

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | July 7, 2009

The Club Racing Board met by teleconference on July 7, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Russ McHugh, and Peter Keane. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; John Sheridan, BoD guest; 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.

GCR

1. Effective 1/1/10: Add the following to the end of section 3.1.8.D:

Roll cages for existing vintage cars must, at a minimum, meet the 1972 requirements as stated in the Vintage GCR. Newly constructed "vintage" car roll cages must meet current GCR requirements.

2. Effective 1/1/10: Add the following to the end of section 9.3.11:

Brake rotors must be metallic (in other words, carbon fiber, ceramic, and other non-metallic rotors are not permitted).

Formula/Sports Racing

- Item 1. Effective 1/1/10: Add the following to Table 2 in FA section 9.1.1.A:

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Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight (lbs)	Notes
Swift 016	2.3 liter Mazda Duratec	(F) 10 (R) 14 Min. & 15 in Max.	See notes	5 speed sequential	1420	<p>Drivers must have a copy of Appendix A provided by Swift Engineering available to present to Tech at their request</p> <p>Engine</p> <p>The 2.3 Liter Mazda Duratec Engine and ECU is unrestricted with the exception that a 32mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises.</p> <p>Dimensions Wheel Base 109.3 inches (277.6 cm) Overall Length 177.1 inches (449.8 cm) Overall Width Front: 76.0 inches (193.0 cm) Rear: 75.8 inches (192.5 cm)</p> <p>The overall width will be measured at the wheel hub center by projecting a vertical plane from the widest outside rim surface.</p> <p>Other Dimensions: Reference Appendix A illustrations provided by Swift Engineering.</p> <p>All dimensions of the car within this table and Appendix A shall have a tolerance of + or - 0.2 inches.</p> <p>The bodywork may not be modified in shape or size; however, replacement bodywork may be supplied by sources other than Swift.</p> <p>Wings</p> <p>The wings and end plates may not be changed. The wings must have a Swift label visible on each wing showing the following part numbers: front wing (part no. 01612-0010), front flaps (part no. 01612-1021LorR), lower element, rear wing (part no. 01613-0010), and upper element, rear wing (part no. 01613-0013). All wings must conform to the wing angles and dimensions specified in the Appendix A illustrations provided by Swift Engineering.</p> <p>Rear Wing Top Element</p> <p>The rear wing top element may be adjusted within the designed range of +2.0⁰ to +16.0⁰.</p> <p>Front Wing Main Plane and Rear Wing Lower</p> <p>At all times, the front wing and lower rear wing element must be maintained at the designed angle (as seen in illustrations 4 and 5 of Appendix A provided by Swift Engineering) relative to the chassis zero line.</p> <p>Wickers</p> <p>Wickers/gurneys may be added to the top of the trailing edge of the front flaps, front main plane, and rear wing lower elements only, and may not be used on the rear wing upper element. They must be 90 degrees to the mounting surface and may be no more 0.500 inch high as measured from the upper surface of the wing element. Wicker/gurney height must remain constant across the width of the individual component span. No saw tooth wickers/gurneys are allowed. The trailing edge of wings and flaps may be drilled for the purposes of attaching wickers/gurneys.</p> <p>All wing angles shall have a tolerance of + or - 0.3⁰.</p> <p>Shocks absorbers must be Dynamic Suspension Model DSSV with S5 and S6 valving in the front shock absorbers and S3 and S4 valving in the rear shocks absorbers.</p>

Item 2. Effective 1/1/10: Replace FV section 9.1.1.C.5.D.29 as follows:

~~An oil sump extension may be fitted utilizing the oil strainer cover plate, provided the extension does not extend horizontally beyond the edge of the oil strainer cover plate and the capacity does not exceed 250cc. The oil pump pickup pipe may be extended into the sump extension. Accumulators (Accusump) may be fitted.~~

An oil sump extension may be fitted to the engine. In operation, all movement of oil and crankcase air in and out of the extension shall be through the original oil strainer cover opening of the engine case. No additional openings in the extension are allowed above the plane of the oil strainer flange of the engine case. The oil pump pickup pipe may be extended into the sump extension. Any baffling is allowed within the extension and may extend between the engine case and the sump extension through the original oil strainer opening. Any sump extension with an internal volume exceeding 250cc may not extend below the frame rails of the chassis when viewed from the side. Accumulators (Accusump) may be fitted.

Item 3. Effective 1/1/10: Change FF section 9.1.1.D.6, 9.1.1.D.7, and 9.1.1.D.8 as follows:

D.6. Chassis/Frame

Formula Ford 1986 construction requirements as of January 1, 1986 as revised January 1, 2010. All new Formula Ford cars are to be built to these specifications covered in D.6. through D.7.h. (Also required for Formula 2000.)

- a. The chassis shall be of steel space-frame construction. ~~Monocoque type structures are prohibited. Stabilized (honeycomb) or composite (carbon fiber or Kevlar) materials are not permitted, except as specifically authorized within these rules.~~ Forward-facing braces that protecting the driver's legs and feet shall extend from the front roll hoop to the front bulkhead. ~~(The front bulkhead is defined as the furthest forward transverse section of the main frame.) (The front bulkhead is defined as the transverse section of the frame immediately ahead of the pedals and drivers feet.)~~ The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; i.e., pedals not depressed) and shall remain behind the front bulkhead. The lower main frame rails shall be a minimum of twenty-five (25) centimeters (9.84") apart (inside dimension) from the front bulkhead to the rear roll hoop. *Monocoque-type structures are prohibited.*

A stress bearing floor pan constructed from a minimum of .060" heat treated aluminum sheet or eighteen (18) gauge steel sheet is required. At a minimum, it shall extend from the front bulkhead to the rear roll hoop bulkhead. The floor pan may be constructed in multiple sections.

~~Sheet materials attached to the frame by welding, bonding, or by rivets or threaded fasteners which are located closer than six (6) inch centers, are defined as stress bearing panels. Composite or stabilized materials shall not be used for stress bearing panels. The mountings for brake and clutch pedals and cylinders (front bulkhead), instruments, (front roll hoop bulkhead), and rear roll hoop bulkhead (behind the driver) may also be stress bearing panels. No other stress bearing panels are permitted.~~

The front bulkhead, forward roll hoop (dash hoop) bulkhead and main hoop bulkhead may also utilize stress-bearing panels. No other stress-bearing panels are allowed.

Stress-Bearing Panel Definition: Any sheet material that is attached to the frame by welding, bonding, riveting, threaded fasteners, or any combination thereof, the centers of which are located closer that six (6) inches ~~are defined as stress bearing panels.~~ No materials other than aluminum or sheet steel are allowed for use as stress-bearing panels. Stabilized materials (honeycomb) are not permitted as stress-bearing panels.

- b. The area between the upper and lower main frame tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the cockpit.

