

BOARD OF DIRECTORS MINUTES

SCCA, INC. BOARD OF DIRECTORS MINUTES | Aug. 5, 2009

The Board of Directors, the Sports Car Club of America, Inc., met via teleconference on Wednesday, August 5, 2009. The following members participated: R.J. Gordy, Chairman, John Sheridan, Vice Chairman, Mike Sauce, Treasurer (joined mid meeting), Howard Allen, Jim Christian, Bob Introne, Robin Langlotz, Mike Lewis (joined mid meeting), Bob Lybarger, Marcus Meredith, Lisa Noble, and Jerry Wannarka, Secretary. Phil Creighton was not in attendance. In attendees from the Club Office were Jeff Dahmert, President, and Rick Ehret, Vice President of Finance.

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

Meeting was called to order at 7 pm, EDT by Chairman Gordy.

MOTION: To approve the minutes from the Board meeting of May 2009. (Wannarka/Introne)

Approved: Creighton absent, Lewis and Sauce not on call yet.

MOTION: To approve Brent Bakley as the new RallyCross Board member effective immediately. (Allen/Lybarger) Approved. Creighton absent, Lewis and Sauce not on call yet.

President's Update: President Jeff Dahmert's report:

Club Racing -

Runoffs entries are strong, and through July are running ahead of 2008. (421 vs 346) They are slightly behind 2007 but not significantly. If the June Sprints and Cat National which were held at RA are any indication, the Runoffs should achieve their budgeted registrations.

At this time we have been unable to raise sponsor funds to offset the cost of televising the Runoffs on SPEED. SPEED will no longer pay for production of the event, and SCCA Inc. cannot afford to cover the cost without sponsors. A broadcast alternative will be announced shortly.

Solo/Rally-

Solo Nationals registrations are running 15% ahead of the average for the previous three years. If things continue the way they are, it is possible that the event will cap out at its 1250 limit.

Pro Solo entries are up 7.5% from 2008 which was a record year.

National Tour entries are down 11% from 2008. However, all of this is due to the three lowest subscribed events held this year. If these three were removed, the Tour would actually be up 2 to 3% in 2009. Mr. Duncan and his staff will be looking at ways to address this when scheduling for next year.

RallyCross Championship entries are also coming in strong and indicate that they could even have an increase of 25 - 30% more than last year. There still is quite a ways to go, but it is encouraging to see the program growing in popularity.

Membership-

July membership receipts came in above budget by approximately \$20K which is very good news. While we will likely come in below budget on this line item, the up tick this month is a very positive result. Membership and license processing is currently running at a 2 to 3 day backlog which is very manageable.

On line event sanctioning is almost completed and will begin testing in the next couple of weeks.

Marketing-

Mostly working on the National Championship event materials and broadcast options.

Finance-

Currently working on the July close and a re-forecast of the year end. As of right now, it appears our year end operating income will be around the \$100K level.

CONTENTS

BOARD OF DIRECTORS	1
CLUB RACING	3
CRB Minutes	3
Technical Bulletins	10
Court of Appeals	12
SOLO	16
SEB Minutes	16
RALLY	19
RoadRally	19
RallyCross	21
QUICK LINKS	22

Other-

Trans-Am will complete their season at Road America. They will run seven races instead of the expected eight that were budgeted.

Financial Report: Rich Ehret summarized the financial information that was presented to the Board via email earlier. Key elements are reflected in the President's Report.

The Board had a discussion on SCCA Pro Racing's non performing loan from SCCA Inc. There was agreement within the Board that it should be turned into equity as Pro Racings ability to repay this loan is doubtful. The age of the loan was an issue as well. Vice President of Finance, Rich Ehret, acknowledged this recommendation was in order and in the best interest of SCCA Inc. This action is consistent with our outside auditor's recommendation.

Executive Steward

The Board went into Executive Session to select a Chairman of the Stewards for the 2010 racing season. There were eight experienced stewards who expressed interest in the position.

David Nokes was selected as the new Chairman of the Stewards effective November 1, 2010.

