

## GENERAL

Each year, SCCA solicits resumes for positions on the different program boards and committees. If you are interested, please submit a resume to crb@scca.com (Club Racing), seb@scca.com (Solo), rrb@scca.com (Road Rally), rxb@scca.com (RallyCross) or timetrials@scca.com (Time Trials).

## CLUB RACING BOARD MINUTES

**CLUB RACING BOARD MINUTES** | June 6, 2009

The Club Racing Board met by teleconference. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, and Peter Keane. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Terry Ozment, Vice President of Club Racing; 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.

### Grand Touring

Effective 10/1/09, change the engine specification items in GT3 as listed in the following tables.

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### GT3 Cars - ACURA

Model	Years	Body Style	Drive-line	Wheel-base (in)
Integra	-93	2dr	FWD	96.5
Integra	-94	2dr	FWD	101.2
RSX	2/6/2009	2dr	FWD	96.5/101.2

### Engines - ACURA

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
D16A	SOHC	74.9 75	89.9 90	1590	Alum,	4	(2) 48mm w/42mm choke(e)	1900 1800
					Crossflow		Unrestricted	
B16A	DOHC	81	77.4	1595	Alum,	4	(2) 48mm w/42mm choke(e)	2000 1800
					Crossflow		Unrestricted	
B18C	DOHC	81	87.2	1797	Alum,	4	(2) 48mm w/42mm choke(e)	2000 1900
					Crossflow		Unrestricted	
B18B	DOHC	81	89	1834	Alum,	4	(2) 48mm w/42mm choke(e)	2100 1900
					Crossflow		Unrestricted	
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mmSIR	2000
K20A	DOHC	86	86	1998	Alum,	4	33 31mm SIR	2100 2000
					Crossflow			
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2130

GT3 Cars - ALFA ROMEO								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
GTV 1750 / 2000	NA	2dr	RWD	92.5				
Sport Sedan	NA	2dr	RWD	98.8				
Engines - ALFA ROMEO								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	DOHC	80	88.5	1779	Alum, Crossflow	2	Unrestricted	1800
	DOHC	84	88.5	1962	Alum, Crossflow	2	Unrestricted	<del>2000</del> 1900
GT3 Cars - AUDI								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
TT Coupe	NA	2dr	FWD	95.6 / 97.3				
Engines - AUDI								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	(2) 50mm w/50mm <del>choke(s)</del> Unrestricted	<del>1900</del> 1900
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	<del>23</del> 31mm SIR	2000
GT3 Cars - BMW								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
2002 / 2002ti/tii	NA	2dr	RWD	100.5/98.5				
318 Coupe (E36)	-92	2dr	RWD	106				
318i (E30)	83-91	4dr	RWD	101.2				
318i / 320i (E21)	77-82	4dr	RWD	100.9				
E46	0	2, 4dr	RWD	106.0 / 101.2 / 100.9				
Z3	NA	2dr	RWD	96.3				
Engines - BMW								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Inductio	Weight (lbs)
				(cc)				
	SOHC	89	71	1767	Alum, Crossflow	2	Unrestricted	1800
	DOHC	84	81	1796	Alum, Crossflow	4	(2) 45mm w/45mm <del>choke(s)</del> Unrestricted	<del>2010</del> 1900
	DOHC	85	83.5	1895	Alum, Crossflow	4	(2) 45mm w/ 45mm choke(s)	<del>2010</del> 2000
	SOHC	89	80	1991	Alum, Crossflow	2	Unrestricted	<del>1910</del> 1900
	DOHC	93	84	2302	Alum, Crossflow	4	31mm SIR	2130

Engines - CHEVROLET								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	2000 1900
	DOHC	88.9	80.3	1998	Alum, Crossflow	4	Unrestricted 31mm SIR	2300 2000
	SOHC	88.9	92.1	2287	Iron, Non-Crossflow	2	Unrestricted 33mm SIR	2180 2130
	OHV	87.4	74.7	2689	Alum, Crossflow	2	(2) Weber 40 IDT or IDS w/26mm choke(s) or (4) Rochester 7026023 & 7026026 4.5" 4bbl carbure 33mm SIR	225 2130
GT3 Cars - CHRYSLER/DODGE/PLYMOUTH								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
Neon	NA	2dr, 4dr	FWD	104				
Daytona / Laser	84-88	2dr	FWD	97				
Daytona / Laser	-89	2dr	FWD	97.3				
Horizon	NA	2dr	FWD	96.7				
Omni Q24 / Shelby Charger	79-82	2dr	FWD	96.6				
Shadow	NA	2dr	FWD	97				
Engines - CHRYSLER/DODGE/PLYMOUTH								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	DOHC	85	88	1997	Alum, Crossflow	4	(2) 45mm w/34mm choke(s) 31mm SIR	<del>2150</del> 2130
	SOHC	85	88	1997	Alum, Crossflow	2	(2) 45mm w/45mm choke(s) Unrestricted	1900
	SOHC	87.5	92	2213	Alum, Non-Crossflow	2	(2) 45mm w/45mm choke(s) 33mm SIR	<del>2030</del> 2065
GT3 Cars - FIAT								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
131 Coupe & Sedan, Brava	NA	2dr, 4dr	RWD	98				
Engines - FIAT								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	DOHC	84.1	89.9	1995	Alum, Crossflow	2	Unrestricted	<del>2000</del> 1900

GT3 Cars - FORD				
Model	Years	Body Style	Drive-line	Wheel-base (in)
Capri	NA	2dr	RWD	100.8
Mustang II	74-78	2dr	RWD	96.2
Mustang	79-93	2dr	RWD	100.4
Mustang	94-98	2dr	RWD	101.2
Pinto	NA	2dr	RWD	94
Probe	NA	2dr	FWD	99.0/102.9

Engines - FORD								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1900
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted 33mm SIR	<del>2080</del> 2065
	SOHC	86	86	1998	Alum, Crossflow	2	<del>(2) 48mm w/42mm choke(s)</del> Unrestricted	1900
	SOHC	86	94	2189	Alum, Crossflow	3	<del>(2) 45mm w/38mm choke(s)</del> 33mm SIR	<del>2180 2080 w/31mm SIR</del> 2065
Duratech	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2130

GT3 Cars - HONDA				
Model	Years	Body Style	Drive-line	Wheel-base (in)
Civic	88-91	3dr	FWD	90.6
Civic Coupe	92-95	2dr	FWD	98.4
CRX	84-87	3dr	FWD	86.6
CRX	88-91	3dr	FWD	90.6

Engines - HONDA								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
EW	SOHC	74	86.5	1488	Alum, Crossflow	3	Unrestricted	<del>1820</del> 1750
D15B	SOHC	75	84.5	1493	Alum, Crossflow	4	<del>(2) 45mm w/45mm choke(s)</del> Unrestricted	<del>1900</del> 1750
D16A	SOHC	75	90	1590	Alum, Crossflow	4	<del>(2) 48mm w/42mm choke(s)</del> Unrestricted	<del>1900</del> 1800
B16A	DOHC	81	77.4	1595	Alum, Crossflow	4	<del>(2) 48mm w/42mm choke(s)</del> Unrestricted	<del>2000</del> 1800
B18C	DOHC	81	87.2	1797	Alum, Crossflow	4	<del>(2) 48mm w/42mm choke(s)</del> Unrestricted	<del>2000</del> 1900
B18B	DOHC	81	89	1834	Alum, Crossflow	4	<del>(2) 45mm w/38mm choke(s)</del> Unrestricted	2100 1900
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mm SIR	2000
K20A	DOHC	86	86	1998	Alum, Crossflow	4	<del>33</del> 31mm SIR	<del>2200</del> 2000
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2130

GT3 Cars - MAZDA					
Model	Years	Body Style	Drive-line	Wheel-base (in)	
626	83-87	4dr	FWD	98.8	
MX-3	NA	2dr	FWD	96.3	
MX-5 / Miata	-5	2dr	RWD	89.2 / 91.0	
MX-5	2006	2dr	RWD	91.7	
MX-6	-88	2dr	FWD	99.0/102.8	
RX-2	NA	2dr	RWD	97.3	
RX-3	NA	2dr	RWD	91	
RX-7	NA	2dr	RWD	95.3 / 95.5 / 95.7	
RX-8	NA	2dr	RWD	98	
Protégé	NA	4dr	FWD	98.4	

Engines - MAZDA								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl	Fuel Induction	Weight (lbs)
				(cc)				
B6D	DOHC	78	83.6	1597	Alum, Crossflow	4	(2) auto-type w/42mm choke(s)	<del>1900</del> 1800
							Unrestricted	
BP	DOHC	83	85	1839	Alum, Crossflow	4	(2) auto-type w/38mm choke(s)	<del>2020</del> 1900
							Unrestricted	
MZR	SOHC	86	86	1998	Alum, Crossflow	2	(2) auto-type w/42mm choke(s)	1900
	DOHC	87.38	83.06	1999	Alum, Crossflow	4	<del>33</del> 31mm SIR	2000
MZR	SOHC	86	94	2189	Alum, Crossflow	2	(2) auto-type w/38mm choke(s)	<del>1900</del> 2065
							33mm SIR	
MZR	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	<del>2290</del> 2120 w/31mm SIR
12A	Street Port			2292			(1) auto-type 2bbl w/ 42mm choke(s).	2000
12A	Bridge Port			2292			(1) auto-type 2bbl w/ 40mm choke(s).	2000
12A	Peripheral Port			2292			37mm SIR	2180
13B	Street Port			2616			Unrestricted	2180
13B	Bridge / Peripheral Port			2616			37mm SIR	2180
Renesis	Street Port			2703			Unrestricted	2180
Renesis	Bridge / Peripheral Port			2703			37mm SIR	2180