1. Panel(s), minimum of either .060" heat treated aluminum (6061-T6 or equivalent) or eighteen (18) gauge steel, attached to the outside of the main frame tubes. *No other material types will be allowed for these panels.*
2. Reinforced body - at minimum, consisting of ~~a double~~ two layers of five (5) oz., bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. *(5 layers highly recommended.)*

For either method, fasteners shall be no closer than six (6) inch centers (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

~~A stress bearing floor pan/undertray, minimum of .060" heat treated aluminum or eighteen (18) gauge steel, is required; at a minimum this shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch.~~

- ~~dc The firewall portion of the rear roll hoop bulkhead (panel) shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height. A firewall(s) between the drivers' compartment (cockpit) and the engine compartment is required. It shall extend the full width of the cockpit from the floor pan to, at a minimum, a height equal to the top of the carburetor. Forward facing ducts may be installed for the purpose of delivering air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver. (Any shape may be used to form firewall extension.) All firewall inlets shall prohibit passage of flame and debris.~~

- d. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels, may be non-ferrous, of any shape, and attached to the frame in any manner.

- e. *Impact Attenuators. See GCR 9.4.5.g.*
- f. *No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.*

D.7. Bodywork

For the purposes of these rules, "bodywork" includes all external panels that encase the frame, driver, engine, transmission, radiators, suspension pickup points, etc., that are licked directly by the air stream. Bodywork also includes panels below the floor pan, and bottoms of any side pods.

- a. The bodywork opening giving access to the cockpit shall have the following minimal dimensions:

Length: 60cm (23.622 inches)

Width: 45cm (17.717 inches)

This width extends over a length of 30cm (11.811 inches) minimum. This minimal rectangular opening may exist anywhere forward of the bracing, and required padding will not be considered in these dimensions.

- b. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, *with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended.*
- c. Bodywork (including ~~fuel tanks~~ *undertrays, floor pan, spoiler and any attached components except for suspension components*) shall not exceed a maximum width of 95cm (37.44 inches). No part of the bodywork, rear spoiler, or exhaust system shall extend more than 100cm (39 inches) behind the centerline of the rear axle *nor exceed in height a horizontal plane 90cm (35.4 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage and engine air box are not included in these restrictions.* Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal section.

There shall be no forward facing gaps or openings in the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. All bodywork shall be firmly attached to the chassis.

For Formula Ford, a wing shall be defined as any shape that has a leading edge and a trailing edge and creates downforce. Wings and other airfoil devices ("dive planes, etc.), which whose primary purpose are to create aerodynamic downforce, are prohibited. No extension of the undertray or attached components for the purpose of downforce or ground effects are permitted. Any part of the car which has an influence on the aerodynamic stability of the vehicle shall be firmly attached with no provisions for adjustment to vary downforce. except that a A single rear spoiler, which may be capable of adjustment, is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.

- d. ~~No part of the bodywork or rear spoiler shall exceed the height of a horizontal plane 90cm (35.4 inches) above the ground, with the car as qualified or raced, with driver aboard. The safety roll bar/roll cage and engine air box are not included in this height restriction.~~
- ed. It is the intent of these rules to minimize (not eliminate) the use of "ground effects". *A reference area is defined by the full width of the lowest surfaces of the car licked by the air stream between the front and rear axle centerlines. These surfaces may include the floor pan, undertrays, side pod bottoms and any essentially horizontal bodywork that is included in the lowest surfaces licked by the air stream. Within this defined area, the lowest surfaces licked by the air stream must be flat with a tolerance of 2.54cm.*

The perimeter of any defined area surface that transitions vertically to any bodywork may use a maximum 1" radius. Mirrors and any primarily vertical bodywork (e.g., cockpit sides) that extend laterally past the outer edges of the floor pan and/or undertrays shall not be subject to this 2.54 cm rule.

~~It is the intent of these rules to minimize the use of "ground effects". Thus, for the full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) Diffuser undertrays or venturi tunnels are prohibited. No aerodynamic devices (e.g., skirts, body sides, etc.) may extend more than 1cm (0.394 inches) below the lower surface of the floor pan to the rear of the front axle. Seat buckets or other protrusions shall not circumvent this rule. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. All ducted air for heat exchangers (water/oil) shall pass through those heat exchangers.~~

The undertray aft of and below the differential centerline shall be a maximum of 16" wide and shall be unrestricted in regards to curvature but shall not have any down-turned vertical fences or intermediate vertical strakes. It shall not extend horizontally beyond the vertical body surfaces in this area. An undertray in this area is not required.

Fairings for streamlining suspension pickups are not subject to this rule; however, such fairings shall be symmetrical about their horizontal axis.

Measurement for compliance of the defined area shall be performed as follows:

A non-flexible straight-edge bar shall be placed against the lower surface of the floor pan in a suitable section (unworn and flat enough to prevent rocking of the bar) from which the bar can be oriented to measure all parts of the lower surfaces. The competitor shall be responsible for the availability of such a surface. The bar shall be of sufficient length to reach all portions of the defined area from that surface. If an undertray or side pod bottom is situated below the bottom surface of the floor pan, it shall serve as the reference from which the vertical variation measurements are taken.

All measurements shall be taken vertically from the reference bar to the lower surfaces. The maximum vertical distance from the bar to any lower surface shall be 2.54 cm.

Shaping of the lower surfaces to create by providing "venturi" type tunnels is prohibited.

No aerodynamic devices (e.g., skirts, body sides, skid "planks", undertrays, skid blocks, etc) may extend more than 1 cm (.394 inches) below the defined lower surface of the floor pan aft of the front axle centerline.

- e. The engine bay undertray and any side pod bottom extensions shall not extend rearwards past the rear axle centerline, with the exception of a section directly under the gearbox or gearbox bodywork enclosure

It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. All ducted air for heat exchangers shall pass through those heat exchangers.

- f. Fuel cell air vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit.

Carbon fiber is not permitted in any external bodywork, or for any internal air ducts (e.g., radiator ducts, engine area cooling and engine air intake ducts, shock or exhaust cooling ducts). Cockpit interior panels and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.

- h. Fuel cell vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit. Fuel cell requirements per GCR Section 9.3.26.

D.8. Suspension

Suspension is defined as the system of springs, shock absorbers, control arms, links, etc., supporting the vehicle on its axles. Sway bars, sway bar links, steering components, etc., are not classified as suspension for this discussion.

All suspension components shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings, ~~and~~ bushings, spring caps, abutment nuts, shock absorber caps and nuts. Titanium and carbon fiber are prohibited.

Front and rear hub carriers shall be only steel or aluminum alloy for cars manufactured after January 1, 1983. (applies to FF only) Springs shall be steel only.

Control arms and all associated items ~~which~~ that attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit.

Shock absorbers: Design - unrestricted; Casing ~~M~~material: steel or aluminum alloy.

All components ~~which~~ that are not defined as chassis/frame or suspension are unrestricted, unless otherwise restricted by these rules or the GCR. Titanium is prohibited. Carbon fiber is prohibited

It is not permitted to attach spoilers, fairings or other devices ~~which~~ that may exert downforce to the movable suspension members. If the suspension member is of streamline or airfoil cross section, it shall be symmetrical about its horizontal axis. Brake lines may be attached to ~~the~~ suspension members. Brake lines may be enclosed in a symmetrical fairing.