MOTION: Adjourn. (Introne/Wannarka) Unanimous approval.

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Aug. 4, 2009

The Club Racing Board met by teleconference on August 4, 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; Lisa Noble, 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 09-09, 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: Change section 3.1.2.C and D as follows:

C. The practice sessions, *if any*, for both Nationals may be combined into a single session.

D. ~~The total time for the combined~~ all practice and qualifying sessions must be a minimum of 70 minutes; however, "hardship" sessions may not be included in this time.

2. Effective 1/1/10: Replace section 8.1.4 as follows:

~~To obtain a determination on the legality of a vehicle or component without filing a formal protest, a member may request such a ruling from the Club Racing Office. The Chairman of the Stewards program will then convene a first court. The protest and appeal procedures described in section 8.3 and 8.4 apply except that penalties or penalty points will not be assessed in the event of a negative ruling.~~

~~Each court (first and appeals, as applicable) will consult the Club Racing Board for expert technical testimony. After receiving the decision of the first court, the member may do one of the following:~~

- ~~• Request court of appeals review, and provide additional evidence to the court of appeals, if desired.~~
- ~~• Withdraw a request for court of appeals review, if previously made.~~

~~A non-compliant ruling will be published; a compliant ruling will not be published.~~

~~The fees for this service are as follows:~~

- ~~• First Court \$125~~
- ~~• Appeals Court \$175~~

~~A portion of these fees may be refundable at the discretion of either or both courts.~~

~~A member may request a determination on the compliance of his vehicle or its components through the Club Racing Department.~~

A. Upon receiving a request, the Chairman of the Stewards' Program will convene a review committee. The committee will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The review committee will convey their decision to the member, and notify the Chairman of the Stewards' Program, who will then forward the decision to the appropriate parties in the SCCA, including the Court of Appeals.

B. The Court of Appeals will consider the request and the committee's decision. The member may submit additional evidence to the CoA after receiving the review committee's decision.

In its review, the CoA will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The CoA will render their decision to the member, and the Chairman of the Stewards' Program.

C. Penalties or penalty points will not be assessed in the event of a negative ruling.

D. A non-compliant ruling will be published; a compliant ruling will not be published. Court of Appeals decisions on technical compliance are effective for the calendar year during which they are rendered, and are superseded by the following year's edition of the GCR.

E. The fee for this service is \$300. A portion of the fee may be refunded at the discretion of the Court of Appeals.

3. Effective 1/1/10: Add the following to the list of Prohibited Substances list in section 9.3.25.A:

3,3-dimethyl-1-butene 0.05%

4. Effective 1/1/10: Add the following second paragraph to section 9.3.25.A:

If a car is required to run diesel fuel, it will be noted on its specification line. Diesel fuels must have a dielectric constant between 2.2 and 4.9. Diesel fuels are subject to the same restrictions on prohibited substances as gasoline.

5. Effective 1/1/10: Change section 9.3.31 as follows:

Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or painted. ...

6. Effective 1/1/10: Change section 9.4.5.G.3 as follows:

...with inner and outer reinforcements of a minimum of two 5-ounce laminates ~~material of~~ (fiberglass, carbon, ~~or~~ kevlar, etc.).

7. Effective 1/1/10: Change Glossary B entries as follows:

~~Body: All parts of the car lapped by the air stream and situated above the belly pan/floor with exception of the roll bar or cage. For Formula and Sports Racing cars, further exceptions are those units definitely associated with the function of the engine or transmission. See Bodywork.~~

~~Body Panel: A replaceable section of the body.~~

~~Bodywork: See Body~~ All external panels that encase the frame, driver, engine, transmission, radiators, suspension pickup points, etc. Bodywork includes panels below the floor pan, and the bottoms of any side pods.

Formula

Effective 3/1/10, modify 9.1.1.D as follows to allow the use of the Honda Fit 1500 engine in Formula Ford. Sections from the current D.3 onward will be renumbered. Where specifications are listed as to be supplied, they will be included before transmittal to the BoD for approval.

