

SCCA FOUNDATION REPORT

The Foundation Board has appointed three non-voting Foundation Board Advisors: Doug Kinsinger, R. David Jones, and Kaye Fairer. The Foundation is anticipating 35 to 40 Tire Rack Street Survival events in 2009. Plans are being made to develop grant requests for financial assistance to support the Foundation's efforts.

MARKETING AND COMMUNICATIONS REPORT

Contingency programs have suffered in the present economy and service fees are down by more than \$50K, with the biggest hit in Club Racing. Over 50 Solo Event promotional toolkits have been shipped to Regions; however those for Rally and Club Racing have been re-scheduled for release in 2010 due to budgetary reasons. The Marketing Department is working with Mr. Dahnert in exploring the future direction of SportsCar magazine with Haymarket Publications. Member input will be sought via survey to assist with providing a balanced publication attractive to all members while being conscience of cost cutting procedures that can be used. IRacing has signed on as a corporate sponsor and is now the Official Racing Simulation of SCCA.

The Muscle Milk SCCA Trans-Am program is off to a great start with events already held at Road Atlanta and VIRginia International Raceway. The target of 20 cars has been met with 19 and 22 cars at the first two events respectively, and reflects a nice balance between Pro and Club Racing teams.

Television coverage for the Runoffs has yet to be resolved. Efforts are under way to secure sponsorship which is necessary to have the Runoffs on television.

At the last Board meeting, Mr. Prill was asked to provide the Board with issues surrounding the challenges in obtaining sponsorship for the Club's activities. Corporate sponsors help defray operational costs from sanction fees to marketing materials. A major challenge is the competition between National and the Regions for the same sponsors and with competing sponsors. This is also a problem at the Runoffs where the non-Official sponsors expect the same promotion opportunities as the Official sponsors.

Mr. Prill was asked to draft guidelines for use at the Runoffs for dealing with Official and non-Official sponsors. It was suggested that a memo also be drafted for the RE's Handbook describing sponsorship and the value these entities provide to the Club.

MEMBERSHIP AND REGION DEVELOPMENT REPORT

The National Convention was deemed a huge success with 467 full and partial time attendees as compared to 379 in 2008. There was a high degree of satisfaction with both the program and the convention site. Options are being explored to expand the program to include a competitor's track for 2010.

The Hard Card program has been initiated with over 1400 cards issue to date. The Jumbo Region RE group started last year will continue plus this same concept will be expanded to include another group involving REs from smaller Regions.

Membership numbers while down a little are very close to those from last year. Members are renewing later than usual and many after their membership has expired. This resulted in a delay in receipts, and the usual large number of renewals expected in the December/January time frame was delayed. Consequently, February and March saw a surge in renewals which caused some delays obtaining membership and license renewals in a timely manner

CLUB RACING REPORT

The President's Cup began with General Curtis LeMay and President Dwight Eisenhower in recognition of the winner at a Washington, D.C. event held at Andrews Air Force base. Over time and with the growth of the Club, this award was transitioned to the SCCA Inc. and would be one of the highest competition awards the SCCA would make. The award has traditionally been accompanied by a letter of congratulations signed by the President of the United States. Obtaining such a letter has become more difficult over time with the result that the Club Office has recommended that the tradition be changed and the letter now be signed by the current President of SCCA along with all past presidents.

MOTION: To have the President's Cup letter signed by the current President and past Presidents of the SCCA rather than the President of the United States. (Introne/Allen) PASSED Unanimous

The Super Sweep National Points championship is underway with the first event being held at Buttonwillow. The eight remaining points events will be completed with the last event at Watkins Glen in mid-July.

The Track Reviewer Training Program has been developed, and three candidates have been selected to enter the program. Purpose of this program is to develop a cadre of knowledgeable reviewers to assist the Club with new and modified track approvals. This program resulted from a \$50K grant from the FIA.

The Spec Miata Compliance program is well underway with 7 visits already completed so far this year. Eleven more visits are planned yet this year.

The Club Racing department will assemble a working group to review our worker volunteer program with emphasis on race organization needs and ideas that can be used to increase worker recruitment and retention. The Board believes that this is a worthwhile effort and provides its support to the Club Office for this endeavor.

Ms. Ozment provided the Board with a review of the process for developing the Runoffs schedule listing the timelines involved and the non-obvious factors that impact the process. She also walked the Board through the steps that will be involved with establishing the new Rules Season. To make this process work, the Board will have to consider changing some of its timelines to ensure rules approvals occur in a timely manner.

The GCR Advisory Committee has been working on reviewing the rewrite of the first eight sections of the GCR. This effort initiated by JoAnne Jensen is well underway and will be the basis for the 2010 GCR. The first four sections are nearly for completed. Primary objectives are to simplify the format and improve the readability of the document.

In order to meet the timelines of the new Rules Season, the new official GCR will be available electronically prior to January 1st with the hard copy following as soon as print schedules will permit. There is some confusion regarding the verbiage in the GCR addressing practice/qualifying times for Double National races. Terry Ozment will address this issue with the CRB.

CLUB RACING BOARD (CRB) RULE CHANGES

GCR ITEMS

MOTION: Effective 6/1/09: Change the first sentence of section 4.4.3.D as follows:

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

MOTION: Effective 6/1/09: Change section 9.3.26 as follows:

...All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) specifications. Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum. (Merideth/Wannarka) PASSED Unanimous

MOTION: Effective 10/1/09: The CRB request that the Board of Directors formally pass the laboratory based fuel testing procedure reviewed and discussed at the Convention. Approval at that time was delayed to provide time to conduct some additional reproducibility testing requested by the Executive Stewards. This testing has been done providing satisfactory results. Raw data supporting these test were submitted to the Board in the meeting Board Book. Also submitted for Board review were the suggested penalties for non-compliance. While the Board agrees with the Exec's recommendation, it does not want to enter into the realm of approving penalties which are considered to be within the purview of the Executive Stewards.

(Merideth/Wannarka) PASSED , Opposed: Noble and Sauce

FORMULA/SPORTS RACING

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 pounds for AMW and Rotax RAVE/non-RAVE 494 engines, 825 pounds for Rotax 493 engines)

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, and Rotax 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.

Effective 10/1/09: Change S2000 section 9.1.9.B.13 as follows, which renders S2000 subject to section 9.3.31. Deletes "Two stop-lights and two taillights, each at least fifteen (15) watts rating shall be operable."

MOTION: To approve the Formula/Sports Racing items. (Merideth/Wannarka) PASSED unanimous

SHOWROOM STOCK AND TOURING

Effective 10/1/09: Change section 9.1.7.F.2 and section 9.1.1.10.E.2.a.2 as follows:

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.

MOTION: To approve the Showroom Stock and Touring item. (Merideth/Wannarka) PASSED Unanimous

SPEC MIATA

Effective 10/1/09: Clarify section as follows:

OEM exterior mirrors shall be retained. Mirror mounting position may be changed, but must remain within 6" of the original location on the exterior of the door. The OEM interior mirrors may be removed, relocated or replaced by a mirror of any design. Additional mirrors may be added, both interior and exterior.