GT3 Cars - MERCURY					
Model	Years	Body Style	Drive-line	Wheel-base (in)	
Capri	79-86	2dr	FWD	100.4	
Cougar	99-02	2dr	FWD	103.0 / 106.4	

Engines - MERCURY								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1900
	SOHC	96	79.4	2301	Iron, Crossflow	2	<del>Unrestricted</del> 33mm SIR	<del>2180</del> 2065

Engines - NISSAN								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl	Fuel Induction	Weight (lbs)
				(cc)				
L18	SOHC	85	78	1770	Alum, Non-Crossflow	2	Unrestricted	1800
L20	SOHC	85	86	1952	Alum, Non-Crossflow	2	<del>50mm2/50mm choke(s)</del>	1790 1900
							Unrestricted	
	SOHC	84.5	88	1974	Alum, Crossflow	2	<del>50mm2/50mm choke(s)</del>	1900
							Unrestricted	
SR20DE/VE	DOHC	86	86	1998	Alum, Crossflow	4	<del>33</del> 31mm SIR	2000
L20 w/ Z22 block	SOHC	87	86	2045	Alum, Non-Crossflow	2	<del>50mm2/50mm choke(s)</del>	1830 1900
							Unrestricted	
NAPZ	SOHC	87	92	2188	Alum, Non-Crossflow	2	<del>50mm2/50mm choke(s)</del>	1920 2065
							33mm SIR	
L24	SOHC	83	73.3	2380	Alum, Non-Crossflow	2	33mm SIR	<del>2200</del> 2130
KA24E	SOHC	89	96	2389	Alum, Crossflow	3	31mm SIR	2130
KA24DE	DOHC	89	96	2389	Alum, Crossflow	4	31mm SIR	2130
L26	SOHC	83	79	2565	Alum, Non-Crossflow	2	33mm SIR	2200
L28	SOHC	86.1	79	2760	Alum, Non-Crossflow	2	33mm SIR	2200
VG30	SOHC	86.1	83	2899	Alum, Crossflow	2	33mm SIR	2200

### GT3 Cars - PORSCHE

Model	Years	Body Style	Drive-line	Wheel-base (in)
911 Coupe & Targa	-68	2dr	RWD	87.0 / 89.4
914	NA	2dr	RWD	96.5
924	NA	2dr	RWD	94.5
944	NA	2dr	RWD	94.5
Boxster	NA	2dr	RWD	96.5

### Engines - PORSCHE

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl	Fuel Induction	Weight (lbs)
				(cc)				
	OHV	94	70.9	1968	Alum, Crossflow	2	(2) auto type w/ (1) throat per cyl. Unrestricted	1800
	SOHC	86.5	84.4	1984	Alum, Crossflow	2	(2) Weber 45 DCOE W/ 42mm choke(s) Unrestricted	2000
	SOHC	80	66	1991	Alum, Crossflow	2	(2) 40 IDA/IDS/IDT 3C, (6) Solex 40 PI or (2) 46 IDA/IDS w/ 40mm choke(s) Unrestricted	1950
	SOHC	84	66	2195	Alum, Crossflow	2	(2) 40 IDA/IDS/IDT 3C, (6) Solex 40 PI or (2) 46 IDA/IDS w/ 40mm choke(s) 33mm SIR	<del>2000</del> 2065
	SOHC	84	70.4	2341	Alum, Crossflow	2	33mm SIR	<del>2200</del> 2065
	SOHC	100	78.9	2478	Alum, Crossflow	2	<del>33</del> 33mm SIR	<del>2215</del> 2200
	SOHC	104	78.9	2681	Alum, Crossflow	2	33mm SIR	2200
	SOHC	90	70.4	2687	Alum, Crossflow	2	33mm SIR	2200
	SOHC	100	88	2766	Alum, Crossflow	2	33mm SIR	2200
	SOHC	92	70.4	2808	Alum, Crossflow	2	33mm SIR	2200
	SOHC	95	70.4	2992	Alum, Crossflow	2	33mm SIR	2200

GT3 Cars - MITSUBISHI / EAGLE								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
Talon	NA	2dr	FWD	97.3				
Eclipse	NA	2dr	FWD	97.3				
Engines - MITSUBISHI / EAGLE								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	DOHC	85	88	1997	Alum, Crossflow	4	(2) 45mm w/34mm choke(e) 31mm SIR	<del>2150</del> 2000
	SOHC	85	88	1997	Alum, Crossflow	2	(2) 45mm w/45mm choke(e) Unrestricted	1900
	SOHC	87.5	92	2213	Alum, Non-Crossflow	2	(2) 45mm w/45mm choke(e) 33mm SIR	<del>2030</del> 2065
GT3 Cars - NISSAN								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
200-SX / S10	77-79	2dr	RWD	92.1				
200-SX / S11	80-83	2dr	RWD	94.5				
200-SX / S12	84-88	2dr	RWD	95.5				
200-SX SER	95-97	2dr	RWD	95.7 / 99.8				
240-SX / S13	NA	2dr	RWD	97.5				
240-SX / S14	NA	2dr	RWD	99.4				
240Z / 260Z / 280Z	NA	2dr	RWD	90.7				
280-ZX	-79	2dr	RWD	91.3				
300-ZX	NA	2dr	RWD	91.3 / 96.5				
				/ 101.2				
350Z	NA	2dr	RWD	95.3 / 98.4				
				/104.3/94.5 / 92.1/95.3 / 97.5/ 99.4 / 104.3				
710	NA	2, 4dr	RWD	98.4				
PL510	NA	2, 4dr	RWD	95.3				
Sentra SER Spec V	2002	4dr	FWD	95.7				

GT3 Cars - SAAB								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
900	-79	2dr	FWD	99.4				
99E, CM, EMS, GL, LE	NA	2, 4dr	RWD	97.4				
Engines - SAAB								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/C yl.	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	87	78	1854	Alum, Crossflow	2	Unrestricted	<del>1900</del> 1800
	SOHC	90	78	1985	Alum, Crossflow	2	Unrestricted	<del>2000</del> 1900
	DOHC	90	78	1985	Alum, Crossflow	4	<del>33</del> 31mm SIR	2000
GT3 Cars - SCION								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
tC	-5	2dr	FWD	93.7				
GT3 Cars - TOYOTA								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
Celica	94-99	2dr	FWD	99.4				
Celica	00-05	2dr	FWD	102.4/93.7				
Celica Sport, Coupe GT, ST, Liftback GT	NA	2dr	FWD	98.3				
Corolla	NA	2, 4dr	FWD	94.5/102.4 / 93.7				
MR-2	-89	2dr	RWD	91.3				
MR-2	99-02	2dr	FWD	91.3				
Paseo	92-99	2dr	FWD	93.7				
Tercel	-91	4dr	FWD	95.3 / 93.7				
Engines - SCION/TOYOTA								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/C yl.	Fuel Induction	Weight (lbs)
				(cc)				
4AG	DOHC	81	77	1587	Alum, Crossflow	4	Unrestricted	<del>1900-2000 w/alt stroke</del> 1800
4AG	DOHC	81	85.5	1762	Alum, Crossflow	4	Unrestricted	<del>1950</del> 1900
7AFE	DOHC	81	85.4	1762	Alum, Crossflow	4	<del>33mm SIR</del>	1800/1900
							Unrestricted	
	OHV	85	78	1770	Alum, Crossflow	2	Unrestricted	1800/1900
1ZZ	DOHC	79	89.5	1794	Alum, Crossflow	4	<del>33mm SIR</del>	<del>1950</del> 1900
							Unrestricted	
3S	SOHC	84.2	90.1	1998	Alum, Crossflow	2	<del>48mm w/42mm stroke</del>	<del>1920</del> 1900
							Unrestricted	
20R	SOHC	88.5	89	2189	Alum, Crossflow	2	33mm SIR	2065
2AZ	DOHC	88.5	96	2362	Alum, Crossflow	4	31mm SIR	2130
	DOHC	95	89	2438	Alum, Crossflow	4	31mm SIR	2130



GT3 Cars - TRIUMPH								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
GT6, GT6+ & Mk III	-74	2dr	RWD	83				
TR-250 / TR-6	NA	2dr	RWD	88				
Engines - TRIUMPH								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	OHV	74.4	75.9	1998	Iron, Non-Crossflow	2	(3) Weber 40 DCOE w/34mm choke(s) Unrestricted	1870/1900
	OHV	74.4	95	2498	Iron, Non-Crossflow	2	(3) 45mm w/40mm choke(s) 33mm SIR	<del>2000</del> 2130
GT3 Cars - VOLKSWAGEN								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
Beetle	98-01	2dr	FWD	98.9				
Corrado	NA	3dr	FWD	97.3				
Golf & GTI	NA	3, 5dr	FWD	97.3 / 98.9				
Jetta	NA	4dr	FWD	97.3				
Rabbit	75-84	3, 5dr	FWD	94.5				
Scirocco	NA	3dr	FWD	94.5				
Engines - VOLKSWAGEN								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	SOHC	79.5	86.4	1715	Alum, Non-Crossflow	2	(2) 45mm w/45mm choke(s) Unrestricted	1800
	SOHC	81	86.4	1780	Alum, Crossflow	2	(2) 45mm w/45mm choke(s) Unrestricted	<del>1950</del> 1800
	DOHC	81	86.4	1780	Alum, Crossflow	4	(2) 45mm w/28mm choke(s) Unrestricted	<del>2000</del> 1900
058, 06A, 06B	DOHC	81	86.4	1780	Alum, Crossflow	5	Unrestricted	1900
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	(2) 50mm w/50mm choke(s) Unrestricted	<del>1750</del> 1900
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	<del>33</del> 31mm SIR	2000
GT3 Cars - VOLVO								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
122S	NA	2dr	RWD	102.5				
142 / 142E	NA	2dr	RWD	102.5				
242 / 244DL	NA	2dr	RWD	104				
S40	NA	4dr	FWD	100.4				