D. FORMULA FORD PREPARATION RULES

NOTE: Contained herein are the 1986 Formula Ford chassis construction requirements (see D.6 and D.7).

Definition

- a. A formula for single-seat, open-wheel racing cars using standard Ford 1600 "crossflow" pushrod engines, or a Honda Fit 1500 (L15A7) overhead cam engine, with firewall, floor, and safety equipment conforming to the GCR.
- b. Formula Ford is a Restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.
- c. ~~Two~~ Three engines are allowed in Formula Ford:
 1. The Ford 1600 GT "Kent" pushrod "crossflow" as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in D.1.
 2. The Ford 1600 GT "Cortina" engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in D.2.
 3. The Honda Fit (L15A7) 1500cc overhead cam engine as installed in a Honda Fit, all models, from 2009 onward. The Honda Fit engine specifications are contained in D.3.

D.3. Honda Fit 1500 (L15A7) Engine

a. General

1. No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Fit factory service manual, Honda PN 61TK600 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.
2. Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.
3. All rubber fluid lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps maybe installed on the rubber oil lines.
4. No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.
5. Only stock Honda manufactured gaskets and seals as specified in the Honda Fit factory service manual are per-

mitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).

6. For all Honda part numbers in these specifications, superceding part numbers are considered equivalent.

b. Block

1. The only permitted cylinder block is Honda PN: 11000-RP3-810
2. Honing of cylinders is permitted to a maximum diameter of 73.065 mm (2.8766"). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.
3. Block must use stock main bearing caps, girdle and hardware as supplied.

c. Crankshaft

1. The stock Honda Fit crankshaft, Honda PN: 13310-RB1-000, must be used with no modifications allowed.
2. Minimum weight: 27.6 lbs.
3. Maximum stroke at piston: 89.4mm (3.520")
4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Fit factory service manual.
5. The crank pulser must not be altered in any way.
6. The crank pulley/balancer must not be altered or modified in any way.
 - a. Minimum weight: 3.90 lbs.
 - b. Honda PN: 13810-RB0-003.

d. Connecting Rods

1. Stock Honda Fit connecting rod must be used PN: 13320-RB1-000.
2. Minimum connecting rod weight: To be supplied by HPD.
3. Connecting rod length center to center: To be supplied by HPD.

e. Pistons

1. Honda Fit OEM standard size pistons, PN: 13010-RB1-000, must be used.
2. The use of over size pistons is not permitted.
3. Piston dimensions and weights:
 - a. Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: 72.990mm (2.8736").
 - b. Centerline of wrist pin to crown: To be supplied by HPD.
 - c. Overall height: To be supplied by HPD.
 - d. Minimum weight: To be supplied by HPD.
 - e. Weight of piston pin: 67 grams.
4. Piston Rings must be as used in the Fit engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.
 - a. The standard ring pack PN 13011-RB1-004 (Riken) or 13011-RB1-006 (Nippon).
 - b. No modification of the piston is permitted for the installation of rings.
 - c. Ring groove widths. To be supplied by HPD.

f. Cylinder Head

1. The only permitted head is Honda PN: 12200-RB0-G00.
2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008") based on a height of 120mm (4.72").
3. The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.
4. Head gasket to be stock Honda Fit PN: 12251-RB0-004. Minimum compressed thickness of 0.76 mm +/- 0.05mm.
5. Cylinder head breather restrictor must be used as supplied by HPD, unmodified. Size to be determined by HPD.

g. Camshaft

1. The only permitted camshaft is PN: 14110-RB1-J00
2. The cam gear must be as supplied in the Fit, PN: 14211-RB0-J00. Cam timing must not be altered; the timing chain must be installed as specified in the Honda Fit factory service manual. The timing chain/sprocket cover may not be altered.
 - a. Timing chain Honda PN: 14401-RB1-003.
 - b. Case assembly, chain (sprocket cover) PN: 11410-RB1-000
 - c. Cam timing at lobe centers: To be supplied by HPD.
3. Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.
4. Cam lobe heights: Intake, Primary: 35.241mm, secondary: 36.173mm, exhaust: 35.471mm.
5. Valve rockers must not be modified in any way. Honda PN: 14620-RB1-010 Arm Assembly, rocker.
6. The VTEC system must be stock. The VTEC activation valve, Honda PN: 15810RB0-G01, must be stock. The HPD ECU will activate the VTEC at RPM to be determined by HPD.

h. Valves

OEM valves must be as used in the Fit.