Item 4. Effective 1/1/10: Change S2000 section 9.1.9.B.7 as follows:

B. 7. Brakes

~~Brake calipers and rotors must be ferrous. Brake system otherwise unrestricted.~~

- a. Only the following ferrous calipers are permitted: AP LD19, AP LD20, AP LD65, ICP-20L/R, ICP-65R, ICP-14F, and Girling 14F.
- b. Aluminum alloy calipers of two-piece construction (split into two halves that are fastened together by bolts) having no more than 4 pistons and 2 brake pads are permitted. Spacers placed between caliper halves to adjust for rotor width are permitted. Maximum one caliper per wheel.
- c. Brake rotors must be ferrous. Rotor hats / bells must be ferrous or aluminum alloy.
- d. Brake system otherwise unrestricted.

Super Touring

Effective 1/1/10: Classify the 2009 Jetta TDI Cup eligible car in STU using the TDI Cup rules.

Effective 1/1/10: Classify the 2009 Jetta TDI in SSC with a 28 mm turbo restrictor at 3,200 lbs.

WHAT DO YOU THINK?

The CRB welcomes member comments, particularly from those directly involved in Formula Ford, on the following topic.

The CRB has received a proposal from Honda Performance Development (HPD) to include the Honda Fit 1.5 liter engine in the Formula Ford class. The proposal includes a general presentation of the concept, which is summarized below, and the specific FF rules changes that would be necessary. HPD has also submitted engine dynamometer graphs comparing a restricted Fit 1.5 liter engine and a current "National level" Kent FF engine. The restricted Fit engine produces slightly less horsepower than the Kent engine with a nearly identically shaped power curve. (The testing was done on the same dynamometer on the same day by a well known FF engine builder.) The Fit engine has been installed in a DB-1 chassis and has undergone over 200 miles of testing. HPD will present the car at Road America during the 40th Anniversary Formula Ford races, July 24-26. If member comment is favorable, the complete rules changes will be presented in a future *FasTrack*.

The CRB does not view this proposal to be in any way exclusive of similar future proposals for Formula Ford engines from other sources. Although the proposal includes an installation kit for the DB-1 and HPD may decide to produce kits for other chassis, use of the kit would not be required. The use of certain HPD parts would be required, but the base Fit engine could be acquired through other sources. Participants would be able to continue to use the Kent engine indefinitely. The rules for regional Club Formula Ford (and similar classes) would not be affected by this proposal unless regions chose to include it.

A Proposal for Incorporating the Honda Fit 1.5 Liter Engine in Formula Ford

Purpose: To phase in a new engine in the Formula Ford class that would substantially reduce the operating cost and extend the life of the class with a flow of new modern engines and replacement parts.

- < HPD's plan is to enhance a nationally competitive formula with parity across multiple engine models with an easily manageable rules plan for SCCA. This proposal is a "turn key" engine solution with all parts (intake through to exhaust) being a mandated single source kit sold exclusively through HPD. This professionally designed "turn key" approach along with our established manufacturing supply chain reinforces our commitment to engine reliability, durability and a low operating cost.
- < The Honda Fit with the L15A7 engine is in the beginning of what is typically a six year production life cycle and has sales estimates of over 50,000 units per year. Long-term parts availability will be secure because Federal law requires manufacturers to supply replacement parts for a minimum of ten years after cessation of production.
- < This plan would bring a new, modern and reliable engine that requires minimal maintenance labor and cost, with an expected minimum 5,000 mile service range between rebuilds. It would have minimal impact for car owners by utilizing a chassis-friendly conversion that is a bolt-in design with components supplied in kit form and not requiring irreversible changes such as welding. Class involvement would be increased by greatly reducing engine maintenance and tuning. It could be of interest to car owners that have parked their cars due to current high operating costs and could make Formula Ford a cost effective "starter class" again.

Selected features of the proposal

- < No engine modifications, only standard rebuilds using stock parts allowed.
- < Stock Honda Fit flywheel and clutch.
- < HPD oil pan and dry sump lubrication system, available in kit form from HPD.
- < An HPD manufactured exhaust manifold is required. Headers, collectors and primary pipes are eliminated; cylinder head design incorporates a single exhaust outlet flange. Only exhaust pipes after the manifold need to be added.
- < An HPD supplied ECU and wiring loom is required. The ECU is sealed and maps can not be changed.
- < Fuel injectors are stock Honda Fit production items and may not be modified.
- < An HPD supplied Intake manifold, intake restrictor plate and throttle body is required.

Parts Kits and approximate costs

- | | |
|------------------------------------------------------------------------------------------|----------|
| < Part # 06200-F21S-A00 KIT
Complete kit for DB-1, which includes the following kits. | \$12,000 |
| < Part # 10000-F21S-A00 ENGINE ASSY
The base engine | \$ 2,500 |
| < Part # 06015-F21S-A00 KIT
Engine conversion kit | \$ 5,050 |
| < Part # 06020-F21S-A00 KIT
Chassis conversion kit | \$ 4,450 |

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

Acceptable vehicle logbooks (Butler/Langlotz). The recent clarification of 9.2.1.A is necessary because, in general, we cannot know how other sanctioning bodies perform their vehicle inspections, nor do we know to what requirements and standards those inspections apply. Further, SCCA scrutineers should not make entries in the logbooks issued by other sanctioning bodies.

Formula

1. FC – Allow aluminum calipers (Wright). Ferrous calipers are currently available.
2. F500 – F600 proposal (multiple letters). We will consider the proposal when on-track and dyno performance data are available.
3. S2 – New S2000 engine proposal (DiRenzo). We will consider the proposal when on-track and dyno performance data are available.

Touring/Showroom Stock

1. T1 – Allow rear coilovers on the M3 (May). This is not allowed in Touring.
2. T1 – Allow a belt tensioner on the Corvette (Durso). There is no apparent need.
3. SSB – Help the GM F-body (Czacki). We will monitor the car's performance.

NO ACTION REQUIRED

GCR

1. Helmet mounted camera input (Palmer). Thank you for your input. Helmet mounted cameras have long been prohibited. The recent adjustment to 9.3.12 only changed the weight of devices that require a specific type of mount.
2. Vintage racing input (Sideri). Thank you for your input. Not all regions have the time in their schedules to accommodate additional race groups (vintage cars must run separately). The decision to run vintage car races must remain with the regions, as must the means of promotion.
3. Black flag restarts (Nesbitt/Dean). Thank you for your input. The question will be addressed in the next edition of the GCR by removing 6.5.C.

CLUB RACING TECHNICAL BULLETIN

DATE: July 1, 2009
 NUMBER: TB 09-07a
 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.

Grand Touring GT1

1. Qvale- p. 265 add a new classification for the Mangusta with a 104" wheelbase. Note: shall use a class legal Ford engine.