Engines - VOLVO								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp.	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
				(cc)				
	OHV	88.9	80	1986	Iron, Non-Crossflow	2	Unrestricted	1930
B20	SOHC	92	80	2127	Alum, Crossflow	2	<del>Unrestricted</del> 33mm SIR	<del>2180</del> -2065
B21	SOHC	96	80	2320	Alum, Crossflow	2	<del>Unrestricted</del> 33mm SIR	2180/2130

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

1. Effective 10/1/09: Move the 05-08 Porsche 911 (996 3,6L) from T1 to T2 @ 3,500 lbs.
2. Effective 10/1/09: Move the 06 Porsche Cayman from T1 to T2 @ 2,775 lbs.
3. Effective 10/1/09: Move the 06 Porsche Cayman S from T1 to T2 @ 3,300 lbs.
4. Effective 10/1/09: Move the SVT Focus from SSB to SSC at 2,930 lbs.

#### **WHAT DO YOU THINK?**

In light of increased availability of aftermarket connecting rods, the CRB welcomes comments from the HP community about whether the requirement for use of stock rods still serves a purpose. It is critical for you to voice your opinion on this issue. Unless there is significant input on the question, there would appear to be no basis to consider a change in the rules.

#### **MEMBER ADVISORIES**

None

#### **NOT APPROVED BY THE CRB**

#### **GCR**

Exclusively allow ColdFire system (Sanders). There is not enough testing data to mandate a standard.

#### **Formula**

FV – Allow swivel adjusters or rockers (Davis). The rules and allowed parts are adequate.

#### **Grand Touring**

1. GT – Eliminate the weight penalty on factory IRS cars (Burke). The present weight penalty is adequate.
2. GT – Standardize engine location (Patten). The current rule is adequate.
3. GT – Wheel size penalty (Spencer). The current penalty is adequate.
4. GT – Reclassify the 997 Cup to GT2 (May). The potential of the car is outside the GT2 parameters.

#### **Production**

1. FP – Allow updated rotors on the Scirocco and Rabbit (Gagliardi). The specs are adequate.
2. HP – Reduce the weight of the VW 1.8, 8v (Kelly). The weight is appropriate as specified. We will continue to monitor the car's performance.

### **Touring/Showroom Stock**

1. T1 – Reduce the weight of the CTS-V (Hund). The weight is appropriate as specified.
2. T1 – Reduce the weight of the LS3 (Ingle). The weight is appropriate as specified.
3. T1 – Reduce the weight of the Dodge Viper (Childs). The weight is appropriate as specified.
4. T1 – Allow removal of the Corvette plate cover (Glabb). This is not allowed in Touring.
5. T2 – Slow down the Cobalt (Stewart). The car is specified appropriately.
6. T2 – Reduce the weight of the Solstice (Moore). The weight is appropriate as specified.
7. T3 – Correct the Z4 weight (Leithauser). Per the process, the weight is correct.
8. SSB – Help the MX5 (Schader). The car is classified appropriately.

### **NO ACTION REQUIRED**

### **GCR**

Generator exhaust (Shaffer). Thank you for your input. This is an issue to discuss with your region or track management.

### **Formula/Sports Racing**

SRF – Rain light input (Del Castillo). Thank you for your input.

### **Grand Touring**

1. GT – SIR option for Honda B18B (Ward). Author requests letter withdrawal.
2. GT – Roadsters in GTL (multiple). Thank you for your input. Classifications will continue to be monitored.
3. GT – Recent 996 COA ruling input (Sanda). Thank you for your input.

### **Production**

1. P – Prohibit grouping SRF with Prod/GT (Prill). Thank you for your input. We will forward this to the GCR advisory committee.
2. P – Production wheel sizes (Dowd). Spec lines take precedence on car specifications.

### **Touring/Showroom Stock**

T2 – Help the Z4 and slow down the Solstice (Leithauser). We will continue to monitor the car's performance.

# CLUB RACING TECHNICAL BULLETIN

**DATE:** June 2, 2009

**NUMBER:** TB 09-07

**FROM:** Club Racing Board

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

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

All changes are effective 7/1/09 unless otherwise noted.

## Formula

### FA

1. Clarify Table 3, p. 173, line A by adding the following: "(not including the approved Star Mazda rear impact attenuator or the approved Star Mazda/Super Trapp Club Racing muffler assembly)".
2. Clarify section 9.1.1.A.2 Table 1, added in TB 09-06, add to the Notes in lines D and E: "Effective 10/1/09".

## Production

### HP

1. Volkswagen Scirocco 1780 (8-valve) (83-88), p. 460-461, change the notes as follows: "Valve lift limited to ~~.420~~ .425".

## Grand Touring

### GT1

1. Ford Motor Company – Ford, p. 263 classify the Falcon with 105" wheelbase.
2. General Motors Corporation – Chevrolet, p. 264 classify the 2010 Camaro body with 108/112" wheelbase.

### GT2-GTL

1. Clarify section 9.1.2.F.4.i.5.C as follows: C. Only butterfly-type throttle plates for engine speed control, one per cylinder or rotor, is are permitted ~~unless using an SIR. Cars using an SIR may use any butterfly type throttle control.~~ If intake restrictors are specified on the vehicle specification line, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. SIR location is unrestricted so long as all SIR criteria are met. Restrictors shall be a minimum .060" thickness and of the specified diameter.
2. Clarify section 9.1.2.F.4.e.5 as follows: "Alternate engine and drive train components considered replacement parts, such as seals, bearings, valve guides, pushrods, water pump (including electric), timing chains/belts and sprockets, nuts, bolts, studs, washers, and gaskets are permitted. Bushings or offset keys of unrestricted origin may be installed."

### GT2

1. Engines – Porsche, p. 293, change the 2808cc engine specs to read as follows: Bore x Stroke (mm): ~~95.0 x 70.4~~ 92.0 x 70.4.
2. Cars – Porsche, p. 292, clarify the 996 GT3 Cup car notes as follows: 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 18x9 F and 18x11.5 R~~ 18x11 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. Classify the Volkswagen 058, 06A and 06B in GT3 as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
058, 06A and 06B	DOHC	81.0 x 86.4	1780	Alum, Crossflow	5	unrestricted	1900

## American Sedan

1. Clarify section 9.1.6.D.1.o by adding the following sentence to the end of the section: "Engine must remain in stock or approved location."

## Showroom Stock

### SSB

1. Toyota Celica GTS (00-05), p. 489, add to the notes as follows: Ride height specifications as follows: Front-193mm: Measure the distance from the ground to the center of the front side lower suspension arm mounting bolt. Rear-225mm: Measure the distance from the ground to the center of the rear side lower suspension arm suspension member side set bolt.
2. Mazda MX-5/Miata (01-05), p. 488, add to the notes as follows: Allow SM spring and adjustable perch with the following

perch measurements: Front: top-2.00" bottom-1.50" Rear: top-1.75" bottom-1.75" Measurements are taken from above(top)/below(bottom) the spring perch to the top/bottom of the collar. Spring perch settings must be locked with the set screw.

**SSC**

1. Honda Accord LX & EX (03-05), classified in TB 09-02, change the weight as follows: ~~3030~~ 2985.

**Spec Miata**

1. Clarify section 9.1.8.C.3.c by replacing the section with the following: "1994 and newer cars may use the stock limited slip (Torsen) differentials from 94-05 models. Stock gear ratios must be retained."

**Super Touring**

1. Clarify section 9.1.4.A by adding the following: "No model years older than 1985 will be permitted, except that cars from model runs began before 1985 are permitted (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are permitted)."

**Touring**

**T1**

1. Porsche 911 GT3 (03-04) p.568, reduce the weight to 3100 lbs.
2. Classify the Porsche 911 Carrera (05-07) in T1, p. 568, **effective 10/1/09**, 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)							
Porsche 911 Carrera S (05-07)	99.0 x 82.8		(F) 19 x 8	(F) 235/35	3.91, 2.32, 1.61, 1.28, 1.08, .88	3.56	(F) 331 Vented Disc	2900	
	3824	2350	(R) 19 x 11	(R) 295/30			(R) 331 Vented Disc		

**T2**

1. Classify the BMW 135i (2009) in T2, p. 570, **effective 10/1/09**, 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 135i (08-09)	84.0 x 89.6 2679	2761	(F) 18 x 8 (R) 18 x 9	(F) 225/40 (R) 255/35	4.00, 2.40, 1.58, 1.19, 1.00, 0.87	3.08	(F) 348 Vented Disc (R) 336 Vented Disc	3730	See below:

Notes: ZSP suspension package allowed. Sport seat package allowed. (2) 29.5mm Turbo Inlet Restrictor required.

2. Replace the SS and Z28 spec lines, p. 571 with the following:

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)	275/40	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F)300 Vented (R)302 Vented	3530 1LE: add 100 lbs.	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. BMW Z4i (07-08) classified in TB 09-01, correct the listing as follows: ~~BMW Z4i~~ BMW Z4 3.0si Coupe.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Estus White III vs. SOM COA 09-10-SE

May 14, 2009

### FACTS IN BRIEF:

Following Race Group 9 at the March 8, 2009 Regional race at Virginia International Raceway, several protests were filed against the race results for the following reasons: the checkered flag was given on the 18th lap of the 19 lap race, and it was given to the second place car. The subsequent provisional results scored the race at the end of 18 laps, the last completely scored lap.