MOTION: To approve the Spec Miata item: (Meridith/Wannarka) PASSED unanimous

TIME TRIALS RULE CHANGES

Effective immediately: Replace the following references to Chief Driving Instructor with Driving Instructor

TTR L1

3.1.2.1. - 2nd Reference in Paragraph Only

3.1.2.2. - 1st Reference in Paragraph Only

7.6.2

TTR L2

3.3.3.1.- 2nd Reference in Paragraph Only

3.2.2.2. - 1st Reference in paragraph Only

7.6.2

TTR L3

3.3.2.1. - 2nd Referenc in Paragraph Only

7.11.2

TTR L2

3.2.2.1 - 2nd Reference in Paragraph Only

7.11.2

TTR L2 9.1.

A full and complete Technical and Safety Inspection shall be ~~performed~~ ~~overseen~~ by a Licensed ~~Scrutineer~~ *TT Tech Inspector* (Official/Specialist) on each car once a year. The year shall be defined as the calendar year. If the car passes Tech, the logbook shall be stamped with the "official" inspection stamp (if used), dated and signed. Annual Tech may be performed in December of the preceding year.

MOTION: To approve Time Trial changes. (Merideth/Noble) PASSED Unanimous

Sound Management was discussed at the Convention but was tabled to better sort the wording in the proposal. Several Regions are seeking relief from the current sound requirements in the GCR because of issues at local tracks. In some cases technical issues make sound monitoring unreliable, and in others, local track conditions are such that it places the Regions at a competitive disadvantage with other sanctioning bodies.

MOTION: Effective immediately: Modify GCR 5.7.2, General Procedures and Requirements. Delete first Sentence, second paragraph: "Sound Control will be in effect for all events". Substitute: "Sound Control will be in effect for all events with the maximum acceptable sound level pressure of 103 dB. In the event that this becomes impractical due to technical or other factors, the sound control requirement may be waived by the Division Executive Steward". (Wannarka/Meridith) PASSED Opposed: Allen

A carry over from the Convention meeting was the motion to make the SM Spec tire (Toyo R888) the spec tire for Regional Racing. Due to dissatisfaction with the tire by some in National racing, the Board decided to delay action on this proposal until its next meeting.

Request was made by Robin Langlotz to modify the GCR to allow the substitution of NASA vehicle log books and annual inspections in lieu of SCCA vehicle log books and annual inspections at SCCA events. Following discussion, the Board decided to refer the matter to the CRB for their recommendation.

CLUB RACING BOARD LIAISON REPORT

The CRB has been working hard to get all of the rules changes addressed so that the Rules Season concept can be put in place for the 2010 season. How to balance the performance of roadsters in the GT classes has stirred considerable debate with serious debate ongoing as to how to deal with potential performance advantages yet stay within the GT rules guidelines. This will be a "watch" item for the CRB at the June Sprints, and "black boxes" will be used to collect data on the performance of both styles of cars. The performance of each of the Advisory Committees is being assessed. Some committees are functioning quite well whereas others are not as productive. Refer to the Rules Committee's report for first steps to re-vitalize these committees.

RULES COMMITTEE REPORT

The Rules Committee has identified specific dates that the various Program Boards are being asked to comply with to ensure a smooth transition to a Rules Season for all. All new rules should be decided by November 1st to permit a January 1st complete and final rule book. June 1st would be the last opportunity for competition adjustments and car classifications. Matters related to safety items should be addressed as appropriate.

While the below Operation Manual changes specifically refer to the CRB, the same information will apply to all Program Boards.

5.2. Club Racing Board (CRB)

Appointment: The Board of Directors shall appoint annually in December a Chairman and two to six additional members to the Club Racing Board, those selected shall be SCCA members subject to annual appointment by the Board of Directors.

Duties: The Club Racing Board is responsible for establishing rules, specifications, and standards for scheduling, organization, conduct, and supervision of Club Racing programs. The Club Racing Board shall work in concert with the Club Racing Department to ensure such rules and procedures mesh smoothly to the benefit of the program and the participants. Each Club Racing Board member shall have liaison responsibilities for specific categories.

The Club Racing Board is authorized to:

Clarify a rule – characterized as adding/subtracting/changing language to reinforce the intent of the rule without changing the core definition.

Make specification changes (competitive adjustments) – this includes weight and air/fuel management.

Classify cars

Correct errors and omissions

Implement rule changes for all classes in cases where parts are no longer available and such shortage would neg-

actively affect the ability to compete.

Recommend rule changes and car reclassification to the Board of Directors for approval.

All changes should be weighed against a cost/benefit ratio and the Strategic Plan.

Recommended changes to the Operation Manual:

2.5. Appointment Procedures for Program Boards and Committee

These procedures should normally be followed:

An annual solicitation notice for candidates should be printed in **FasTrack SportsCar**, preferably by the August issue, requesting them to submit their interest for appointment. The candidates should submit an appropriate resume of his or her background as directed by the notice in **FasTrack SportsCar magazine**.

5.2.2 Advisory Committees

Appointment: The Club Racing Board shall select a Chairman for each committee annually. Committee members will be appointed by the Chairman and existing committee members with the approval of the Club Racing Board. Members shall normally serve three to six years subject to annual appointment by the Club Racing Board.

The number of and purpose for each committee is up to the discretion of the Club Racing Board. Appointments will be on an annual basis, and the duration of term and number of members will be determined individually for each committee.

Duties: The Advisory Committees review member input and recommend potential actions to the Club Racing Board.

In an attempt to standardize process and procedures across all Program Boards, the following outline on member responsibilities is proposed for use by the Program Boards/Advisory Committees.

Program Board Committee Member Responsibilities

- Member:
 - o Attend Meeting
 - o Research Subjects
 - o Responsible for overall program
 - o Participate in SCCA Forum Discussions (twice weekly minimum)
 - o Liaison with sub committees
 - o Develop Replacement
 - o Expected to serve three to six year with annual reviews
 - o Appointed by Board of Directors
- Chairman
 - o Set Agenda
 - o Preside over meetings
 - o Preside over town hall and tent meeting
 - o Liaison with Board of Directors
 - o Development of Strategic Plan
 - o Appointed by Board of Directors
- Secretary
 - o Produce meeting minutes for distribution in FasTrack
 - o Produce internal minutes for Committee distribution
 - o Could be independent or staff person

Program Board Sub-Committee Member Responsibilities

- Member:
 - o Attend Meeting
 - o Research Subjects
 - o Responsible for specific area of program
 - o Participate in SCCA Forum Discussions (once weekly)
 - o Develop Replacement
 - o Appointed by Program Board

- Chairman
 - o Set Agenda
 - o Preside over meetings
 - o Liaison with Program Board
- Secretary
 - o Produce meeting minutes for distribution to Program Board
 - o Produce internal minutes for Committee distribution
 - o Could be non member

Ethics

Any appearance of impropriety can lead to dismissal. Information provided by members to SCCA is considered confidential and should be treated as such.

MOTION: Amend Operations Manual to include the recommended changes plus Program Board Member Responsibility Outline. (Merideth/Sheridan) PASSED Unanimous

SOLO EVENTS BOARD LIAISON REPORT

Members of the SEB will be traveling to Lincoln in June to review the track layout and begin course layout design for various events. A thorough rewrite and reorganization of the Solo Rules has been initiated. The Solo Safety Committee is taking a proactive role in looking forward to improve event safety.

MOTION: To modify the Operations Manual 6.2 Solo Events Board to reflect the following: "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."

(Noble/Langlotz) PASSED unanimous

EXECUTIVE STEWARD LIAISON REPORT

With the racing season well underway in all parts of the country, the Execs are busy managing their respective programs.

COURT OF APPEALS LIAISON REPORT

No significant issues. Business as usual.