Production HP

1. All Volkswagen 1780 spec lines, p.460-461, change the notes as follows: Valve lift limited to ~~.420"~~ .425".

Showroom Stock SSB

1. Mazda MX-5 (06-08), p.488, change the specs as follows: Weight (lbs): MSR: ~~2700~~ 2650 Non-MSR: ~~2550~~ 2500.
2. Mazda MX-5 Touring/Grand Touring (2009), p.488, change the specs as follows: Weight (lbs): ~~2700~~ 2650.
3. Mazda MX-5/Miata Sport (99-00), p.487, add to the notes as follows: Allow Spec Miata suspension kit 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.
4. Mazda MX-5/Miata (01-05), p. 488, change the notes as follows: Allow ~~SM spring and adjustable perch~~ Spec Miata suspension kit 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.
5. Nissan Sentra Spec-V (07-08), p.488, change the specs as follows: Weight (lbs): ~~3290~~ 3190.
6. Pontiac Solstice (06-09), p.489, change the specs as follows: Weight (lbs): ~~3050~~ 3000.

Touring T2

1. Pontiac Solstice GXP Coupe/Convertible (07-09), p.574, change the specs as follows: Weight (lbs): ~~3250~~ 3150.
2. Mitsubishi Lancer EVO 8/9/RS/GSR/MR (03-06), p.573, effective 7/22/09, change the specs as follows: Tires Size: ~~275/35~~ 235/45.
3. Subaru Impreza WRX STi (03-07), p.575, effective 7/22/09, change the specs as follows: Tires Size: ~~275/35~~ 235/45.
4. Subaru Impreza WRX STi (08-09), classified in TB 09-02, effective 7/22/09, change the specs as follows: Tires Size: ~~275/35~~ 235/45.
5. BMW Z4 M (2007), p. 571, change the specs as follows: Weight (lbs): ~~3500~~ 3375.
6. Combine the Firebird Formula/Trans-Am and WS-6 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)							
Pontiac Firebird Formula/ Trans-AM & WS-6 (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: 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 differential cooler #12480080 allowed.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2009

NUMBER: TB 09-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/09 unless otherwise noted.

GCR

1. Clarify section 9.3.51 as follows: Windows shall be clear or uncolored, *except in Production, Super Touring, Touring and Showroom Stock if no factory or after market clear windows are available*. Officials may require the replacement of windshields that are considered a safety hazard. All closed cars shall run with both front door windows fully open.

Formula

FA

1. Correct 9.1.1A Table 3 Pro Star Mazda specs, p. 173, as follows:

B. Maximum front overhang from front wheel axis	100	102
C. Maximum height measured from the ground	94	99 @ rear wing
D. Exhaust height measured from the ground	34-44	34-53
E. Maximum height of any aerodynamic device	30	35
I. Maximum rear aerofoil width (includes endplates)	96	100
K. Maximum nose width	129	141
S. Maximum exhaust length from rear wheel axis	52	77

FC

2. Clarify the first sentence of section 9.1.1.B.4.k as follows: Intake manifold and fuel injection components: The Quicksilver RacEngines (QSRE) *intake air scoop*, intake manifold, throttle bodies, air horns, fuel rail and injector system are required and must be used with no modifications of any kind.

Grand Touring

GT

1. Cars - Mazda RX-7, p. 287 add to the notes as follows: Downing GTS body kit allowed with 75 lbs. weight increase.

American Sedan

1. Clarify section 9.1.6.D.5.e by adding to the end of the paragraph as follows: "A vacuum reservoir or booster may be added."

Touring

T2

1. BMW Z4 M Coupe (2007), p. 571, add to the notes as follows: Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed.



SUPPLEMENTARY REGULATIONS

Revised per SOM on 06/21/2009

Held under the 2009 General Competition Rules

#IDC-09-S

Online Registration at www.scca.com

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|-------------------------------|-------------------------------------|
| 1. Entries | 9. Pre-race Tech Inspection |
| 2. Driver Eligibility | 10. Impound & Post Race Inspection |
| 3. Tow Fund | 11. Decals/Patches |
| 4. Registration & Credentials | 12. Penalties/Protest/Appeals |
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1. ENTRIES

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

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

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

2. DRIVER ELIGIBILITY

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

3. TRAVEL/TOW FUND

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

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

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

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

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

Road America
N7390 Hwy 67
Elkhart Lake, WI 53020

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

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Robert Moser vs. First Review Rules Interpretation, COA ref. No. 09-RI-02
June 25, 2009

FACTS IN BRIEF

On January 1, 2009, Robert Moser submitted a request for Rules Interpretation asking for a ruling on the compliance of the spoiler/air dam on his 1988 Honda CRX Si ITA relative to GCR 9.1.3.D.8.b. Pursuant to GCR 8.1.4., Ken Patterson, Chairman of the Stewards' Program, appointed a Review Committee of Rick Mitchell, Bob Eddy, and Tom Brown, Chairman, who met, reviewed Mr. Moser's submissions and documentation, and spoke with Mr. Moser on several occasions. They concluded that the spoiler is non-compliant because the spoiler/air dam is not mounted onto the body of the car, as mandated by 9.1.3.D.8.b.

Mr. Moser is appealing that decision to the Court.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, David Nokes, and Robert Horansky, Chairman, met on June 4, 11, 18, and 25, 2009 to hear, review, and render a decision on the request.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter and supporting documentation from Mr. Moser requesting a Rules Interpretation, dated January 1, 2009.
2. Review Committee decision, dated May 18, 2009.
3. Appeal letter from Mr. Moser, dated May 28, 2009.
4. Appeal Notification, dated May 29, 2009.
5. Email statements from Bob Dowie, Club Racing Board Chairman, dated June 14 and June 24, 2009.

FINDINGS

In the original request, Mr. Moser sought "guidance regarding whether a 'splitter' design using two or more panels that attach to the integrated bumper, the radiator support panel and inner fender liners, and that has openings in the horizontal plane between the integrated bumper and vertical face of the splitter with free flow of air behind the face of the integrated bumper is legal on an IT car under 9.1.3.D.8.b."

Multiple components may be joined to create an air dam, whose shape is unrestricted - thus allowing a "splitter" lip which must not protrude beyond the body when viewed from above. The panel must be attached to the body or bumper cover (if the car is so equipped), but no support may extend aft of the forward-most part of the front fender wheel opening. However, there may be no openings in the horizontal plane between the integrated bumper and vertical face of the air dam (splitter) that allow the free flow of air. Any openings in the air dam must be ducted to either the brakes or the oil cooler.

Mr. Moser's design incorporates unducted openings, and is therefore non-compliant.

DECISION

The Court of Appeals upholds the determination of the Review Committee that the design is non-compliant; however, the basis for the non-compliance is not the attachment design, but rather the presence of the unducted openings.

The Court of Appeals finds that Mr. Moser's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

Amendment

JUDGMENT OF THE COURT OF APPEALS

Robin Langlotz vs. SOM, COA Ref. No. 09-11-SE
June 11, 2009

FACTS IN BRIEF

At the Central Florida Region Double National / Endurance Championship Racing (ECR) Restricted Regional held at Daytona International Speedway, May 2 - 3, 2009, Robin Langlotz, Event Chairman, on behalf of Central Florida Region, filed a protest against ECR Series Chief Steward Krys Dean citing violation of GCR 9.1.8.C.6.c.2 (SM tire specification for Regional Racing). Ms. Dean announced at the drivers meeting that per the SEDIV Regional Racing Class Rules, the National specified Toyo R-888 tires would be required for the ECR Restricted Regional race. The Stewards of the Meeting (SOM) Fritz Baker, Norm Esau, Sandy Jung, Russ Smith, and Barney O'Connor, Chairman, held a hearing, heard witnesses and disallowed the protest. Mr. Langlotz is appealing that ruling.