The Stewards of the Meeting (SOM), Robert Mayes, Walt Michael, John Willes, and John Nesbitt, Chairman, met, heard the protests lodged, interviewed witnesses and reviewed the scoring. The SOM upheld one protest and ordered that the results be revised to reflect scoring at the end of 19 laps. The revised provisional results were mailed to all Race 9 participants on March 12, 2009. Estus White III, Entrant for SM #00 in Race 9, who was not one of the protesting drivers, appealed this decision.

After the results had been mailed, the SOM modified the results a second time. On April 14, Mr. White protested this second revision and on April 16, the SOM Walter Michael and John Nesbitt, Chairman, met with Mr. White to hear his protest. The SOM reviewed Mr., White's new protest; the AMB passings file; and email testimony from a T/S worker; Clyde Bales, Southeast Division Divisional Administrator for T/S; and Carla Heath, National Administrator for T/S. The SOM disallowed Mr. White's April 12th protest and he is appealing that decision.

The COA considers that Mr. White's latest appeal supersedes his original appeal.

### DATES OF THE COURT

The Court of Appeals (COA) JoAnne Jensen (Alternate), Dick Templeton, and Bob Horansky, Chairman, met on April 2 and 9, and May 7 and 14, 2009 to hear, review, and render a decision on the appeal. Dave Nokes, regular member, was not available for all meetings and was excused.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Estus White III, received March 24, 2009.
2. Observer's Report and related materials, received March 24, 2009.
3. First Revised Official race results received March 25, 2009.
4. Revised Observer's Report received March 29, 30, and April 22, 23, 2009.
5. Emails from John Nesbitt, SOM chairman, received March 30, 2009.
6. Race Lap Chart received April 1, 2009.
7. Statement from Carla Heath, NA of T/S, received April 2, 2009.
8. Re-revised provisional results received April 8, 2009.
9. Statement from Clyde Bales, SEDiv DA of T/S, received April 14, 2009.
10. White protest and related documents, email from John Nesbitt, dated April 23, 2009.
11. Second Letter of Appeal from Estus White III, received May 1, 2009.

### FINDINGS

The SOM found in all its deliberations that the race was not shortened since the checkered flag was displayed to the lead car after the scheduled 45 minute race duration was complete. Therefore, they ruled that GCR 6.7.4.A. determined the proper scoring.

The COA finds that a race ends when the checkered flag is displayed, even if displayed in error. In this case, the checkered flag was displayed before the scheduled completion of the race, thus the race was shortened. Therefore, GCR 6.7.5.B. should be used to determine the proper scoring. Testimony by Carla Heath, National Administrator of T/S and Clyde Bales SEDiv DA of T/S, both support this as the proper GCR interpretation. The race should be scored as of the end of the last completely scored lap which, in this case, is lap 18.

### DECISION

The Court of Appeals upholds Mr. White's appeal and directs that the results reflect the positions at the end of the last complete lap which is lap 18. The correct class finishing positions for SM are the following:

<u>Laps</u>	<u>Overall Pos.</u>	<u>Position in Class</u>	<u>Car No</u>
17	14	2	6
17	15	3	00
17	16	4	96

Mr. White's appeal is well-founded, and the appeal fee, less the amount retained by SCCA, will be returned.

# SOLO EVENTS BOARD MINUTES

SEB MINUTES | June 4-5, 2009

## SOLO EVENTS BOARD

The Solo Events Board met in Blytheville, AR, June 4th and 5th. Attending were SEB members Dave Feigner, Iain Mannix, Tina Reeves, Donnie Barnes, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

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

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

## RECOMMENDED TO THE BOD

- The following previously-published items are being recommended to the BOD:

**ITEM 1)** Add to 16.1.L, "Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position." (ref. 08-680)

**ITEM 2)** Add to 16.1.L: "Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance." (ref. 09-018, 09-019, 09-102, 09-109, 09-130, 09-100, 09-128, 09-107)

**ITEM 3)** Revise 16.1.0 to read as follows: "Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc." (ref. 08-728, 09-102, 09-109, 09-130, 09-100, 09-128, 09-107)

**ITEM 4)** Add new item 16.1.S "OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. All associated hardware may be removed, replaced or modified." (ref. 08-736, 08-737, 09-102, 09-109, 09-130, 09-094, 09-100, 09-112, 09-128, 09-107, 09-214, 09-219, 09-233, 09-316 )

**ITEM 5)** Change the second paragraph of 3.1 to read as follows: "Models and option packages designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed model or option package is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication."

**ITEM 6)** Change Appendix A listings in Street Prepared as follows: Delete from CSP, Acura RSX. Add to DSP, Acura RSX.

**ITEM 7)** 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"

## GENERAL

- The SEB reviewed and updated its Strategic Plan, which is available via the SCCA website.
- Nominees are requested for the Solo Cup and Driver of Eminence awards. Descriptions of these awards are found in Appendix V of the Solo Rules.
- The following package of rule change proposals is published for member comment (ref. 09-282):
  - Change the last sentence of Appendix C, subsection A.2, to read as follows: "In a closed car, or an open car with a removable OE hardtop, which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."
  - Change the second sentence of 3.3.2 to read as follows: "A roll bar meeting the requirements of Appendix C, or a roll cage meeting the requirements of Section 9.4 of the GCR, is required in all non-production vehicles in A, B, C, and F Modified, and in all open cars using non-DOT tires in the Prepared Category and in D and E Modified."
  - Change the last sentence of the first paragraph of 3.3.2 to read as follows: "For open cars using DOT tires, the roll bar height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top."

## SOLO NATIONALS

- The SEB is revising its previously-published item concerning the application of Appendix I (Sound Measurement Procedures) such that measurements will be taken at the 2009 Tire Rack Solo National Championships, and the results of those measurements will be recorded and posted but will be used for informational purposes only. It is anticipated that in the future the enforcement portions of Appendix I will be implemented for National events.
- The SEB discussed compliance checks for cars in various categories at the Solo Nationals, and will be making recommendations to the Chief of Impound.

## STOCK

- The SAC is proposing modifications to the previously-published class reorganization proposal and is seeking member feedback on the proposal (see Fastrack, April 2009) as a whole and on these specific changes:
  - The Audi R8 (V8) listing in Option 1 of the proposal is withdrawn.
  - Change Option 2 of the proposal to read as follows:  
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 '05-08  
    Porsche Boxster S '05-08  
  
*The addition of the following models will be considered separately:*  
    Porsche Cayman S '09  
    Porsche Boxster S '09
- The following revision to a previously published rule change proposal is submitted for member feedback:
  - Change 13.2.J 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. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration." (ref. 09-148, 09-166)

## STREET TOURING

- Openings are anticipated on the STAC. Interested members are invited to submit their qualifications in writing to seb@scca.com.

## STREET PREPARED

- In conjunction with the related Tech Bulletins (#10 and #11) in the June 2008 Fastrack, the following correction to the previously-published class listing change regarding the Subaru WRX is submitted for member comment:
  - Move the Subaru non-Sti WRX ('08-'09) from ESP to BSP 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, per the SPAC, is published for member comment:
  - Add new subsection 15.10. BB as follows: "*BB. 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)
- The following group of listing change proposals, per the SPAC, is published for member comment (ref. 09-336):
  - Delete current listings:  
    DSP  
    Toyota Matrix  
    Pontiac Vibe
  - Add new listings:  
    DSP



Pontiac/Toyota  
Matrix XRS (03-06), Corolla XRS (05-06), Vibe GT (03-06)  
Matrix/Vibe AWD (03-08)

FSP

Pontiac/Toyota  
Matrix/Corolla/Vibe (03-08) NOC

- In light of recent changes to FSP, the SPAC believes that some restructuring for Hondas within D and FSP is appropriate. The committee is requesting member feedback on the following proposals:

- Delete current listings:

DSP

Civic SOHC, VTEC ('92-'95)  
Civic VTEC, SOHC ('96+)  
delSol ('93-'97)

FSP

Civic ('92-'95) NOC  
Civic ('96+) NOC  
Civic non-Si ('96-'00)

- Replace with new listings:

DSP

delSol ('94-'96) DOHC  
Civic Si ('99-'00)

FSP

Civic ('96-'00) NOC  
Civic ('92-'95) All, delSol ('92-'96) NOC

- The SPAC is proposing the following listing change for member comment:

Delete the following listing (ref. 09-205):

FSP

Scirocco (8v all)

*Comment:* This listing is redundant with the coverage under the listing elsewhere in FSP which reads:

Rabbit & Jetta & Scirocco & Cabriolet & Pickup (8V, '75- '92) (A-1 chassis)

- The following rule change proposal is submitted for member comment (ref. 09-313):
  - Change the 4th sentence of 15.1.C to read as follows: "The updating and/or backdating of engines, transmissions, transaxles, or *unibodies* must be done as a unit; component parts *and specifications* of these units may not be interchanged."

### STREET MODIFIED

- The following rule change proposal is recommended by the SMAC and published here for member comment:
  - Add new subsection 16.C.2.d as follows:
    - d) Included vehicles: Porsche Carrera GT

### PREPARED

- Per the PAC, the following rule change proposals are published for member comment:
  - Remove sub-section 17.4.G.2, which currently reads: "Wheels greater than 16" in diameter will receive a 200 lb penalty."
  - Appendix A, Prepared Class C – (last two paragraphs before weights), revise to read as follows:

"All vehicles may use *wheels up to 12 inches in width*. Vehicles using greater than 10 inch wheel widths must add 50

lbs to minimum weight.