RISK MANAGEMENT DEPARTMENT REPORT

Pete Lyon discussed the pros and cons from a risk management perspective of mandating head and neck restraint devices as well as the concept to permit 15 year olds to compete in club racing events.

Following discussion, the consensus of the Board was that the use of Head and Neck Restraints should be explored further. The CRB is requested to review the issue, develop a plan and report back to the Board at its next meeting

MOTION: To instruct the Club Racing Board to develop a program for allowing 15 year olds to compete in SCCA club Racing events. Program should include a list of race classes open to these competitors plus any unique requirements such as special training, additional monitoring, etc., deemed appropriate. (Creighton/Sauce) PASSED Unanimous

The Board devoted its efforts Saturday morning to identifying issues that will have a major impact on the future of the Club in the near term. Each member was asked to present three issues that they considered to be key items impacting the future of the Club. These were collated and prioritized condensing them into six groups. The groups will be provided to the Planning Committee to begin the process of incorporating them into the Tactical Plan and the process of addressing the priority and methods for addressing them.

The next Board of Directors meeting is scheduled for October 15 - 18, 2009.

Respectively submitted,

Gerald Wannarka, Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | May 5, 2009

The Club Racing Board met by teleconference on May 5, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, and Peter Keane. Also participating were Jerry Wannarka, BoD liaison; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-06, 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

Item 1. Effective 10/1/09: Change section 9.1.9.A.2.a.12 as follows to permit full tunnels in 2-seat cars as they are in single seat cars:

Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the C Sports Racer class subject to the following restrictions.

Chassis shall be constructed to either of the following specifications:

FIA Technical Regulations for Production Sports Cars – Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., *except that undertrays are unrestricted.*

The C Sports Racer class specification, ~~with the exception that the requirements of 9.1.9.B.3.d must also be met.~~

Engines shall meet the requirements of line ~~BB J~~ in the engine table.

Item 2. Based on member input, the April *FasTrack* item for the S2 recommendation for specifying weight with an alternate camshaft at 1,335 lbs requires the following change:

Effective 10/1/09: Add the following after the 4th sentence of S3 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 3. Effective 10/1/09: Add the following to S2 section 9.1.9.B.14:

B.14. Weight

1310 lbs., minimum.

1335 lbs., minimum with aluminum cylinder head.

1,335 lbs minimum with alternate camshaft

WHAT DO YOU THINK?

The CRB welcomes comments from the IT community about whether to allow AWD cars in the IT classes.

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

Formula

1. FV – Dry sump input (multiple). Member support is insufficient.
2. S2 – Allow ESR in S2 (multiple). Based on member input, ESR will remain in CSR.

Grand Touring

GT2 – Remove restrictor S50B32/S54 (Mills). Engine is classed appropriately.

Improved Touring

1. IT – Move the RX-8 to ITS @ 2,850 lbs (Marcus). The car is classified appropriately.
2. IT – Allow SRF Goodyears (Ogren). The rule is adequate as written.

Production

1. P – Reclassify the Alpha 2000/1750 to FP (Davenport). The car is classed appropriately in both cases at different prep levels.
2. HP – Help the LP Honda CRX (Hunter). The car is classed appropriately.

Touring/Showroom Stock

1. T1 – Allow the Viper a splitter and sway bar (Wilson). The performance potential would put the car outside the class regulations. We will continue to monitor the car's performance.
2. T3 – Allow the 99-04 Mustang Steeda springs (White). The CRB is considering the alternate proposed Ford Racing spring kit.
3. T3 – Help the 99-04 Mustang weight (White). Weight is appropriate as specified.
4. SS – Allow Showroom Stock cars originally equipped with bolts to convert to wheel studs and lug nuts (Kujala). This proposed modification was determined to fall outside the Showroom Stock Category philosophy.
5. SSB – Allow Z4 sport package (Dryden/Tippen). The car is specified correctly.
6. SSC – Help VW Rabbit (Daly). The SS Advisory Committee is considering a weight adjustment. Proposed components and camber allowance was determined unnecessary at this point.
7. SSC – Reduce the weight of the Sentra Spec V (Jones). The weight is correct as specified.

NO ACTION REQUIRED

GCR

1. Print member input results (Harkins). Member letters are not votes; we generally do not publish the letter counts.
2. Runoffs eligibility (multiple). We have forwarded your comments to the BoD.
3. Acceptable licenses – drivers' schools (Butler). Driver schools are not limited to novice permit holders – see section 3.1.7. In addition, refer to the May Fastrack the rules change that will make it possible for licenses from other organizations to be presented for a driver school. However, drivers not on a novice permit may participate only if receiving instruction; these are not open practice opportunities.
4. 15-year-olds in racing (Olivola). Thank you for your input.
5. Clarify the checkered flag rules (Janoska). There is no conflict between 6.7.4.A and 6.11.2.H. The first covers a situation where the checkered flag is displayed prematurely. The second instructs competitors how to proceed after they pass the checkered flag.
6. Safety harness grace period (Noble). Thank you for your input. The subject is currently under study.
7. Runoffs schedule (multiple). Qualifying group combinations will be reconsidered, if necessary, by the SOM when regular Runoffs registration closes.

Formula

FF – Mahle piston input (Ivy). Thank you for your input.

Grand Touring

GT – Factory Five Challenge (Capuano). Thank you for your proposal. The CRB recommends that regional support to be pursued prior

to reconsideration.

Production

FP – Opposition to Elva changes (multiple). Thank you for your input.

Touring/Showroom Stock

1. T3 – T3 participation/Runoffs input (multiple). Thank you for your input.
2. T3 – Alternate GTI wheel size (Stehly). 16X7 are already allowed per section 9.1.10.8.7, which lists the wheel maximum sizes.
3. SSC – Help the VW Rabbit (Daly). The engine cover may be removed **if** it serves no other purpose. Air filter element may also be changed.

Spec Miata

Side mirror input (multiple). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: May 5, 2009

NUMBER: TB 09-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/09 unless otherwise noted.

GCR

1. Clarify section 9.3.9 by making the following changes: "BATTERIES Battery location is unrestricted within the bodywork (except Showroom Stock, Spec Miata, Touring, and Improved Touring). If located in the driver/passenger compartment, *vented* wet cell batteries shall be in a nonconductive marine type container or equivalent. The hot terminal shall be insulated on all cars. All batteries (on-board power supplies) shall be attached securely to the frame or chassis structure independent of the marine type container."
2. Clarify section 9.2.1.A, p. 70, by making the following changes: "Vehicle Logbooks. Each car shall have a complete and up-to-date logbook. A. A standard SCCA Vehicle Logbook shall be used by all competitors at all SCCA competitions, unless excepted by the Supplementary Regulations *for a shared event with another sanctioning organization.*"

Formula

FA

1. Change section 9.1.1.A.1.g.2, p. 165, change the paragraph to read as follows: ~~2. Behind the front wheels, the bodywork shall not exceed a maximum width of 130cm (51.18 inches) with the exception of lateral fuel tanks. The overall maximum width of the bodywork behind the front wheels to the leading edge of the rear wheels shall not exceed 130cm (51.18 inches). The maximum width of any aerodynamic device situated behind the front rear wheels, including the rear wing, shall not exceed 110cm (43.307 inches).~~
2. Approve Drummond Racing as Pro Star Mazda engine builder for Club Racing In 9.1.1.A, Table 2, add to end of Pro Star Mazda Notes: "*or Daryl Drummond Enterprises, Inc.*"
3. The following table replaces 9.1.1.A.2 Table 1. This revision removes reference to most specific manufacturers, but those engines are still allowed, with no change in specification, within one of the more general specifications below (some weights may be reduced). Some engine displacement and valve combinations that were not previously specified have been added.