DATES OF THE COURT

The Court of Appeals (COA), Dick Templeton, Dave Nokes and Bob Horansky, Chairman, met on May 21, 28 and June 11, 2009, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robin Langlotz, received by the COA May 8, 2009.
2. Official Observer's Report and related documents, received May 8, 2009.
3. Email from Rick Mitchell, SEDiv Executive Steward, received May 16, 2009.
4. Email from Barney O'Connor, SOM Chairman, received May 19, 2009.
5. Email from Kryes Dean, ECR Steward South, received May 22, 2009..

FINDINGS

The GCR is clear in specifying that any DOT approved tire is acceptable for SM for Regional Racing. In the special drivers' meeting for the Endurance race, the ECR Chief Steward announced that the National Toyo tire would be required for the SM cars participating in the Enduro. The basis for Ms. Dean's statement was the SEDiv Club Racing Regional Class Rules. These Rules, adopted in 1997 and reviewed annually by a SEDiv Class Review Board (CRB) pertain to the Regional only classes in SEDiv. Detailed specifications for classes such as 1T7, GTO, GTA, SPU, CF etc. which are not included in the GCR, are documented. Also included in the document is the requirement for SM to use the National Toyo tire for Regional races in SEDiv.

The Supplementary Regulations for this event refer to the GCR, FasTrack and the ECR Rules. They do not mention SEDiv Club Racing Regional Class Rules.

DECISION

The Court of Appeals upholds Mr. Langlotz's appeal. Placing a tire restriction on SM based on rules not contained in the Supplementary Regulations is outside of that rule set. Mr. Langlotz's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

The Court of Appeals, based on this decision, also instructs the chief Steward and Chief of Timing and Scoring of the event to reconsider any actions that were taken affecting finishing positions where the National SM tire was wrongfully determined to be a requirement for the event.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Ray Santomo vs. SOM, COA Ref. No. 09-14-NE
June 25, 2009

FACTS IN BRIEF

Following race group 3 at the 57th Cumberland Classic National held at Nelson Ledges Road Course on May 24, 2009, Debbie LaFond #10 HP protested Ray Santomo #22 HP for blocking, GCR 6.8.1.C. The Stewards of the Meet (SOM) Charles Dobbs, Dean Croucher, Bish Hines, Susan Robishaw and Lewis Giesy, Chairman, met, reviewed testimony and Mr. Santomo's in-car video and assessed a one position in class penalty to Mr. Santomo. Mr. Santomo is appealing that ruling.

DATES OF THE COURT

The National Court of Appeals (COA), Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on June 4th, 11th, 18th and 25th to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Ray Santomo dated/received May 26, 2009.
2. Observer's Report and related materials dated /received June 1, 2009.
3. Video from car #22 received June 16, 2009.
4. Email from Debbie LaFond received June 16, 2009.
5. Email from Patrick Gallagher received June 16, 2009.
6. Email from Scott Santomo received June 20, 2009.
7. Email from Ray Santomo received June 20, 2009.

FINDINGS

The SOM found that they could not determine if the video submitted to them as evidence by Mr. Santomo was from the event in question as it had no date/time stamp or any other indication of authenticity. In reviewing the supplied video, the COA concurred and noted that the video could possibly have been edited.

The SOM heard from three witnesses who were not party to the action, including the Starter, and this testimony corroborated the state-

ments from Ms. LaFond. Mr. Santomo presented no new evidence other than requesting the COA review his entire video.

DECISION

The Court of Appeals upholds the findings of the SOM in their entirety. Mr. Santomo's appeal is considered not well-founded and his appeal fee will be retained.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Adin Stein vs. SOM, COA Ref. No. 09-15-NP

June 26, 2009

FACTS IN BRIEF

At the San Francisco Region Double Regional at Thunder Hill Raceway held on May 22 - 24, 2009, Morris Hamm, Assistant Chief Steward, initiated a Request for Action (RFA) to the Stewards of the Meet (SOM) to investigate contact between cars SM #73, driven by Adin Stein, and SM #80, driven by Kyle Loustaunau during the Group 17 Race on May 24th. The SOM, Larry Albedi, Barbara McClellan, Dick Raymond, and Dick Templeton, Chairman, held a hearing, heard witnesses, viewed videos from both cars, read corner reports, and concluded that it was a racing incident finding no fault. Mr. Stein is appealing that ruling contending all sections of GCR 6.8.1 (On Course Driver Conduct) were violated by Mr. Loustaunau.

DATES OF THE COURT

The Court of Appeals (COA), Dave Nokes, Fred Cummings Alternate Member, and Bob Horansky, Chairman, met on June 11 and 25, 2009, to hear, review, and render a decision on the appeal. Dick Templeton, regular Court member, was recused from discussions and the decision on this appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Adin Stein received June 4, 2009.
2. Official Observer's Report and related documents, received June 4, 2009.
3. Verbal testimony from Dick Templeton, Chairman SOM, heard June 4, 2009.
4. Video copy from the Stein vehicle as viewed by the SOM, received June 9, 2009.
5. Video copy from the Loustaunau vehicle as viewed by the SOM, received June 19, 2009.

FINDINGS

The COA did a detailed review of both videos seen by the SOM, and re-examined all witness statements and all provided documentation, including post race photos of both cars. No additional statements from the notified parties were received. It is clear that Mr. Stein in car #73 was faster than Mr. Loustaunau in car #80 exiting Turn #13 and onto the straight approaching Turn #14, a right hand turn. Mr. Stein executed a pass to the left on the straight. Nearly at the completion of the pass, the left front of car #80 made contact with the right rear of car #73, causing #73 to spin, be hit by #80, and then continue into the right track barriers. Car #80 was subsequently and unavoidably hit by an unidentified following car. Both vehicles suffered extensive damage. The detailed examination by the COA of videos from both cars shows that neither driver made any overt moves at the point of contact. However, Mr. Loustaunau, in the trailing car, was in a better position to provide adequate racing room to avoid any contact, as significant track space was to his right.

DECISION

The Court of Appeals upholds Mr. Stein's appeal. Mr. Loustaunau is issued a formal reprimand and assessed one penalty point.