Unlimited wheel diameters are allowed in C Prepared.”

*Comment:* This eliminates wheel diameter weight penalties for CP.

- Remove sub-section 17.4.J.2, which refers to class FP and currently reads: “Wheels greater than 16” in diameter will receive a 100 lb penalty.”

*Comment:* This eliminates wheel diameter weight penalties for FP.

- The following cars have previously been published for member comment to be classed in XP. The PAC/SEB are requesting member feedback on the following allowance restricting the minimum engine size (and therefore minimum weight) allowed in these vehicles. Classifications would be effective 1/1/2010. (ref. 09-096)

#### Factory Five

Mk3 Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

#### Superformance

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

#### Noble

M12

M12GTO

M400

All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

#### Rossion

Q1

With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

*Comment:* The intent of displacement restrictions for kit cars is to permit commonly-installed engines, while restricting the construction of ultra-lightweight tube-frame cars in order to maintain a competitive balance with the tub-based small cars currently competing in XP.

- The PAC/SEB are seeking member feedback on classing the following vehicles in XP effective 1/1/2010 (ref. 09-096):

#### Mosler

MT900S

MT900R XP

All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.

### MODIFIED

- Per the MAC, the following rule change proposal is published for member comment: Replace the first five paragraphs (before the current 18.1.A) with the following, and re-letter current subsections 18.1.A through 18.1.E accordingly:

#### “A. Eligibility

Classes DM and EM contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes CP through GP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, *meet the specifications below*, or be otherwise recognized by the SEB.

#### 1. Kit Cars

*Kit cars which were originally designed, constructed, and licensable for street use may participate in D and E Mod if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the*

member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The Club will evaluate each submitted kit model individually, and the evaluation will ensure that the specific model:

- a) follows current D and E Mod rules regarding minimum floor pan dimensions (see 18.1.B.1.j).
- b) has no unusually advantageous aerodynamic features.
- c) has no exceptionally low center of gravity.
- d) has no exceptionally high strength to weight ratio.
- e) has no other unique features that would upset the competitive balance in D and E Mod.
- f) has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.

Constructed examples of approved kits are subject to the following:

- g) they will automatically take the Modified Tub weight penalty (see Appendix A).
- h) they will have the same weight/displacement scales and weight bias penalties as production-based cars.
- i) they will be allowed all the modifications that production-based cars are permitted,
- j) they are subject to the same engine/transmission restrictions as production-based cars.
- k) they must meet the same safety requirements as production-based cars.

A newly-added model is not eligible for the current year's Solo National Championships unless its listing was published no later than the July issue of the official SCCA publication.

The list of currently approved models is as follows:

(no models are currently listed).

## 2. Clones

Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:

- a) They are substantially similar to and recognizable as the 'original' manufactured vehicle on which they are based.
- b) Their specifications do not violate any rule stated herein.

## 3. Other Models

The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car.

## 4. Specifications

Weight and displacement specifications are as shown in Appendix A."

## NOT RECOMMENDED

- Hyundai Genesis classification (09-212)

## TECH BULLETINS

1. General: Revise 12.6.A to read: "An open car is a convertible (with or without a full windshield), a car with a retractable hardtop, a targa-top-type car with less than a full windshield, or a T-top-type car with less than a full windshield."
2. Stock: The following new listings, effective immediately upon publication, are added to Appendix A:

Audi R8 4.2L ('08-'09)	SS (ref. 09-207)
Tesla Roadster (all) ('08-'09)	SS (ref. 09-273)
MINI John Cooper Works Clubman ('09)	BS

(Note: It is the SEB's intent that the MINI Clubman models be classed alongside the corresponding MINI Cooper models. When the Cooper S moves from GS to DS in 2010, the Clubman S will also move to DS)
3. Stock: Section 13.7.A.1 is clarified to read: "Substitution, addition or removal of any front anti-roll bar and its supporting hardware (brackets, endlinks, bushings, etc.) is permitted."
4. Stock: For the purposes of defining "interior panels" as in 13.5.F, the trunk is considered part of the interior (ref. 09-275).
5. Street Prepared, Errors and Omissions: Per an overlooked change passed late in 2008, correct certain DSP and FSP listings as follows:

Delete the following listings:  
DSP

Sentra SE-R & NX2000 ('91+)

FSP

NX2000

Sentra 1.6L(91+)

Sentra & SE-R ('91-'94)

Add the following listing:

FSP

Nissan Pulsar, NX2000, Sentra, & SE-R ('91-'94) all

6. Street Prepared: The following new listing, effective immediately upon publication, is added to Appendix A:

Tesla Roadster ('08-'09) ASP (ref. 09-273)

*Comment:* The SPAC will be providing proposals addressing modifications to electric and hybrid vehicles.

7. Prepared: Per the PAC the following new listings, effective immediately upon publication, are added to Appendix A:

Audi TT FP

Mazda RX-8 FP

Nissan 350Z FP

Pontiac Solstice DP

Pontiac Solstice GXP FP

Saturn Sky DP

Saturn Sky Redline FP

8. Prepared: Per the PAC, modify the following sentence in Appendix A section on limited preparation vehicles (page 206) as follows: Replace the last sentence of the 2nd paragraph under "Limited preparation vehicles" with: "The listed allowances for *limited preparation vehicles* supersede the Section 17 rules and other Appendix A allowances where applicable."
9. Prepared: Per the PAC, cars competing in G Prepared under the Appendix A allowances for Limited Preparation vehicles may use either unmodified stock camshafts or non-stock camshafts meeting Limited Preparation restrictions. (ref. 09-185)

# ROADRALLY BOARD MINUTES

RRB MINUTES | June 1, 2009

Sports Car Club of America  
RoadRally Board Minutes - Final  
Via conference call  
June 1, 2009

The RoadRally Board (RRB) met via conference call on Monday, June 1, 2009.

Attending were: Rick Beattie, Chairman; Members: Kevin Poirier, Jeanne English, Sasha Lanz and Lois Van Vleet. Also Duck Allen, Board of Directors Liaison. Jim Wakemen, member and Pego Mack, Nation Office were not in attendance.

Chairman Beattie called the meeting to order at 7:33 pm CST.

The Final May 4, 2009 RRB Minutes were approved. (English/Lanz)

## Proceedings

### **1. Weekend Membership Problems**

Discussion: Sasha Lanz was charged weekend memberships for every person in every car, instead of \$5 per car. The National Office has 'outsourced' this procedure instead of within SCCA Headquarters. Lanz has since been reimbursed. This needs to be cleared up. Jeanne English also reported that Cal Club has been sent an invoice for weekend memberships that had already been paid for. An article will go into the ITIS Newsletter advising people to check their records for possible problems.

### **2. Liaison for St. Louis Region Trust Me Rally & Scenic Byways Rally**

Discussion: Rick Beattie will be the Liaison for the St. Louis rallies in August.

### **3. Liaison Rally Reporting**

Discussion: Poirier pre-checked the SCR-24 Steel Cities rallies. Van Vleet made contact with the Michigan Rally Chairman via email. Sasha Lanz brought up the subject of limiting the number of entries in a National rally, and also the allowable number of contestants in one car for GTA National events. The board is not advocating limitations, but will need clarification from the Rules Committee.

A motion was made to run this past the Rules Committee for comment/clarification on limiting the number of entries in a National GTA event and the number of contestants in a car for a National GTA event. (Van Vleet/Lanz)

### **4. 2009 Photo Contest**

Discussion: Jim Wakemen to take over the Photo Contest process and will be announcing the Photo Contest for 2009. Rick Beattie will send a flyer to Jeanne English for the ITIS Newsletter.

### **5. 2010 Rule Changes – Schedule, Rules Committee, Final Vote**

Discussion: A deadline of for 2010 Rules is coming up in July.

### **6. Divisional Stewards Duties / NORPAC Steward**

Discussion: A motion was made to appoint Cheryl Babbe as Divisional Steward for NORPAC. (Lanz/Poirier) Sasha Lanz will have a meeting with the stewards at the end of June.

### **7. 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.

### **8. 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.

### **9. Newsletter Distribution**

Discussion: Beattie to send the BOD a letter for recommendation on distribution of the Newsletter.

## Other Old Business

Discussion: None

### **New Business**

Discussion: This is Kevin Poirier's last year on the RRB. And will ask for applications in July.

### **Action items**

- ✓ Beattie: Letter to the BOD for Newsletter distribution.
- ✓ Beattie: A Photo Contest Flyer to Jeanne English for the ITIS Newsletter.

### **Next meeting**

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

The meeting was adjourned at 8:35 pm CST (English/Lanz).

Submitted by Lois Van Vleet, RRB Secretary.

## **RALLYCROSS BOARD MINUTES**

**RXB MINUTES** | *May 11, 2009*

### **Attending:**

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

Also attending: Howard "Duck" Allen, BOD Liaison  
Lisa Noble, BOD Liaison  
Pego Mack, SCCA Rally Department

#### **1. Call to order** 8:05 pm CDT

#### **2. Minutes from April Meeting**

After no additions or corrections to the April Meeting minutes were offered, Bob Ricker motioned to accept minutes as written. Mark Utecht seconded the motion. Voting on motion was unanimous.

#### **3. Additions/corrections to agenda**

Mark Walker wished to add to New Business the Board of Directors' approval of Bob Ricker as RXB Chairman beginning June 1.