Table 1

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
A	4 Cylinder 4 Cycle	1615	2		n/a	1160
B	4 Cylinder 4 Cycle	2135	2		n/a	1190
C	4 Cylinder 4 Cycle	1615	4		n/a	1230
D	4 Cylinder 4 Cycle	2500	2	33 mm SIR required, except under 2000cc, under 10:1 CR, unrestricted; under 2500cc, under 9:1 CR, unrestricted.	See SIR requirement in Notes.	1230
E	4 Cylinder 4 Cycle	2500	4	31 mm SIR required, except under 2000cc, under 10:1 CR, unrestricted; under 2500cc, under 9:1 CR, unrestricted.	See SIR requirement in Notes.	1230
F	Mazda 12A Rotary	n/a	n/a	no peripheral port or bridgeport	n/a	1230
G	Mazda 12A Rotary	n/a	n/a	Bridgeport. One (1) auto-type 2 bbl carb or one (1) 2 bbl throttle body. Restrictors/venturis shall be no more than 4 inches from the center line of the throttle butterfly shaft. All intake air shall pass through the required restrictors and the throttle body or carburetor body. Intake manifold for either carburetion or injection shall have individual runners connecting one throttle plate to one rotor, only. No balance tubes or other device shall connect runners between rotors.	36mm	1230
H	Mazda 13B Rotary	n/a	n/a	Streetport. One (1) 2-bbl auto-type carb or throttle body. Intake manifold shall have individual runners connecting one throttle plate/butterfly to one rotor, only. No balance tubes or other devices shall connect runners between rotors.	44mm	1230
I	Mazda 13B Rotary	NA	NA	Peripheral Port	36mm SIR	1230
J	Mazda Rensis Rotary	n/a	n/a	Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.	70mm Throttle Body.	1230
The following additional notes apply to all engine spec lines in this table.						
Note 1: Add 25 lbs for sequential transmission.						
Note 2: Add 25 lbs for fuel injection (except Volkswagen).						
Note 3: Add 25 lbs for non-metallic chassis.						

4. Change 9.1.1.A.2. Engines as follows: ~~a. Displacement over 1100cc and below or equal to 1600 cc, unless otherwise noted. Cars with rotary piston engines covered by the NSU Wankel patents will be admitted on the basis of a piston displacement equivalence. The equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.~~ ~~b. Engines shall be derived from automobiles recognized by FIA Appendix J., Group 1 (Series Production Touring), Group 2 (Touring), or Group 3 (Grand Touring) approved by the SCCA, and shall conform to definitions and specifications shown on the FIA Recognition Form of the homologated car, and may be prepared for competition in accordance with SCCA GT preparation rules, except as permitted specified in the chart Table below.~~
5. Change 9.1.1.A.2.c. as follows: ~~6. The bore, crankshaft, stroke, and flywheel are unrestricted, providing the appropriate specified displacement limit is not exceeded use of any crankshaft of the stroke specified in the homologation forms for the engine, unless restricted in the engine table above.~~
6. Delete 9.1.1.A.2.c.17 in its entirety and renumber subsequent paragraphs.

Grand Touring GT2-GTL

1. Delete section 9.1.2.F.4.d.1 as follows: (Note that GCR 9.3.9 applies.) ~~Standard battery may be replaced by one of different make and capacity. The battery may be relocated and shall be securely mounted and enclosed in a non conductive protective box.~~

GT1

1. Ford Motor Company – Ford, p. 263 add the 2010 Mustang with 102”/110” wheelbase.
2. Delete section 9.1.2.D.10.c.1 as follows: (Note that GCR 9.3.9 applies.) ~~The battery is unrestricted, provided that it meets the specifications of GCR Section 9.3.9., “Batteries.”~~

GT2

1. Cars – Porsche 996 GT3 Cup, p. 292 replace the notes with the following: Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Updating and backdating is allowed after the factory Vehicle Technical Specifications (VTS) document is updated and approved. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed and windshield clips must be installed per GCR 9.3.52. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs) provided they do not exceed 18x10.5 F and 18x11.5 R. Tires per GCR. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are ~~open~~ free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed.

GT3

1. Change section 9.1.2.F.4.b.13.F p. 271, **effective upon publication**, change the paragraph to read as follows:
Wing mounting
- GT2 and GT3: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.
~~-GT3: The entire wing assembly must be mounted at least 4.00 inches below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.~~

GTL

1. Engines – Lotus, p. 321, add to the notes as follows: “Alternate cylinder heads allowed: Ford 1500 Non-crossflow and Ford 1600 crossflow (including aluminum version)”.

Improved Touring

ITR

- 1) Chevrolet Camaro (87-92) (exclude 1LE & BC4 Package), classified in TB 09-05, change the specs to read as follows: Weight(lbs): ~~3330~~ 3465.
- 2) Ford Mustang GT & LX (89-93) (exclude Cobra), classified in TB 09-05, change the specs to read as follows: Weight(lbs): ~~3260~~ 3340.
- 3) Ford Mustang GT (94-95) (exclude Cobra), classified in TB 09-05, change the specs to read as follows: Weight(lbs): ~~3120~~ 3195.
- 4) Pontiac Firebird (87-92) (exclude 1LE & BC4 Package), classified in TB 09-05, change the specs to read as follows: Weight(lbs): ~~3330~~ 3465.

ITS

1. Classify the Ford Focus SVT (02-04) in ITS, p. 347, as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
Ford Focus SVT (02-04)	4 Cyl DOHC	84.8 x 88.0	(IN) 33.5 (EX) 28.0	10.2	2616mm	17	(overall) 12.7, 7.7, 5.7, 4.6, 3.8, 3.1	(F) 300 Vented Disc (R) 280 Solid	2590	

- 2) Toyota Celica GTS (00-02), p. 345, add the 2003 and 2004 model year.

ITA

1. Classify the Mazda 3 (2004) in ITA, p. 358, as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
Mazda 3	4 Cyl DOHC	87.5 x 94.0	(IN) 33.5	9.7	2639mm	17	3.31, 1.84, 1.31, 0.97, 0.76	(F) 300 Vented Disc (R) 280 Solid	2840	

Production

EP

1. Classify the Toyota Supra (82-85) in EP, p. 434-435, as follows:

Car	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke (mm/(in.))	Displ. cc/(ci.)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)
Toyota Supra (82-85)	2	2500 *2562 **2625	6 Cyl OHV	83.0 x 85.0	2759			(I) 44.0 (E) 36.0

Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)	Wheels (max)	Trans. Speed	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
	2517		15 x 7		(F) Disc (R) Disc	(F) 256 Disc (R) 264 Disc	Comp. ratio limited to 12.0:1. Valve lift limited to .500".

- 2) Porsche 944s (87-88), p. 432-433, add to the notes as follows: Dry sump is allowed.