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

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Duane Davis vs. SOM, COA Ref. No. 09-16-NP

June 18, 2009

FACTS IN BRIEF

Following National Race #2 held at Pacific Raceways, May 23-25, 2009, Duane Davis, driver of GT-2, #1, was disqualified by a Chief Stewards Action (CSA) for "sound violation - 106's consistently." Mr. Davis protested the decision of Disqualification. The Stewards of the Meeting (SOM) John Martinsen, Rich Weixler (SIT) and Gary Meeker, Chairman, held a hearing, reviewed the evidence, heard witnesses and disallowed the protest. Mr. Davis is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton and Bob Horansky, Chairman, met on June 4 and 11, 2009, to hear, review evidence and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Duane Davis, driver of Car #1, GT-2, received June 3, 2009.
2. Official Observer's Report and related documents, received June 3, 2009.
3. Copy of Email from Duane Davis, dated May 29, 2009, received June 3, 2009
4. Copy of Email from Jim Graffy, Assistant Chief Steward/Black Flag, dated May 29, 2009, received June 3, 2009.

FINDINGS

Mr. Davis had received notification of sound problems in Qualifying Session #1 in impound, (one reading of 104 db.), after which he modified his exhaust outlet to correct the problem. In National Race #1, on May 24, 2009, he was advised at the end of the race in impound that he had exceeded the allowed sound level twice, (104 db.). He had not received any notification of the problem while he was on track. Mr. Davis noted that his repair on the exhaust outlet had become loose and repaired it again.

During National Race #2, Mr. Davis was given the mechanical black flag after he had completed 12 laps of the race. He was advised by Mr. Graffy at Black Flag that he had exceeded the sound level requirements, but he could fashion a repair and return to the race. Mr. Davis discussed this with Mr. Graffy, determined that he was second in a class of two GT-2 cars and had completed more than half of the race, so he elected to retire.

Mr. Davis proceeded to impound per the Supplementary Regulations where he was informed again of his multiple sound violations, and was told a short time later to leave impound. He learned following the posting of provisional race results that he had been disqualified for sound violations. He then spoke with Chief Steward Robert Grass who, after initially denying him the right to protest, did ultimately accept Mr. Davis' protest.

In the Observer's Report there is no evidence that Mr. Davis was given the standard warnings for sound violations contained in the "2009 Recommended Minimum Penalty Guidelines," a document written and published by the Executive Stewards of all SCCA Divisions. Nor is there any evidence that he was advised by the Assistant Chief Steward who wrote the CSA of his disqualification. Mr. Davis states that his penalty is excessively severe and that sound violations requiring a black flag during a race are not always managed consistently per the Guidelines.

DECISION

The Court of Appeals reviewed all of the evidence and documents received, and finds that important portions of SCCA sound violation procedures were not followed, nor were CSA notification procedures followed. The COA did find that Mr. Davis' car was over the allowed sound level at least five times during Race #2. The Court upholds the decision of the SOM of violation of the sound level rules, but modifies the penalty assessed by them. The COA assesses the penalty of Time, Lap, or Position (GCR 7.2.G.) by moving GT2 #1, driven by Mr. Davis, to the last finishing position of Race #2, placing him behind all compliant cars in this race and second in his class. The COA further assesses the loss of Event Points per GCR 7.4.A.3. to Mr. Davis as his car was non-compliant. This decision will result in the assessment of three (3) automatic penalty points to Mr. Davis' driving record. The Court finds Mr. Davis' appeal is well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Mark Bennett vs. SOM, COA Ref. No. 09-17-GL
June 25, 2009

FACTS IN BRIEF

At the May 31, 2009, OVR National Race at Mid-Ohio, Mark Bennett, driver of SM #11, was disqualified by a Chief Stewards Action (CSA) following post-race technical inspection by the SCCA SM Compliance Crew. Using a Katech Whistler compression measurement tool, they determined Mr. Bennett's SM had a non-compliant compression ratio. Mr. Bennett protested the CSA, requesting that his compression ratio be measured by a mechanical test instead of relying on the Katech Whistler.

The Stewards of the Meeting (SOM), Larry Dent, Rich Lankford, Duane Harrington, and Douglas Mildon, Chairman, met and determined that they did not have access to the capability to mechanically measure the compression ratio of Mr. Bennett's SM engine. They offered Mr. Bennett the sole option of shipping his engine to SCCA's Topeka, Kansas office, at his expense, in order that the test could be conducted by SCCA's technical staff. Mr. Bennett chose not to accept that offer and withdrew his protest. There is no official documentation of the SOM deliberations.

Mr. Bennett appealed multiple aspects of his disqualification including allegations that the Whistler is not a recognized device for compression ratio measurement by the GCR; the SOM improperly refused to perform the GCR defined mechanical compression ratio measurement locally; the Compliance Crew did not follow the Manufacturer's operating procedures when they used the Whistler on Mr. Bennett's car; Mr. Bennett's car was inspected with the Whistler in a different configuration than all other SMs inspected by the Compliance Crew; the Compliance Crew lacked the authority to perform post-race inspection; and finally that the SOM, Chief Steward, Race Chairman and Club Racing Board each, in one way or another, violated the GCR in some additional way.

Mr. Bennett subsequently performed Whistler tests that indicated proper compression ratio on his SM, but the car at that time was no longer within an SCCA chain of custody so these tests are not relevant.

DATES OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton, and Bob Horansky, Chairman, met on June 18 and 25, 2009 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letters of Appeal from Mark Bennett, dated June 3, 6, and 7, 2009.
2. Observers Report and related materials, received June 15, 2009.
3. Email from, Larry Dent, dated June 5, 2009.
4. Email from Bob Dowie, dated June 15, 2009.
5. Emails from Bill Pichardo, SCCA Compliance Crew, dated June 18, and 20, 2009.

FINDINGS

The COA determined that, while it is unusual for the COA to hear a case that does not have an underlying SOM decision, it would hear this case since the First Court provided flawed guidance to Mr. Bennett.

Mr. Bennett's allegations that the Compliance Crew and Chief Steward lacked the authority to conduct the post-race inspections at this race are without merit. They have that authority under GCR 5.12.2.C.5. (Powers of the Chief Steward) Allegations of improper performance by the Race Chairman and the CRB are also without merit.

The Whistler device used by the Compliance Crew is a device that infers combustion chamber volume using the acoustic resonance characteristics of the combustion chamber volume, and combined with user provided parameters, calculates a compression ratio. As such, it is an indirect direct measurement of combustion chamber volume and is sensitive to a number of factors unrelated to volume such as temperature, contaminants in the chamber air, and the quality and purity of the Whistler's required air supply. These variables must be accommodated during the unit's calibration and remain stable throughout the test. SCCA recognizes in the 2009 Runoffs Supplementary Regulation 10.3 that the Whistler is a tool that may be used to estimate compression ratios and also recognizes that it may provide a different result than a detailed measurement.

Tests performed by a member of the CRB established that the differences in the configuration of the SMs subjected to this test during the Mid-Ohio impound had a measurable and significant effect on the results obtained by the Whistler.

Even as a tool for indication of a potential problem with the compliance of a competitor's compression ratio, the device must be operated within the constraints of the Manufacturer's operating procedure. While Mr. Pichardo outlined the thoughtful reasons that this was not the case during Mr. Bennett's inspection, the requirement remains and these measurements were flawed.