#### **4. Committee Reports**

- a. Ad-Hoc Committee Report on rule changes for Protests and Appeals at National Events (Tom Nelson)

The report has been sent to the rules committee. Some discussion ensued concerning the timeline and procedures of the rules process. It was apparent with the change in the Board of Directors' approval timeline that the Rules Committee section of the RXB Policies and Procedures Manual needed to be revised also. After considerable discussion, Bob Ricker motioned to accept the following timeline changes as part of the RXB Policies and Procedures Manual:

Rules committee review of member comment (April 16th – May 31st)  
Draft rule set to RXB and membership (June 1st)  
Review of draft by members (June 1st – July 15th)  
Rules Committee final review of member comments (July 16th – July 31st)  
Review of final draft rules by RXB (August 1st – September 14th)  
Submit proposed rules to SCCA BOD (September 15th)

Mark Utecht seconded the motion, and the voting was unanimous.

Tom Nelson suggested the RXB begin creating a Standing Court of Appeals as dictated by the rule changes. It was recommended that suggestions come from the RXB and from the Division RallyCross Stewards. Mark Walker will send out emails to get suggestions for appointments to the Court.

b. RallyCross Safety Committee (Tom Nelson)

Tom Nelson noted an incident report submission for a rollover during a fun run. Mark Utecht suggested that course-conditions monitoring is too relaxed during fun runs and that a Safety Committee bulletin be issued as a reminder to maintain safety during fun runs. Tom Nelson will assemble the Safety Committee to draft a bulletin to address the problem.

c. Rules Committee update (Mark Utecht)

Mark Utecht reported that he is working towards assembling a committee to establish rules on alternate fuels.

**5. Old Business**

a. Photo Contest update: Mark Walker reported that he has received a CD of pictures from Pego Mack. It was suggested that the judges of the contest be outside of RallyCross. Several judge possibilities were suggested, and Bob Ricker volunteered to contact and secure up to four judges for the contest.

b. Alternative Fuels: See 4.c above.

**6. New Business**

Mark Walker motioned that Bob Ricker take over as Chairman of the RXB by June 1<sup>st</sup>. Mark Utecht seconded the motion. Voting by the Board on the motion was unanimous. The SCCA BOD needs to make the appointment using an email approval process as the next BOD meeting is subsequent to June 1.

Motion to adjourn made by Mark Utecht and seconded by Tom Nelson. Motion carried and the meeting was adjourned at 9:00 pm CDT

**Minutes prepared by:** Karl Sealander 5/21/2009

Independent Auditors' Report

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

The Finance Committee  
Sports Car Club of America, Inc. and Subsidiaries

Statements of Financial Position  
December 31,

We have audited the accompanying consolidated statements of financial position of Sports Car Club of America, Inc. and Subsidiaries (the "Club") as of December 31, 2008 and 2007, and the related consolidated statements of activities and cash flows for the years then ended. These consolidated financial statements are the responsibility of the Club's management. Our responsibility is to express an opinion on these consolidated financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe our audits provide a reasonable basis for our opinion.

In our opinion, the consolidated financial statements present fairly, in all material respects, the financial position of Sports Car Club of America, Inc. and Subsidiaries as of December 31, 2008 and 2007, and the changes in their net assets and their cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

*Meje, Houser & Company*

Professional Association  
Certified Public Accountants

May 7, 2009  
Topeka, Kansas

	<u>Assets</u>	
	<u>2008</u>	<u>2007</u>
Cash and cash equivalents	\$ 380,874	\$ 578,834
Investments	1,935,437	2,533,081
Trade receivables, less allowance for doubtful accounts of \$11,500 and \$9,500	566,900	431,594
Inventories	576,537	488,167
Prepaid insurance and other	<u>215,600</u>	<u>177,030</u>
	<u>3,675,348</u>	<u>4,208,706</u>
Building and equipment:		
Equipment	2,835,394	2,708,522
Building	<u>1,378,086</u>	<u>1,378,086</u>
	4,213,480	4,086,608
Less accumulated depreciation and amortization	<u>2,248,461</u>	<u>2,000,939</u>
Net property and equipment	<u>1,965,019</u>	<u>2,085,669</u>
Total assets	<u>\$5,640,367</u>	<u>\$6,294,375</u>
	<u>Liabilities and Net Assets</u>	
Accounts payable	\$ 386,953	\$ 470,183
Other liabilities	479,847	595,762
Deferred revenue:		
Membership	788,107	860,062
Life memberships	61,999	70,653
Other	252,754	106,898
Notes payable	<u>1,950,860</u>	<u>2,084,000</u>
Total liabilities	3,920,520	4,187,558
Unrestricted net assets	<u>1,719,847</u>	<u>2,106,817</u>
Total liabilities and net assets	<u>\$5,640,367</u>	<u>\$6,294,375</u>

The accompanying summary of significant accounting policies  
and notes are an integral part of these financial statements



Statements of Activities  
For the Years Ended December 31.

Statements of Cash Flows  
For the Years Ended December 31.

Summary of Significant Accounting Policies  
December 31, 2007 and 2006

	<u>2008</u>	<u>2007</u>
Revenue:		
Sponsorships and royalties	\$ 2,838,529	\$ 2,262,773
Membership dues	2,488,996	2,474,992
Parts, kits and rebuilds	2,030,974	2,441,734
Entry and registration fees	1,802,626	1,763,368
Insurance premiums	1,784,165	1,843,064
Sanction fees	889,899	1,083,535
Competition licensing fees	843,495	848,135
Service fees	314,996	227,828
Miscellaneous	271,688	262,574
Rule books and misc. merch.	<u>258,118</u>	<u>206,187</u>
Total operating revenue	<u>13,523,486</u>	<u>13,414,190</u>
Expenses:		
Salaries and employee benefits	3,144,020	3,057,279
Cost of goods sold	1,878,086	2,241,715
Insurance premiums	1,784,378	1,687,309
Race organization activities	1,625,544	1,548,165
Office, equipment and occupancy	1,171,238	1,209,533
Public relations and marketing	985,484	538,575
Prize money	841,825	896,430
Sports Car magazine	489,674	474,014
Travel and entertainment	319,905	288,198
Committee and directors	260,935	251,183
Professional services	194,406	182,415
Other	192,369	162,965
Postage	<u>183,245</u>	<u>231,069</u>
Total operating expenses	<u>13,071,109</u>	<u>12,768,850</u>
Net operating revenue in excess of expenses	<u>452,377</u>	<u>645,340</u>
Other income (expense):		
Net investment (loss) income	(597,365)	148,589
Other	(99,970)	(49,316)
Interest	<u>(142,012)</u>	<u>(154,168)</u>
Total other expense	<u>(839,347)</u>	<u>(54,895)</u>
Change in unrestricted net assets	(386,970)	590,445
Unrestricted net assets at beg. of year	<u>2,106,817</u>	<u>1,516,372</u>
Unrestricted net assets at end of year	<u>\$ 1,719,847</u>	<u>\$ 2,106,817</u>

The accompanying summary of significant accounting policies and notes are an integral part of these financial statements

	<u>2008</u>	<u>2007</u>
Cash flows from operating activities:		
Change in net assets	\$ (386,970)	\$ 590,445
Items not requiring cash:		
Depreciation and amortization	325,185	317,224
Net realized and unrealized loss (gain) on investments	668,241	(114,978)
Gain on sale of property and equip.	(29,042)	
Reduction of forgivable notes		(29,333)
Noncash donation	8,325	8,325
(Increase) decrease in:		
Accounts receivable	(135,306)	(4,149)
Inventory	(88,370)	(37,745)
Prepays, insurance and other	(46,895)	30,408
Increase (decrease) in:		
Accounts payable	(83,230)	148,248
Deferred revenue	65,247	(103,120)
Other liabilities	<u>(115,915)</u>	<u>220,570</u>
Net cash provided by operating activities	<u>181,270</u>	<u>1,025,895</u>
Cash flows from investing activities:		
Proceeds from sale of property and equip.	34,823	
Purchases of property and equipment	(210,316)	(134,444)
Proceeds from sale of investments	1,251,326	1,074,992
Purchase of investments	<u>(1,321,923)</u>	<u>(1,108,135)</u>
Net cash used in investing activities	<u>(246,090)</u>	<u>(167,587)</u>
Cash flows from financing activities:		
Payments on notes payable	<u>(133,140)</u>	<u>(502,386)</u>
Net cash used in financing activities	<u>(133,140)</u>	<u>(502,386)</u>
Net (decrease) increase in cash and cash equivalents	(197,960)	355,922
Cash and cash equivalents at beg. of year	<u>578,834</u>	<u>222,912</u>
Cash and cash equivalents at end of year	<u>\$ 380,874</u>	<u>\$ 578,834</u>
<u>Supplemental disclosure of cash flow information at December 31:</u>		
Cash paid for interest	\$ <u>141,933</u>	\$ <u>158,057</u>
Cash paid for income taxes	\$ <u>19,114</u>	\$ <u>17,631</u>

The accompanying summary of significant accounting policies and notes are an integral part of these financial statements

**Nature of Operations and Consolidation**

The consolidated financial statements include the accounts of Sports Car Club of America, Inc. ("SCCA") and its wholly-owned subsidiaries, SCCA Pro Racing, Ltd. ("Pro Racing") and SCCA Enterprises, Inc. ("Enterprises"), collectively referred to as the Club. All significant intercompany items have been eliminated. SCCA was organized as a not-for-profit organization to promote interest in sports cars and automotive competition. In connection with this purpose, SCCA has several registered trademarks and trade names from which it receives product licensing royalties.