HP

1. Classify the Volkswagen Rabbit GTi Cabriolet 1780 (83-84) in HP, p. 460-461, as follows:

Car	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke (mm/(in.))	Displ. cc/(ci.)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)
	Volkswagen Rabbit Cabriolet 1780	2	2065 *2117 **2168	4 Cyl OHV	81.0 x 86.4	1780	Iron	Alum

Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)	Wheels (max)	Trans. Speed	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
	FI	2401	58.9/57.2	15 x 7	5	(F) 239 Disc (R) 180 Drum	

American Sedan

1. Mustang Incl. Cobra & Cobra R (79-93), p. 477, change the weight as follows: Over 313 CID ~~3580~~ 3380.

Showroom Stock

SSB

1. BMW Z4 2.5L (03-05), p. 486, remove the restrictor requirement from the notes.

SSC

1. Mazda3 s (04-08), p. 491, add to the notes as follows: Miata speedometer gear #M527-17-400A permitted.
2. Nissan Sentra Spec V (07-08), p. 488, make the following changes: ~~215/45~~ 225/45.

Spec Miata

- Add the following to the end of section 9.1.8.C.8.a on page 503: *The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position.*
- Change section 9.1.8.C.6.c.1, p. 502, as follows: All cars shall use the *Toyo R888 (205/50R15)*. *The only modifications allowed to tires are having treads "shaved" or "trued."*
- Change section 6.1.8.C.7.f, p. 503, as follows: Body side moldings, ~~rocker panel moldings~~, and wheel opening trim pieces may be removed.
- Change section 6.1.8.C.7.c as follows: Rear spoilers *and rocker panel moldings* including OEM design are prohibited.
- Change section 6.1.8.C.3.d as follows: The 90-93 Miatas may convert to the ~~99 94-05 differential housing assembly~~ and *must retain* the 4.3 differential gear ratio from the 99-05 model years. This conversion includes the driveshaft and half-shafts. The original 90-93 model rear suspension uprights must be retained.

Sports Racing

CSR

1. The following replaces the table at the end of 9.1.9.A.2.a. This revision removes reference to most specific manufacturers, but those engines are still allowed, with no change in specification, within one of the more general specifications below (some weights may be reduced). Some engine displacement and valve combinations that were not previously specified have been added.

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
A	Turbocharged or Supercharged	765	NA	SIR shall be located upstream of the compressor inlet.	36mm venturis or 33mm SIR	1200
B	2 cycle	1200	NA	Maximum 4 cylinders	Unrestricted	1100
C	2 cycle	1350	NA		Unrestricted	1200
D	4 cycle Motorcycle-based	1355	NA		Unrestricted	1075
E	4 cycle Motorcycle-based	1455	NA		Unrestricted	1125
F	4 cycle Motorcycle-based	1615	NA		Unrestricted	1175
G	4 cycle	1615	2		Unrestricted	1100
H	4 cycle	2135	2		Unrestricted	1200
I	4 cycle	1615	4		Unrestricted	1300
J	4 cycle, 4 cyl.	2000	4	2 seat cars only per 9.1.9.A.2.a.14.	Unrestricted	1350
K	4 cycle, 4 cyl.	2500	2	over 1615 cc up to 2000 cc: 1300 lbs;	33mm SIR, except under 2000cc, less than 10:1 CR, unrestricted; under 2500cc, less than 9:1 CR, unrestricted	See Notes
				over 2000 cc up to 2500 cc: 1350 lbs.		
L	4 cycle, 4 cyl.	2500	4	over 1615 cc up to 2000 cc: 1300 lbs;	31mm SIR, except under 2000cc, less than 10:1 CR, unrestricted; under 2500cc, less than 9:1 CR, unrestricted	See Notes
				over 2000 cc up to 2500 cc: 1350 lbs.		
M	Mazda 12A Rotary	NA	NA	Non-peripheral, non-bridge port	Unrestricted	1300
N	Mazda 12A Rotary	NA	NA	Bridgeport	One IDA 48mm w/ 38mm venturis or FI w/ 38mm restrictors per port	1300
O	Mazda 13B Rotary	NA	NA	Non-peripheral, non-bridge port	One 2 bbl auto-type carb w/ 46mm choke(s) or one 2bbl F.I. w/ 46mm restrictors	1300
P	Mazda 13B Rotary	NA	NA	Peripheral Port	36mm SIR	1300
Q	Mazda Renesis Rotary	NA	NA	Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.	70mm Throttle Body	1300
R	Olds Quad 4	2300	4	Engine must conform to the specifications in 9.1.9.E.	See notes	1300

2. Change the first paragraph of 9.1.9.A.2.a as follows:

a. CSR Engine and Weight Restrictions

~~Ford Cosworth YAC engine in CSR see 9.1.9.D~~

Shelby CAN AM Racer in CSR see 9.1.9.E D

SCCA Oldsmobile ~~Sports Racer~~ Quad 4 Engine in CSR see 9.1.9.F E

Enterprises Sports Racer in CSR see 9.1.9.G F

Elan DP02 Sports Racer in CSR see 9.1.9.H

3. Change 9.1.9.A.2.a.12 as follows: Engines shall meet the requirements of line ~~BB~~ J in the engine table.

4. **Delete 9.1.9.D. in its entirety. (Note: the Ford YAC engine is now accounted for in Line K of the engine table.)**

Super Touring

STO

1. Acura NSX, classified in TB 09-02, add to the notes as follows: Allow Zero Force Body Kit by Kawagen Route.

STU

1. Create a spec line for STU. Add the Nissan VQ engine with a 93.0mm bore and 73.3mm stroke. Sleeving permitted.

Touring

T2

1. Subaru Impreza WRX STi (03-07), p. 575, add to the notes as follows: Front Sway bar Whiteline PN #BSF36XXZ and Rear Sway bar Whiteline PN #BSF37XZ allowed.
2. BMW M3 (01-06), p. 570, add to the notes as follows: Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed.
3. Combine SS and Z28 the Chevrolet Camaro spec lines, p. 571, as follows:

Car	Bore x	Wheel-	Wheel	Tire	Gear	Final	Brakes	Weight	Notes:
	Stroke(mm)/	base	Size (inch)	Size	Ratios	Drive	(mm)	(lbs.)	
	Displ. (cc)	(mm)							
Chevrolet Camaro SS & Z28 (98-02)	99.0 x 92.0 5666	2568	17x9 (F&R) 16x10(F) 16x11(R)	275/40	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F)300 Vented (R)302 Vented	3630	See below.

Notes: Power steering cooler (option code V12) is permitted. Factory optional oil cooler (P/N 52452158) and associated plumbing parts are permitted. Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 3/4 inches. Severn Motorsports brake duct kit part #ACFY3-GMF4 or Wolfe #WBD39 are permitted provided no modifications are made to the bodywork, including the chin spoiler. Canton accusump part # CA24024 or CA24006, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. GM oil and diff coolers #12480080 allowed. Ron Davis Radiator 11-16CA0002 allowed. Z28 can use original hood.

T3

1. Volkswagen GTI (06-08), p. 578, add to the notes as follows: VW Spring kit #1K0 071 678A allowed.

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC MINUTES | April 21, 2009

The Time Trials Administrative Council met via conference call on 4/21/2009 at 7:30 PM CST. The following members participated:

TTAC Chairman / NEDIV Matt Rowe
MWDIV Ed Settle
NORPAC Dave Deborde
CENDIV Tony Machi
SWDIV Kent Carter
SEDIV Mark Rothermel
GLDIV Dan Coughnour
National Staff Liaison Janet Farwell
BOD Liaison Marcus Meredith

These minutes are presented in topical order rather than the order discussed.

Comments regarding items addressed in these minutes should be directed to timetrials@scca.com.