The GCR defines Compression Ratio as the ratio of the sum of swept volume and upswept volume to the upswept volume, and SCCA publishes a detailed procedure for measuring the two necessary volumes. Measuring an engine's compression ratio using this procedure is common in the racing community, does not require expensive equipment, is not unduly time consuming, and does not require unusual skills for competent scrutineers.

Mr. Bennett's protest, requesting the usual compression ratio measurement be performed on his engine, was reasonable and should have been upheld. Factors such as confusion as to the Compliance Crew's authority and responsibility, the lack of an identified capability to perform the standard compression ratio measurement, or the time constraints of some officials should not have abridged Mr. Bennett's right to this test. It was unreasonable to suggest that his only option was to ship his engine to Topeka at his expense.

If SCCA desires to utilize the Whistler as a primary compression ratio measurement tool, it should establish and publish standard operating procedures as well as including the conditions for the application of this device within the GCR.

DECISION

The Court of Appeals upholds Mr. Bennett's appeal and directs that his original finishing position be restored.

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

TIME TRIALS ADMINISTRATIVE COUNCIL MINUTES

TTAC MINUTES | June 16, 2009

The Time Trials Administrative Council met via conference call on 6/16/2009 at 7:30 PM CST. The following members participated: TTAC Chairman / NEDIV Matt Rowe, CENDIV Tony Machi, GLDIV Dan Coughnour, MWDIV Ed Settle, NORPAC Dave Deborde, RMDIV Josh Hadler, SWDIV Kent Carter, SEDIV Mark Rothermel, BOD Liaison Marcus Meredith, BOD Member Howard Allen.

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)
 - < After extensive discussion over several months, the TTAC can not approve or disapprove any proposed roll bar design. The local tech inspector is responsible for reviewing the design and installation in accordance with the TTR. (Carter/Coughnour) PASSED Unanimous
 - < Motion to request TTSC to review the level 1 & 2 roll bar rules to clarify interpretations and coordinate with Solo to ensure consistency between the rule sets. (Rowe/Coughnour) PASSED Unanimous
 - < Motion TTSC to review FIA appendix J procedures on alternate designs for position on adoption into the TTR. (Carter/Rothermel) PASSED Unanimous
- b) TT License forms accepted as proposed by National after the removal of automatic renewal event minimum requirements. (Settle/Josh) PASSED Unanimous

New Business

- a) Arm Restraint Rules – Conflict between 12 and 3.1.3.4
Motion to refer issue of arm restraints in PDX to TTSC to review if the rule should be changed. (Machi/Settle) – Passed (For Machi, Coughnour, Rothermel, Rowe) (Opposed Hadler, Carter, Settle)
- b) Timeline for 2010 TTR – Submission to BOD for October 15th meeting, TTR changes to be submitted to Fastrack by July TTAC meeting.

Minutes submitted by: Matt Rowe - TTAC Chairman

SOLO EVENTS BOARD MINUTES

SEB MINUTES | June 24, 2009

SOLO EVENTS BOARD

The Solo Events Board met by conference call June 24th. Attending were SEB members Dave Feigner, Tina Reeves, Donnie Barnes, Steve Wynveen, Erik Strelnieks, and Bryan Nemy; Lisa Noble of the BOD; Doug Gill and Brian Harmer of the National Staff. Absent was Iain Mannix. 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.

STOCK

- Regarding Item 7 recommended to the BOD in the SEB minutes of 6/4-5 (as published in the July Fastrack), the text of this item should read: "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. This eligibility limitation applies only to the Stock classes."
- The SAC will be making its final recommendation regarding moving the Boxster to BS after the Solo Nationals. (09-163)
- The following rule change proposal is published for member comment:
Revise 13.2.1 to read:
"Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal 'harness bar' may be used as part of the installation hardware for allowed driver restraints *provided it has no more than two attachment points and is bolted at those locations. A 'C' type harness bar may also be used. It may have four bolted attachment points (two primary, and two supporting connections to resist rotation.) Truss type harness bars are not allowed.*" (ref. 08-686)

STREET TOURING

- Per the STAC, the following rule change proposal is published for member comment:
Change subsection 14.10.1 to read 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.*"
- Per the STAC, the following revised version of the STR proposal is published for member comment (significant changes are shown in *italics*):
"Street Touring Class R (STR)
Class requirements and restrictions:
 - *Only those cars listed below are eligible*Eligible vehicles are:
 - Honda S2000
 - Mazda Miata (*except Mazdaspeed*)
 - Mazda MX5 Miata ('06-'09)
 - Toyota MR2 (*non S/C, non-turbo*)
 - Toyota MR2 Spyder
 - BMW Z3 (non-M)
 - BMW Z4 (non-M, *non-turbo*)
 - *BMW M Coupe & M Roadster (1998 to 2000)*
 - Mazda RX7 (non-turbo)
 - Porsche 924 & 944 (non-turbo)
 - *Porsche 911 (1984 to 1989 Carrera 3.2)*
 - *Porsche 968*
 - Pontiac Solstice (*non-turbo*)
 - *Saturn Sky (non-turbo)*
 - *Datsun 240Z & 260Z & 280Z & 280ZX (non-turbo)*
 - Nissan 350ZAdditional class notes include:
 - Tire Allowances (add to 14.3):
 - AWD - 225mm
 - 2WD - 255mm
 - Wheel Allowances (add to 14.4):
 - AWD - 7.5"

2WD - 9"

- Catalytic Converters (add to 14.10.E):
Same as ST, STS allowance.
- Limited Slip Differentials (add to 14.10.K):

Aftermarkets units allowed per STX/STU rules."

NOTE, per the STAC: Classing for STR will not be formula based, but will utilize a list of eligible vehicles. Cars *not* on this list are not eligible. However, as in all subjective classing, cars may be petitioned by the membership for inclusion and will be reviewed on a case by case basis.

STREET PREPARED

- The SEB thanks Jim Crider for his service to the membership on the SPAC.
- Per the SPAC, the following listing change proposal is published for member comment:

Remove from FSP the listing "Mazda Protégé" and add the following in its place:

Mazda

Protégé ('89-'98)

Protégé ('99-'03)

- The following revised group of listings change proposals, previously published in the July Fastrack, is submitted for member comment (changes from the previous version are shown in italics):

- Delete the following 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)

Civic Si ('02-'05)

Civic Si ('06-'09)

FSP

Civic ('96-'00) NOC

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

Civic ('01-'05) NOC

Civic ('06-'09) NOC

FORMULA JUNIOR / F125

- Per the KAC, the following is added effective immediately:

Add new 19.2.A.3 as follows:

"3. Formula Junior C [This is a Regional-Only, **Restricted Availability** class. Available by prior approval from the Solo Competitor Manager only.]

a. AGE: 5 years to 7 years

b. ENGINES:

1. Comer 50/51 only.

A. Fuel: Gas and Oil

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

C. Weight: no weight restriction is imposed at this time.

c. CHASSIS:

1. "BabyKart", "Kid Kart" and "Cadet Kart" size racing-style chassis only. Intermediate and full-sized racing chassis' are inappropriate for this class, regardless of any adaptation or modifications.

d. TIRES:

1. SL-compound racing slicks, factory durometer (hardness) listings of 60 or higher. Size 10 X 4.50 - 5 or 10 X 4.60 - 5 front and rear."