1. Dimensions
 - a. Inlet PN: 14711-RB0-000 Exhaust PN: 14721-RB0-000
 - b. Maximum diameter: Inlet: 28.15mm Exhaust: 23.15mm

- c. Maximum overall length: Inlet: 119.15mm Exhaust: 117.85mm
- d. Minimum stem diameter: Inlet: 5.45mm Exhaust: 5.42mm
- 2. Valve location or angle must not be moved.
- 3. Reshaping of the valves is strictly prohibited.
- 4. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.

Inlet PN: 12204-PJ7-305 (over size)

Exhaust PN: 12205-PJ7-305 (over size).

- 5. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Fit factory service manual.
- 6. Valve stem installed height must be per The Honda Fit factory service manual:
Intake maximum: 46.8mm. Exhaust maximum: 46.9mm.
- 7. Valve stem seals must be Honda OEM parts.
Honda PN: Intake: 12210-PZ1-004 seal A.
Exhaust PN: 12211-PZ1-003 or 12211-PZ1-004 seal B.

i. Valve Springs

- 1. Valve springs are Honda OEM as specified in the Honda Fit factory service manual.
 - a. Intake PN: 14761-RB1-003, free length: 48.55mm.
 - b. Exhaust PN: 14762-RB1-007, free length: 54.52mm.
- 2. Valve spring shims are not permitted.

j. Compression Ratio

The maximum compression ratio is 10.4 to 1 utilizing Honda Fit factory service manual limits. Cylinder and combustion chamber volumes: To be supplied by HPD.

k. Intake Manifold and Fuel System

- 1. The lower manifold must be stock Honda Fit PN: 17100-RB1-000. It is not permitted to add or remove material. No coating is permitted on the exterior or interior of the manifold. (SCCA Club Racing will have a standard port model for comparison.)
- 2. The upper manifold, air box and throttle body assembly must be used as delivered from HPD. External throttle return springs are unrestricted.
- 3. All gaskets and sensors utilized on the inlet manifold from head to throttle body must be Honda Fit OEM or HPD supplied. Part numbers to be supplied by HPD.
- 4. The fuel rail and fuel pressure relief valve must be as supplied by HPD. Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01).
- 5. The Honda Fit engine is required to have an HPD supplied air inlet restrictor of specified internal diameter and thickness correctly installed within the intake system. The restrictor may not be modified in any way; the specified value can not be exceeded in any measurement of the diameter. The restrictor centerline or shape must not be altered. SCCA Club Racing will have go-no go gauges to verify that all competitors are in compliance. (The final mandated size of the restrictor will be determined once the final production engine is complete and power verified at Quicksilver RacEngines).

l. Fuel Pump

The fuel pump is unrestricted.

m. Exhaust Manifold

- 1. The exhaust manifold must be as supplied by HPD.
- 2. The exhaust manifold exit may be shortened within HPD specified limits to direct the tail pipe as necessary. The exhaust pipe must maintain a 2 inch outside diameter to from the manifold exit to its outlet and must meet 9.1.1.D.1.s.9.
- 3. Exhaust coatings and wraps and heat shields may be used to control engine bay temperatures and protect other components.

n. Lubrication System

- 1. The oil pan must be as supplied by HPD. No modifications are permitted.
- 2. Oil feed pump must be stock Honda Fit. No modifications are permitted. Oil pressure may be adjusted for wear.
 - a. The oil pressure sensor location must be as supplied by HPD.
 - b. It is recommended that oil pressure be maintained at the factory service manual specification.
- 3. The scavenge pump must be as supplied from HPD. No modifications are permitted. Dimensions to be supplied by HPD.
- 4. Scavenge drive pulleys must be as supplied by HPD. Drive belt manufacture is unrestricted provided the belt type and dimensions are as specified by HPD.