Old Business

- a) Autoform Roll bar for Viper submitted for approval (Winter) – Extensive discussion regarding the design and the current TTR requirements. The TTAC is pursuing additional information from tech inspectors that have seen the design. The TTAC is also investigating guidelines for approving alternate designs similar to GCR and FIA allowances based on analysis and testing criteria.
- b) 2009 TTR –2008 TTR including Errors and Omissions submitted to BOD for approval of 2009 release.

New Business

- a) TT License forms submitted for review. TTAC members are to review and respond prior to next meeting.
- b) Approve Jerry Cabe to MWDIV TTSC (Coughnour/Machi)

Minutes submitted by: Matt Rowe - TTAC Chairman

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Rossella Manfrinato vs. SOM, COA Ref. No. 09-08-SE

April 9, 2009

FACTS IN BRIEF

At the March 21 - 22, 2009 National race at Road Atlanta, John McMurray, driver of FC #91, protested Rossella Manfrinato, driver of FC #40, for allegedly violating GCR 6.8.1.A. and 6.8.1.B. (avoiding physical contact, and allowing racing room), following contact between their cars in turn 7.

The Stewards of the Meeting (SOM), Geoff Churchill, John Fine, Bob Kirkland, Rocky O'Sheill, Sue Roethel, and Bob Horansky, Chairman, met, interviewed witnesses, and inspected the vehicles. They upheld the protest and penalized Ms. Manfrinato one finishing position in her class which includes a 3 point automatic penalty.

Ms. Manfrinato is appealing the decision, claiming that the SOM violated GCR 8.3.2.B.3. by hearing the protest, which was filed after the 30 minute period for accepting driving protests had expired.

DATES OF THE COURT

The Court of Appeals (COA) Alternate Fred Cummings, Alternate JoAnne Jensen, and David Nokes, Chairman, met on April 2 and April 9, 2009 to hear, review, and render a decision on the appeal. Regular member Bob Horansky recused himself as he was the Chairman of the SOM for the event, and regular member Dick Templeton was unable to participate in both discussions.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Rossella Manfrinato, received April 1, 2009.
2. Observers' Report and related materials, received April 1, 2009.
3. Email statement from SOM Chairman Bob Horansky, received April 1, 2009.
4. Email statement from SOM Sue Roethel, received April 2, 2009.
5. Email statement from FC race Operating Steward Rick Mitchell, received April 4, 2009.
6. Email statement from SOM Geoff Churchill, received April 6, 2009.

FINDINGS

The contact between the left front wing of Ms. Manfrinato's car and the right rear of Mr. McMurray's car took them both off course, and resulted in Mr. McMurray's losing a position to Ms. Manfrinato. While Ms. Manfrinato characterizes the contact as a racing incident, the SOM found otherwise. Their decision restores that position.

She does not present any new evidence for consideration on this matter.

The time of the race checker was 2:14pm, and the time of protest receipt was 2:46pm. There is evidence that the SOM considered the timeliness of the filing, and acted within their authority to accept the protest under GCR 8.3.2.B.7. (time limits to file an action). It should be noted that only the SOM, and no other event officials, can determine whether they will hear a protest filed beyond the normal period.

DECISION

The Court of Appeals upholds the SOM, and the penalty. Ms. Manfrinato's appeal is well-founded, and the fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Brooks Potter vs. SOM COA Ref. No. 09-09-SP

May 7, 2009

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the National Championship races held February 21 and 22, 2009, at Willow Springs International Raceway, Paul Fairchild, GT2 #71, protested Brooks Potter, GT2 #03 under GCR 9.1.2. (mechanical) citing nine items. Mr. Fairchild subsequently withdrew 7 of the items.

The Stewards of the Meeting (SOM) John Mickelson and William Wells, Chairman, met, reviewed evidence and testimony from both Mr. Fairchild and Mr. Potter, and upheld the protest, notifying Mr. Potter on March 26, 2009 by email. Mr. Potter is appealing their decision.

DATES OF THE COURT

The National Court of Appeals (COA), David Nokes, Richard Templeton and Robert Horansky, Chairman met on April 9, 16, 23, 30 and May 7, 2009 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Brooks Potter and related documents received April 7, 2009...
2. Official Observer's Report and related documents received April 7, 2009.
3. Numerous emails from Paul Fairchild received April 9 – 13, 2009...
4. Emails from Brooks Potter received April 10 and 16, 2009. .
5. Email copy of letter from Porsche Motorsports North America received April 10, 2009.
6. Emails from SCCA Technical Manager John Bauer dated April 14 and 28, 2009.
7. Emails from SCCA CRB Chairman Bob Dowie dated April 16 and 29, 2009.
8. Email from William Wells dated April 17, 2009.
9. Porsche Cup (996-GT3) "Service Information" supplied by the CRB, received April 27, 2009.
10. Email from CRB member Fred Clark dated April 30, 2009.

FINDINGS

The revised protest centered around an electrical vs. mechanical power steering unit fitted to Mr. Potter's GT2 Porsche 996-GT3. There is no contention that Mr. Potter's car was equipped with the electrical unit and that the mechanical unit had been removed. These were the final two points of Mr. Fairchild's protest.

Mr. Potter offered as proof of legality a bulletin from Porsche Motorsports North America recommending that Porsche Cup cars fit the electrical power steering unit prior to competing in the 2005 Grand Am Series 24 Hours of Daytona event, as well as a cover letter sent with the bulletin to John Bauer on April 7, 2009. This cover letter, signed by Paul Ritchie (President and CEO) and Nick Lester (Technical Director) states that the bulletin covered the electrical power-steering-pump update for the 996 GT3 Cup cars that was standard equipment on all other 996 GT3 Cup car models in 2005.

Testimony from CRB member Fred Clark indicates that Porsche's intention was to have the 12 Porsche 996 Cup cars produced in 2005 equipped with the electric pump as it was determined to be standard, and that 12 electric pump kits were made available for this purpose.

GCR 9.1.2.B. clearly states that GT vehicles can be updated and/or changed from marque-to-marque.

GCR 9.1.2. in GT2 car specifications (page 292) states that the competitor must have a current copy of the Porsche Cup rules in their possession. While Mr. Potter did not have a copy of the required rules, the COA feels that he exercised due diligence in attempting to obtain a set. After 4 weeks of searching, the COA cannot find a copy of these rules. The closest approximation would be the "Service Information" bulletins which were provided by Mr. Dowie. The COA feels that writing a rule requiring an unavailable or non-existent document is a disservice to our members.

DECISION

Based on this new evidence, the Court of Appeals overturns the decision of the SOM. Mr. Potter's appeal is considered well founded, his finishing position shall be reinstated, and his appeal fee, less the amount retained by SCCA, will be returned.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | March 25, 2009

The Solo Events Board met by conference call April 22nd. Attending were SEB members Tina Reeves, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; Marcus Merideth and Robin Langlotz of the BOD; and Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

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

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

STREET TOURING

- The following rule change proposals are submitted for member feedback:
 - Add to 14.6.E, after the fifth sentence: "A functioning emergency brake, of the same type, operation and actuation as OE, must be present."
 - Revise the 7th sentence of 14.6.E to read: "Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake."
- The SEB has approved a new supplemental class as recommended by the STAC, to be added to Appendix A as "Supplemental Street Touring Class R" (Roadster), for competition in 2010.

The approval comes after considerable member support to expand the ST category to include a class for modern roadsters. While many cars are eligible, member feedback helped establish the Honda S2000 and Mazda Miata as the class' performance targets. Allowances will be tailored for eligible vehicles to establish performance parity.