NOT RECOMMENDED

- Mini Cooper Classing (09-323) *Comment:* The SAC believes the non-S Mini Cooper is classed appropriately in HS at this time, and will continue to monitor the class.
- Minivan classing (09-355) *Comment:* The SSF guidelines will not be changed.

TECH BULLETINS

1. Street Touring: Per the STAC, the following is added to 14.6.E, as a new second sentence: "*Thickness includes the individual plates of a vented rotor, as well as the overall dimension.*" Note: 14.6.E is intended primarily to facilitate popular track-day big brake kits, not as a means of weight reduction. (ref. 09-193)
2. Formula Junior: Per the KAC, revise the first sentence of 19.2.D to read as follows: "*Unless otherwise stated, for all classes wet or dry clutches are allowed.*" (ref. 09-361)
3. Formula Junior: Per the KAC, adjustments to Formula Junior weights are made (effective immediately) as follows:
 - 19.2.A.1.b.1.B. Weight: 265 lbs for gas-fueled karts and 270 lbs for methanol-fueled karts.
 - 19.2.A.2.b.4.C. Weight: 255 lbs.(ref. 09-361) Note: these are parity adjustments, based on available power levels.

ROADRALLY BOARD MINUTES

RRB MINUTES | July 6, 2009

The RoadRally Board (RRB) met via conference call on Monday, July 6, 2009.

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

Chairman Beattie called the meeting to order at 7:32 pm CST.

The Final June 1, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. RRB December Vacancy

Discussion: Pego will be posting for this vacancy on the website.

2. Liaisons/Sanctions for Upcoming National Rallies

Discussion: Beattie reported on the SCR24 rally last month, with 11 cars the first day and 5 cars for the second day. English reported on Steele Haul Rally. Van Vleet reported on the Michigan Rally in September and has some questions on the GI's that was given to the RRB. Van Vleet reported having 2 entries so far for the USRRC.

3. Photo Contest

Discussion: Beattie to do another Forum Post on the Photo Contest.

4. Real Magnet via Inside Line

Discussion: The Newsletter, the Calendar and the Points Standing need to be in a better spot on the website. Rick Meyer at SCCA Headquarters has obtained a copy of Real Magnet, a website publishing driver that can be used for the ITIS Newsletter and other articles. Rick Meyer is willing to help us put articles out on the Real Magnet. Links to the SCCA's Website could be embedded in the articles as well. The ITIS Newsletter could virtually be sent to every SCCA member. Beattie will be in contact with Rick Meyer and the RRB in regards to who, what, when and where to send newsletters, articles etc.

5. Divisional Safety Stewards Meeting Report

Discussion: Lanz had a Division Safety Steward meeting and only a few Stewards calling in due to a pin number problem. He will have another DSS Meeting in a couple of months.

6. Liaison Rally Reporting

Discussion: Sasha Lanz brought up the subject last month 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 last month 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) This currently still needs to go the Rules committee via Wakemen.

7. 2010 Rule Changes – Schedule, Rules Committee, Meeting, Final Vote

Discussion: Deadline for 2010 Rules is coming up.

8. Divisional Stewards Duties / NORPAC Steward

Discussion: After consultation with the BOD, the RRB is again searching for a Divisional Steward for NORPAC. Pego will be posting for this vacancy on the website.

9. Safety Steward Rules

Discussion: Beattie and English are still working on the Safety Steward Manual – GTA Revisions.

10. Championship Trophy Cost – table it for next meeting.

Discussion: From last month: 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. This was tabled until next month.

Other Old Business

Discussion: None

New Business

Discussion: None

Action items - None

Next meeting

Monday, August 3, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 8:45 pm CST (English/Lanz).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | *May 11, 2009*

RallyCross Board Meeting Minutes

Date: 6/8/2009

Conference call

Attending: Bob Ricker, Chairman; Tom Nelson; Karl Sealander; Mark Utecht; Jayson Woodruff; Howard "Duck" Allen, BOD Liaison; Pego Mack, SCCA Rally Department

1. Call to order 8:05 pm CDT

2. Additions/corrections to agenda

Bob Ricker requested that we discuss accepting Charles Wright as Southeast Division RallyCross Steward. See 5d below.

3. Minutes from May Meeting

Mark Utecht motioned to accept minutes as written. Jayson Woodruff seconded the motion. Voting on motion was unanimous.

4. Committee Reports

a. RallyCross Safety Committee (Tom Nelson)

Nothing new was reported.

b. RallyCross Rules Committee (Mark Utecht)

Mark Utecht reported that the proposed changes to the rules had been posted at the SCCA Forums where comments from the membership are expected. He also noted that among the car classing rules posted, the Modified changes are intended to reduce wording.

5. Old Business

a. Standing Court of Appeals: Pego Mack will send emails to Divisional Stewards for name suggestions. Bob Ricker will contact Mark Walker about any possible appointment considerations.

b. Photo Contest: Bob Ricker indicated that he needed to make more contacts, and that he would be contacting Grassroots Motorsports. He also will contact Mark Walker about the photos for the flyer. Tom Nelson asked when the contest starts and ends. Pego Mack indicated it was for the calendar year.

c. Rollover Reports: Bob Ricker asked to see reports. Currently, all reports are distributed to the Safety Committee only. Pego Mack indicated that the RXB would be copied on all incident reports from now on.

d. Southeast Division RallyCross Steward: The position of Southeast Division RallyCross Steward has been published for the required 2-month period. Charles Wright submitted his application and resume in early April. No other applications have been received. With little further discussion, Mark Utecht motioned to approve Charles Wright as Southeast Division RallyCross Steward. Karl Sealander seconded the motion. Voting was unanimous with Jayson Woodruff abstaining.

6. New Business

a. Protest and Appeals Rules added to the Supplemental Regulations of all National events in 2009: Mark Utecht asked to discuss and motioned to include draft as written to supplemental regulations as of July 1. Tom Nelson seconded the motion. Mark Utecht asked if they are needed for all National events besides the National Championship. He suggested

that not all parts apply to Protests and Appeals but also include operational procedures as well. Mark then asked if the RXB is allowed to mandate supplemental regulations without BOD approval. At that point Mark Utecht made a new motion that the RXB highly recommend that all National events adopt the Protest and Appeals proposed rules as written. Tom Nelson seconded the new motion. Voting on the motion was unanimous. Pego Mack suggested that Mark Utecht send emails to the event chairmen for the 5 remaining events with the RXB request.

b. Points Proposal for 2010: A points proposal was presented at the 2008 National Championship Town Hall by Ken Cashion. To adopt it for the 2010 competition year, it must follow the approval timeline. Mark Utecht asked if the proposal should be part of the rules. Pego Mack offered that other championships are not part of the rules. Pego Mack will post the proposal at the forums to get member comments.

Motion to adjourn made by Mark Utecht and seconded by Tom Nelson. Motion carried and the meeting was adjourned at 8:43 pm CDT

Minutes prepared by: Karl Sealander 6/11/2009

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>