Enterprises was incorporated in 1986 as a for-profit organization to sell sports car kits and parts.

Pro Racing was incorporated in 1992, and commenced operations effective April 1, 1994, as a for-profit organization which organizes professional road racing events and related services.

**Use of Estimates**

The preparation of consolidated financial statements for the Club in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and reported amounts of revenues and expenses during the reported period. Actual results could differ from those estimates.

**Trade Receivables**

Trade receivables are stated at the amount management expects to collect from outstanding balances. Management provides for probable uncollectible amounts through a charge to earnings and a credit to an allowance for bad debt based on its assessment of the current status of accounts. Balances still outstanding after management has used reasonable collection efforts are written off through a charge to the allowance for bad debt and a credit to trade accounts receivable.

**Inventories**

Inventories are recorded at the lower of cost or market, using the first-in, first-out (FIFO) method. Inventories primarily consist of sports car kits and parts.

## Investments

Investments in marketable securities are measured at fair value in the statement of financial position. Investment income or loss (including realized and unrealized gains and losses, interest and dividends) is included in the change in unrestricted net assets.

The Club maintains a significant portion of its total assets in a combination of stocks, bonds, fixed income securities, and other investment securities. Investment securities are exposed to various risks, such as interest rate, market fluctuation and credit risk. Due to the level of risk associated with certain investment securities, it is at least reasonably possible that changes in risks in the near term would materially affect investments and the amounts reported in the statements of financial position.

## Building and Equipment

Equipment is recorded at cost and the building is recorded at the net present value of the estimated lease payments. Major improvements are capitalized, while ordinary maintenance and repairs are expensed. Management annually reviews these assets to determine whether carrying values have been impaired.

## Depreciation and Amortization

Depreciation, which includes amortization of assets recorded as capital leases, is computed using the straight-line method over the estimated useful lives of the related assets.

## Deferred Revenue

Amounts received as life membership dues are deferred and recognized on a straight-line basis as income over the estimated period of membership. Amounts received for annual membership dues are credited to deferred income upon receipt and recognized on a straight-line basis as income monthly over the membership year. Amounts received from sponsorships and royalties are credited to deferred income and generally recognized as income on a straight-line basis. Amounts received for organizing racing events are credited to deferred income and recognized as income in the period in which the event occurs.

## Program Services

The cost of providing the various programs and other activities has been summarized on a functional basis in the notes to the financial statements. Accordingly, certain costs have been allocated among the programs and supporting services benefited.

## Advertising Expense

The Club expenses advertising costs as they are incurred.

## Shipping and Handling Costs

Shipping and handling costs are included in cost of goods sold.

## Income Taxes

SCCA is a not-for-profit organization and is generally exempt from federal income taxes under Section 501(c)(4) of the Internal Revenue Code. Pro Racing and Enterprises are subject to federal and state income taxes and these subsidiaries account for income taxes using the asset and liability approach for financial accounting and reporting. Deferred income tax assets and liabilities are computed for differences between the financial statement basis and the income tax basis of assets and liabilities that will result in taxable or deductible amounts in the future. Such deferred income tax computations are based on enacted laws and rates applicable to the years in which the differences are expected to affect taxable income. Deferred tax assets are reduced by a valuation allowance if, based on the weight of the available evidence, it is more likely than not that these benefits will not be realized.

The Club has elected to defer implementation of FASB Interpretation 48 (FIN 48). The Club expects that the effect of adopting FIN 48 will not be material to the Club's financial position, change in net assets or cash flows.

The Club's present accounting policy for the evaluation of uncertain tax positions is to review those positions on an annual basis. A liability would be recorded in the financial statements during the period which, based on all available evidence, management believes it is more likely than not that the tax position would not be sustained upon examination by taxing authorities and the liability would be incurred by the Club.

## Cash Flows

For purposes of the statement of cash flows, the Club considers all interest-bearing deposits and highly liquid debt instruments at commercial banks, purchased with original maturity dates of three months or less, to be cash equivalents.

## Credit Risk

Financial instruments which potentially subject the Club to concentrations of credit risk consist of cash equivalents, marketable equity securities and trade receivables. The Club, by policy, limits the amount of credit exposure to any one financial institution and places the investments with financial institutions evaluated as highly creditworthy. Concentrations of credit with respect to trade receivable are limited due to the Club's credit evaluation process, and include obtaining customer deposits for certain services.

## 1. Financial Instruments and Concentrations

Information regarding financial instruments and credit concentrations is as follows:

Cash and Cash Equivalents - The Club's policy is to maintain cash with various high-quality financial institutions. Cash balances at financial institutions are insured by the Federal Deposit Insurance Corporation; however, balances may occasionally exceed the insured amount.

## 2. Investments

The fair values of investments are based on the estimate of the amount expected to be realized if investments are sold or otherwise disposed of in an orderly transaction within a reasonable period of time. As required by SFAS 157 - Fair Value Measurements, fair value is determined using various levels of "inputs." When available, quoted market prices in the active market for identical assets (Level 1 inputs) are used to determine fair value. If quoted market prices are not available, the Company uses valuation techniques that place greater reliance on other observable factors (Level 2 inputs) and unobservable factors (Level 3 inputs). All investments are valued using Level 1 inputs.

Investments consist of the following as of December 31:

	<u>2008</u>	<u>2007</u>
Corporate stocks	\$ 971,612	\$1,591,263
Government and agency obligations	517,514	502,832
Mutual funds	334,139	361,884
Money market funds	<u>112,172</u>	<u>77,102</u>
Investments	<u>\$1,935,437</u>	<u>\$2,533,081</u>

Net investment (loss) income in the statements of activities includes the following for the years ended December 31:

	<u>2008</u>	<u>2007</u>
Dividends and interest	\$ 101,073	\$ 74,491
Net realized (loss) gain	(107,275)	99,004
Net unrealized (loss) gain	(560,966)	15,974
Investment fees	<u>(30,197)</u>	<u>(40,880)</u>
Net investment (loss) income	<u>\$ (597,365)</u>	<u>\$ 148,589</u>

### 3. Capital Lease Obligation

SCCA has entered into a long-term land and building lease with the Metropolitan Topeka Airport Authority (MTAA). The term of the lease is for 25 years with five renewal options for five years each. The lease qualifies as a capital lease and is recorded in the financial statements based on the present value of the future minimum lease payments.

The following is a schedule of the original estimated cost of the building related to the above lease at December 31:

	2008	2007
Building	\$1,378,086	\$1,378,086
Less accumulated amortization	<u>209,584</u>	<u>175,132</u>
	<u>\$1,168,502</u>	<u>\$1,202,954</u>

The lease is payable in monthly installments over a 22-year period from January 1, 2005 to December 31, 2026. Interest beginning January 1, 2007 (rate adjusted to 7.25%, effective April 1, 2007), will be based on a prime rate of interest minus 1% and will reset every five years.

The following is a schedule, by years, of future minimum lease payments on the building, together with the present value of net minimum lease payments, as of December 31, 2008:

Year ending December 31:	Future Minimum Capital Lease Payments
2009	\$ 135,041
2010	135,041
2011	135,041
2012	135,041
2013	135,041
Later years	<u>1,789,292</u>
Total minimum lease payments	2,464,497
Less amount representing interest	<u>1,099,865</u>
Present value of min. lease payments (Note 4)	<u>\$1,364,632</u>

As part of the lease agreement with MTAA, SCCA has entered into a lease for the land that the building occupies. SCCA began making rent payments on January 1, 2005. From January 1, 2005 through December 31, 2007, the land rent is \$.07 per square foot of the total land area of the premises (approximately 92,000 square foot). From January 1, 2008 through December 31, 2010, the payment is \$.08 per square foot, \$.09 from January 1, 2011 through December 31, 2013, and \$.10

from January 1, 2014 through December 31, 2016. From January 1, 2017 through the termination of the lease, the payment is \$.10 per square foot plus \$.25 per square foot for the actual building footprint (approximately 17,620 square foot). See Note 8 for future lease commitments.

Under the renewal terms, no rent will be due for the building and the land rent will be adjusted for changes in the CPI.

### 4. Notes Payable

Notes payable and capital lease obligations due after one year are summarized as of December 31, as follows:

	2008	2007
Long-term debt:		
Capital lease obligation (Note 3)	\$1,364,632	\$1,399,358
Note payable to bank in monthly installments, including interest at 6.4% through April 2008, collateralized by equipment		4,185
Note payable to bank in monthly installments, including interest at 6.4% through March 2008, collateralized by equipment		7,640
Note payable to finance company in monthly installments, including interest at 1.9% through February 2009, collateralized by vehicle	<u>1,364,632</u>	<u>11,776</u>
		<u>1,422,959</u>
Margin loan:		
Margin loan payable to securities dealer, including variable interest based on prime and loan balance, collateralized by securities	<u>151,228</u>	<u>151,041</u>
Line of credit:		
Line of credit with bank, providing up to \$435,000 in short-term borrowings, including interest at prime plus .25%, maturing June 2009, collateralized by equipment, payment of \$75,000 due on or before June 1, 2009	<u>435,000</u>	<u>510,000</u>
	<u>\$1,950,860</u>	<u>\$2,084,000</u>

The aggregate maturity on the above long-term debt as of December 31, 2008 follows:

2009	\$ 37,329
2010	40,127
2011	43,135
2012	46,369
2013	49,844
Later years	<u>1,147,828</u>
	<u>\$1,364,632</u>

### 5. Income Taxes

Pro Racing and Enterprises recorded no provision for income taxes during the years ended December 31, 2008 and 2007 due to an offsetting valuation allowance for the deferred tax assets and the utilization of net operating loss carryforwards to eliminate any current tax incurred for the year.