The class will have the following requirements and restrictions:

- Two seat sports cars
- Engine displacements up to 2.8-liters
- No forced induction

Eligible vehicles will include, but are not limited to:

- All STS eligible vehicles per the requirements and restrictions, plus
- Honda S2000
- Mazda Miata
- Mazda MX-5 Miata
- Toyota MR2
- Toyota MR2 – Spyder
- BMW Z3 non-M
- BMW Z4 non-M
- Mazda RX-7 non-turbo
- Porsche Boxster
- ~~Porsche 968 (removed)~~
- Porsche 944 non-turbo
- Pontiac Solstice
- Saturn Sky

Excluded vehicles due to performance potential:

- Lotus cars

Additional class notes include:

- Tire Allowances (add to 14.3):
 - AWD – 225mm
 - 2WD – 245mm
- Wheel Allowances (add to 14.4):
 - AWD – 7.5"
 - 2WD – 8.5"
- Catalytic Converters (add to 14.10.E):
 - Same as ST, STS allowance.
- Limited Slip Differentials (add to 14.10.K):
 - STR: Only standard LSDs allowed OR Allowance same as STX, STU

The class will run with supplemental status in 2010, meaning that no National Champion will be crowned. Should the class show considerable interest, and meet participation requirements, it may be approved for full National status in future years.

The SEB is seeking input on the following items. Members should send any input on these items to seb@scca.com.

- 1) OE LSD vs. Aftermarket LSD: All of the target vehicles are available with Limited Slip Differentials (or electronic equivalents) as standard equipment in some optional configuration. Restricting all cars to OE limited slips would reduce

costs. That said, not all factory LSDs are equal and an argument can be made that, for reasons of parity, aftermarket parts should be allowed.

2) Inclusion of 2006-present Mazda MX-5: Is this car appropriate given the desired performance level of the class?

STREET PREPARED

- The SPAC would like to caution competitors who find themselves contemplating a significant change based on an "open ended" Appendix A listing (of the form Car Model (all)) to review Appendix F & obtain an official clarification before proceeding. (ref. 09-144)
- The following class change proposal is submitted for member comment: Move the Acura RSX from CSP to DSP (ref. 09-132)
- The following rule change proposal is submitted for member comment: Add new subsection 15.10. BB as follows: "Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function." (ref. 09-121).
- In conjunction with the related Tech Bulletins below, the following class listing change is submitted for member comment: Move the Subaru non-Sti WRX ('08-'09) from BSP to ESP onto the same line as the '08-'09 WRX STi and the '09 Impreza GT. (ref. 09-093, 09-125)
- The following rule change proposal is published for member review: Replace the first four sentences of 15.2.C with: "Transverse members known as strut bars and suspension braces are permitted. They must be bolted on. Strut bars must be attached to the strut/shock tower. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis. Except for standard parts, no connections to other components are permitted."

FORMULA JUNIOR

- The following addition to the Formula Junior rules has been approved by the SEB and is effective immediately:

Under "Formula Junior Class B" add as follows:

"19.2.A.2.b.4.B Restrictor: A specific restrictor must be installed in the intake manifold at the carburetor attachment location. The restrictor has a center hole of 0.475 inch. Contact the SCCA Solo Competition Manager's office to obtain a restrictor."

Restrictors for the Briggs World Formula, and device dimensions, are available through the SCCA Solo Competition Manager's office at SCCA's Headquarters. Note that mention of the required use of a specific restrictor for that engine in the FJB class was an omission from the 2009 rule book, page 270. Use of the World Formula engine in FJB is not legal without the restrictor. The guide for use of the restrictor will be available online in the "Solo Cars and Rules" section with the Formula Junior (Karting) Guidelines.

- The previously-published FJ changes regarding the Rotax Mini Max have been approved by the SEB and are effective immediately. These changes are as follows:

1) Add to section 19.2.A.1.b as follows:

4. Rotax Mini-Max

A. Fuel: Gas and Oil

B. Carburetor, clutch, radiator, and exhaust as supplied with engine from manufacturer.

Exhaust and carburetor restrictors must be used in accordance with Rotax Mini-Max rules.

C. The Rotax Mini-Max Spec Gearing of 13-tooth drive gear and 82-tooth axle gear is required.

D. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor.

E. Weight: 275 lbs.

2) Add to section 19.2.A.2.b as follows:

5. Rotax Micro-Max

A. Fuel: Gas and Oil

B. Carburetor, clutch, and Micro-Max specific Exhaust and Radiator as supplied with engine from manufacturer

Exhaust restrictor and carburetor sleeve throttle stop must be used in accordance with Rotax Micro-Max rules.

C. The Rotax Micro-Max Spec Gearing of 14-tooth drive gear and 73-tooth axle gear is required.

D. Rotax motor Identity Card (aka "Passport") is required for proof of sealed motor.

E. Weight: 245 lbs.

- The following rule change proposal package has been approved by the SEB and is effective immediately upon publication: Add new subsections as follows:

19.2.A.1.b.3.D Older versions of the Briggs World Formula engines may be upgraded by exchanging the ignition module and flywheel with the current production PVL ignition system, Briggs & Stratton part number 557127.

19.2.A.2.b.4.E Older versions of the Briggs World Formula engines may be upgraded by exchanging the ignition module and flywheel with the current production PVL ignition system, Briggs & Stratton part number 557127.

NOT RECOMMENDED

- ST fuel pumps (ref. 09-173)
- SP emergency brake assemblies (ref. 09-140)

TECH BULLETINS

1) Stock: The following new listings have been approved by the SEB and are effective immediately upon publication:

Ford Mustang GT ('10)	FS
Ford Mustang V6 ('10)	GS
Ford Mustang GT500 ('10)	AS
Nissan 370Z Nismo ('09)	AS

2) Stock: The Dodge Caliber non-SRT is added to the Appendix A list of excluded vehicles for reasons of stability.

3) Stock: Per the SAC, the current F Stock listings for the BMW 335i and BMW 335Xi are clarified to read: BMW 335 (all) ('07-'09) *NOTE:* This includes the 335d.

4) Street Touring: Per the STAC, 14.10.E.4 is clarified to read " Be used in the same location(s), relative to the chassis, as OE converters." *NOTE:* This does not limit the length of the tubing of allowed alternate headers, just the termination point. Alternate headers must meet all restrictions of 14.10.D, including emissions legality as defined in Appendix F. Long header tubes may interfere with proper catalytic converter operation resulting in excessive emissions.