The significant elements of the Club's deferred tax assets are as follows at December 31:

	2008	2007
Net operating loss carryforwards:		
Pro Racing	\$ 443,000	\$ 469,000
Enterprises	47,000	67,000
Valuation allowance	<u>(490,000)</u>	<u>(536,000)</u>
	<u>\$ -</u>	<u>\$ -</u>

At December 31, 2008, Pro Racing and Enterprises have net operating loss carryforwards for income tax purposes of approximately \$2,840,000, expiring in 2010 through 2025, and \$195,000, expiring in 2010 through 2023, respectively.

## **6. Program and Supporting Services**

The cost of providing the various programs and other activities is summarized on a functional basis for the years ended December 31 as follows:

	<u>2008</u>	<u>2007</u>
Program:		
Pro Racing	\$ 3,809,800	\$ 3,227,479
Enterprises	2,158,170	2,568,603
Insurance	1,858,757	1,766,142
Solo racing	796,522	774,749
Membership - Pubs and convention	656,201	592,361
Club racing	584,798	601,500
Technical services	313,204	274,700
Region services	124,230	114,227
Road rally racing	<u>114,715</u>	<u>127,367</u>
Total program	<u>10,416,397</u>	<u>10,047,128</u>
Supporting:		
Administrative	1,473,030	1,459,073
Membership - Administrative	684,596	657,649
Marketing	<u>497,086</u>	<u>605,000</u>
Total supporting	<u>2,654,712</u>	<u>2,721,722</u>
Total	<u>\$13,071,109</u>	<u>\$12,768,850</u>

## **7. Summary of Change in Net Assets by Entity**

	Net Income (Loss) Before <u>Eliminations</u>	Net Income <u>Eliminations</u>	Net Income (Loss) <u>(Loss)</u>
2008:			
SCCA	\$ (583,259)	\$ (44,986)	\$ (628,245)
Pro Racing	101,036	28,290	129,326
Enterprises	<u>95,253</u>	<u>16,696</u>	<u>111,949</u>
	<u>\$ (386,970)</u>	<u>\$ -</u>	<u>-\$ (386,970)</u>
2007:			
SCCA	\$ 461,038	\$ (48,858)	\$ 412,180
Pro Racing	10,284	30,723	41,007
Enterprises	<u>119,123</u>	<u>18,135</u>	<u>137,258</u>
	<u>\$ 590,445</u>	<u>\$ -</u>	<u>-\$ 590,445</u>

## **8. Operating Leases**

The Club leases facilities, land and certain office equipment under noncancelable operating leases that expire in various years through fiscal year 2026.

Minimum future lease payments under these operating leases as of December 31, 2008 are as follows. Operating lease payments include the Denver office and shop space and the Topeka land lease (Note 3).

Year ending December 31,	
2009	\$ 84,760
2010	84,760
2011	86,380
2012	86,880
2013	41,030
Thereafter	<u>180,022</u>

Total minimum future lease payments \$ 563,832

Total rental expense under all operating leases was \$86,332 and \$96,069 for the years ended December 31, 2008 and 2007.

## **9. Employee Benefit Plan**

The Club has a 401(k) Plan that covers all employees who have attained age 21, have one year of service with the Club, and completed at least 1,000 service hours. The Club's contributions to the 401(k) Plan are discretionary. Participants are permitted to make elective deferrals in any amount from 0% up to 20% of their compensation. Participants vest in the Club's contributions at a rate of 20% per year after their third and fourth year of employment and are fully vested after five years. The Club contributed \$91,894 and \$84,019 to the 401(k) Plan during the years ended December 31, 2008 and 2007.

## **10. Contingencies**

The Club is involved in various legal proceedings and claims that have arisen in the ordinary course of its business that have not been fully adjudicated. These actions, when finally concluded and determined, will not, in the opinion of management, have a material adverse effect upon the financial position or results of operations of the Club.

## **11. Insurance/Risk Management**

The Club arranges liability and participant accident insurance coverage through an independent third party insurance company for all Club sanctioned events.

## **12. Contractual Agreements**

In June of 2008, SCCA and Pro Racing entered into an agreement with WC Vision, LLC (WC Vision) to allow WC Vision to acquire all rights regarding the management and promotional control of the "SCCA Pro Racing World Challenge Series". For 2008, the agreement provides that a portion of the losses incurred for the year ended December 31, 2008 will be reimbursed under the contract. The Club received \$265,762 from WC Vision in accordance with the terms of the contract. This amount is included in sponsorship revenue in the Statements of Activities. In future years, WC Vision receives any net profits or is required to fund any net losses related to the World Challenge Series. This agreement has an initial term ending on December 31, 2013, with optional one-year extensions thereafter.

The following information is presented each year to give a clearer view of how each of the race departments performs. While this breakout by department is not specifically part of the annual audit procedures, it does agree in total to the figures contained in the annual audit report, and is produced from the accounting records that are subject to audit.

**Sports Car Club of America**  
**Statement of Departmental Operations**  
**For the Twelve Months Ending December 31, 2008**

	Club	Solo	Rally	Admin	TOTAL
<b>Income from Activities</b>					
Membership	\$0	\$0	\$0	\$2,343,996	\$2,343,996
Sponsorship and Royalties	\$169,490	\$311,906	\$2,769	\$16,650	\$500,815
Sanction Fees	\$497,975	\$286,783	\$18,142	\$0	\$802,900
Entry and Registration Fees	\$184,305	\$461,001	\$6,825	\$78,595	\$730,726
Service Fees	\$96,000	\$61,500	\$1,000	\$156,496	\$314,996
Licenses	\$718,148	\$470	\$0	\$7,745	\$726,363
Rulebook, Mdse, & Advertising	\$55,272	\$50,097	\$475	\$147,582	\$253,426
Fines & Fees	\$6,915	\$100	\$710	\$13,635	\$21,360
Insurance	\$0	\$0	\$0	\$1,784,166	\$1,784,166
Insurance Reimbursement from Pro	\$0	\$0	\$0	\$0	\$0
Administrative Cost Recovery - Pro Racing	\$0	\$0	\$0	\$168,063	\$168,063
Membership Dues Allocation to Pro	\$0	\$0	\$0	(\$207,360)	(\$207,360)
Misc	\$0	\$480	\$1,245	\$14,403	\$16,128
<b>Total Income from Activities</b>	<b>1,728,105</b>	<b>1,172,337</b>	<b>31,166</b>	<b>4,523,971</b>	<b>7,455,579</b>
<b>Expenses from Activities</b>					
Salaries and Benefits	\$213,414	\$227,438	\$85,259	\$1,727,975	\$2,254,086
Licensing Costs	\$431,362	\$527	\$0	(\$431,890)	\$0
Tech Services Costs	\$195,367	\$69,774	\$13,955	(\$279,096)	\$0
Cost of Goods Sold	\$14,673	\$21,058	\$315	\$37,623	\$73,669
Travel	\$16,712	\$42,627	\$6,291	\$44,537	\$110,167
Prize Money	\$0	\$33,065	\$0	\$0	\$33,065
Race/Annual Meeting Activities	\$165,607	\$419,894	\$14,311	\$307,964	\$907,776
Officers, Committees, & Directors	\$107,139	\$18,381	\$9,457	\$109,016	\$243,993
Printing/Forms	\$51,112	\$6,496	\$0	\$50,260	\$107,868
Marketing & Communications	\$0	\$0	\$0	\$168,488	\$168,488
Sports Car Mag/Membership Developmt	\$0	\$0	\$0	\$489,674	\$489,674
Direct Office Expenses	\$6,910	\$122	\$105	\$182,872	\$190,009
Overhead Office Expenses	\$16,830	\$42,851	\$1,439	\$817,774	\$878,894
Professional Services	\$2,000	\$0	\$0	\$1,873,740	\$1,875,740
Misc.	\$250	\$124	\$0	\$16,060	\$16,434
<b>Total Expense from Activities</b>	<b>\$1,221,377</b>	<b>\$882,357</b>	<b>\$131,132</b>	<b>\$5,114,997</b>	<b>\$7,349,863</b>
<b>Net Operating Income (Loss)</b>	<b>\$506,728</b>	<b>\$289,979</b>	<b>(\$99,966)</b>	<b>(\$591,026)</b>	<b>\$105,716</b>
<b>Non-operating Income/(Expense)</b>					
Income/Loss on LT Investments	\$0	\$0	\$0	(\$597,365)	(\$597,365)
Interest Income-ST Investments	\$0	\$0	\$0	\$1,687	\$1,687
Interest Income-Subsidiaries	\$0	\$0	\$0	\$45,807	\$45,807
Interest Expense - Building	\$0	\$0	\$0	(\$100,315)	(\$100,315)
Interest Expense-ST Notes	\$0	\$0	\$0	(\$11,262)	(\$11,262)
Miscellaneous	\$0	\$0	\$0	(\$27,516)	(\$27,516)
<b>Total Non-operating Income/Expense</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$688,964)</b>	<b>(\$688,964)</b>
<b>SCCA Net Income/(Loss)</b>	<b>\$506,728</b>	<b>\$289,979</b>	<b>(\$99,966)</b>	<b>(\$1,279,990)</b>	<b>(\$583,248)</b>
Pro Racing Income (Loss)					\$ 101,040
Enterprises Income (Loss)					\$ 95,253
<b>Total Consolidated Income (Loss)</b>					<b>\$ (386,955)</b>

## 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>