5) Street Prepared: The following new listing is effective immediately upon publication:

Volvo C30('06-'09)	DSP (ref. 09-119)
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6) Street Prepared: The previously-published clarification regarding 15.10.R and the fitting of limited-slip differentials has been reviewed, and is replaced with the following: Add to the end of 15.10.R as follows: "Any other modifications or substitutions required to accommodate the installation of the limited-slip differential must meet the requirements of 15.1.B and 15.1.C." (ref. 09-104)

7) Street Prepared: Section 15.10.J is intended to permit alternate motor mounts, but may not be used to make adapters. A motor mount assembly compliant with 15.10.J will be functionally identical in terms of bolt spacing, length, reach and angle to a legal, OEM mount. (ref. 09-144)

8) Street Prepared: Clarify 15.8.i.5, second paragraph, to read: "Methods of attachment and attachment points are unrestricted, but may serve no other purpose (e.g. chassis stiffening). This does not authorize removal of a welded-on part of a subframe or bodywork to accommodate the installation." (ref. 08-601)

9) Street Prepared, Errors and Omissions: The BSP listings for the BMW M Coupe, M Roadster, and Z3 (6-cyl) should all be on the same line, as follows: "M Coupe, M Roadster, Z3 (6-cyl)"

10) Street Prepared: The following correction to the BSP listing for the Subaru WRX is effective immediately upon publication (ref. 09-093, 09-125):

Subaru WRX STi ('04-'07)
Subaru WRX STi ('08-'09)

11) Street Prepared: The following new listing, effective immediately in conjunction with the above, is added (ref. 09-093, 09-125):

Subaru Impreza GT ('09)	BSP (same line as '08-'09 WRX STi)
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ROADRALLY BOARD MINUTES

RRB MINUTES | May 4, 2009

The *RoadRally* Board (RRB) met via conference call on Monday, May 4, 2009.

Attending were: Rick Beattie, Chairman; members: Kevin Poirier, Jim Wakemen, Jeanne English, Sasha Lanz and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison. Pego Mack was not in attendance due to illness.

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

The Final April 6, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. 2009 STRAP

Discussion: Pego Mack posted on the website, the 2009 STRAP.

2. Liaison for Detroit Region

Discussion: Van Vleet will be the Liaison for Cast in Stone National Tour Rally..

3. 2010 USRRC

Discussion: The DC Region has expressed interest in hosting the 2010 USRRC.

4. 2009 Photo Contest

Discussion: Wakemen to take over the Photo Contest process and will be announcing the Photo Contest for 2009.

5. 2010 RRR's

Discussion: Poirier to work on a new Index for the 2010 RRR's.

6. 2009 RRRs Changes for 2010 – addition posting missed in April

Discussion: Averaging non-max scores on events? In the RFO's (Chapter 24, Section C6), under the Claims Committee, it currently states: "When the claiming contestant's correct score cannot be accurately determined, the proper scoring adjustment, under provable circumstances such as those identified above, is to give the contestant a score at the control in question equal to the average or median of his scores, excluding maximum penalties, at all other scored controls during the day's run." Proposed change: "When the claiming contestant's correct score cannot be accurately determined, the proper scoring adjustment, under provable circumstances such as those identified above, is to give the contestant a score at the control in question equal to the average or median of the scores, excluding maximum scores, of the other contestants in his class." This has to go to the Rules Committee and it needs to be posted to the SCCA Forum for member comment.

7. Speed Pilot in the Historic Class

Discussion: Wakemen will take this to the Rules Committee for their input on maybe changing the phrase "non-digital" to "non-electronic".

8. Safety Steward Rules

Policy Manual – to include: Terms, Removal and Retraining

Discussion: It will go to the BOD meeting along with the Rules Changes.

Safety Steward Manual – GTA Revisions.

Discussion: The Safety Steward can NOT be the Rallymaster. English to revise the Safety Steward Manual. And the revised Safety Steward Manual needs to be sent to the Divisional Stewards for Review.

9. Championship Trophy Cost

Discussion: Costs to award the top 10% competitors. National Office ran out of money for the 2008 Trophies. *RoadRally* is the only SCCA program that gives out Year End Awards that comes out of the budget. Table this until next months meeting when Pego can attend. People listed as having only worker points (10 for the year) should not be counted and is stated so in the RRR's, with the word 'competing', would eliminate them.

10. Newsletter Distribution

Discussion: Beattie to send the BOD a letter for recommendation on distribution of the Newsletter. English is currently doing the Newsletter ITIS.

New Business

Discussion: None

Action items

- ✓ Beattie: Letter to the BOD for Newsletter distribution.
- ✓ Wakemen: 2009 Photo Contest Announcement.

Next meeting

Monday, June 1, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 8:40 pm CST (Wakemen/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | April 13, 2009

The RallyCross Board met via conference call April 13, 2009. In attendance were: Mark Walker, Chairman, Tom Nelson, Bob Ricker, Karl Sealander, Mark Utecht, Jayson Woodruff and guests Howard Allen (BOD Liaison), Marcus Merideth (Board Liaison) and Pego Mack (SCCA Rally Department).

1. Call to order 8:06 pm CDT, Bob Ricker, conducting

2. Minutes from March Meeting

Mark Walker motioned to accept minutes from the March meeting. Seconded by Mark Utecht. Voting on motion was unanimous.

3. Additions/corrections to agenda

None offered.

4. Committee Reports

a. Ad-Hoc Committee report on rule changes for National Events (Tom Nelson)

No updates from last meeting. Report tabled.

b. RallyCross Safety Committee (Tom Nelson)

Speed Creep Bulletin: Prior to the meeting Tom Nelson distributed the document drafted by the Safety Committee addressing speed creep at some events within the RallyCross program. After some discussion, some minor wording changes were suggested. Tom will review and distribute the updated document after the meeting to the RXB, the BOD, RX Safety Stewards, and Regional Executives from active RallyCross regions. It was decided to rename the document Safety Memo April 2009. It was also decided to start conducting unannounced inspections of various programs within the SCCA. While the inspections will be unannounced, the person inspecting should identify himself/herself to event officials and disclose the reason for the visit.

c. Rules Committee update (Mark Utecht)

Tabled until next meeting.

5. Old Business

a. Photo Contest update: A suitable photo for the Photo Contest flyer needs to be found. Pego Mack offered to send some examples from her collection of photographs to Mark Utecht for approval.

b. Alternative Fuels: Mark Utecht expressed a desire to establish a separate committee to examine the issue of alternative fuels. Tom Nelson stated he would like to be involved with the committee on a safety basis. The names of Richard Miller, Jason Baltucki, and Dave Harris were suggested for possible Alternate Fuel Committee members.

6. New Business

a. Division RallyCross Steward Applications:

- 1) Southeast Division—Charles Wright. It was brought forward that the vacancy had only been published for a couple of weeks. Procedures dictate a 2-month open period. Mark Walker motioned to table approval, Jayson Woodruff seconded, and the voting was unanimous. It was decided that Bob Ricker would handle SE Division RallyCross Steward responsibilities until the June meeting.

2) Rocky Mountain Division—Ken Cashion. This position has been published long enough. Tom Nelson motioned to accept Ken Cashion as RM Division RallyCross Steward, Mark Utecht seconded, and voting was unanimous.

b. 2009 Convention Feedback: Feedback from the 2009 Convention came from session evaluation forms and was good. Some specific suggestions were for bigger rooms and better preparation of some materials.

c. 2010 Convention Presentations: The following is list of possible presentations for next year's Convention:

- 1) Best Regional Program (more structure than 2009, not an open forum)
- 2) Best Regional Practices
- 3) Town Hall (required)
- 4) How to Start a Regional Program
- 5) RallyCross Rules Discussion
- 6) RallyCross Safety Session (good for developing regions)
- 7) How-to for Competitors
- 8) How to RallyCross your Solo Car
- 9) Automation of Events (joint session with Solo)

Motion to adjourn made by Mark Walker and seconded by Mark Utecht. Motion carried and the meeting was adjourned at 9:33 pm

Minutes prepared by: Karl Sealander 4/17/2009

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

2009 SCCA National Championship Runoffs Home Page: <http://www.scca.com/event.aspx?hub=1&event=13506>

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

2009 Tire Rack Solo National Championships: <http://scca.com/event.aspx?hub=3&event=13555>

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>