5. Hose routing and filter system are unrestricted.

o. Cooling System

1. Water pump and water pump pulley must be stock Honda Fit parts. No modifications are permitted.
Honda PN: 19200-RB0-003 Pump, water.
Honda PN: 19224-RB0-000 Pulley, water pump.
2. The water inlet and outlet at engine must be as supplied by HPD. The thermostat is unrestricted provided the housing is not modified. The thermostat bypass may be plugged.
3. Drive belt manufacture is unrestricted provided it is designed for use with Honda Fit crank pulley.
4. Radiator is unrestricted.

p. Electrical Equipment

1. The ECU and engine electrical harness must be as supplied by HPD. No modifications are permitted.
2. The ECU will be a sealed unit supplied by HPD. The ECU maps and inputs must not be modified. The ECU is capable of being swapped in the case of a protest.
3. Ignition coils must be stock Honda Fit, PN: 30520-RB0-003. No modifications are permitted.
4. All sensors related to engine operating parameters and/or supplied by HPD must be used. These sensors and the wiring harness leads may not be altered or "piggy backed". Any sensors required for analog types gauges must be in addition to the HPD supplied sensors.
5. The alternator must be stock Honda Fit. PN: 31100-RB0-004. The alternator drive pulley must be stock. Alternator connections must be through the HPD engine electrical harness only. The alternator must not be disabled and must be accessible to SCCA officials.

q. Flywheel

1. The stock Honda Fit flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear.
 - a. Stock Honda flywheel PN: 22100-RB0-005.
 - b. Minimum weight with ring gear: 14.4 lbs.
2. The stock Honda Fit clutch must be used. No modifications are permitted.
 - a. Honda PN: 22300-RB0-005.
 - b. Minimum weight without friction disk: 7.0 lbs.
3. Stock Honda friction disk must be used. No modifications are permitted.
 - a. Honda PN: 22200-RB0-005.
 - b. Weight of new friction disk: 2.1 lbs.

r. Miscellaneous

1. All emission control devices must be removed and blocked off by the blanking plate provided by HPD, except the VTEC activation valve which must be retained and functioning.
2. Air filter is unrestricted.
3. The use of unleaded premium "pump" gas: 91 – 93 RON is recommended.
4. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component.
 - a. Fasteners – nuts, bolts, screws, washers, studs, etc. Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Honda and HPD.
 - b. Gaskets and seals, except those specified in the above rules.
 - c. Spark plugs.
 - d. Mechanical tachometer and analog gauges.
 - e. Oil and lubricants are unrestricted. HPD strongly recommends the use of oil and lubricants as described in the Honda Fit factory service manual.
 - f. The oil filler cap may be removed and plugged.

D.11.12. Weight

Minimum weight as qualified or raced, with driver:

1050 lbs. ~~Original~~ Ford Cortina Engine

1100 lbs. ~~Updated~~ Ford Kent and Honda Fit Engines

American Sedan

Item 1. Effective 1/1/10: Add the following to the end of section 9.1.6.D.5.e:

The original master cylinder may be replaced with any single or dual master cylinder (with balance bar). The pedal assembly, including the clutch pedal, may be modified or replaced. The pedal assembly, and master cylinder, may be relocated, but the original driver's position must not be relocated. The brake booster may be modified, replaced or removed.

Item 2. Effective 1/1/10: Change 9.1.6.D.3.m as follows:

m. Alternate transmission cases may be used. When alternate transmissions or transmission cases are installed, cross members must be modified to insure that engine location is kept in its original location and to facilitate installation of the transmission.

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

1. Revise section 3.1.1.c.2 – 120% qualifying rule (Ingle). The rule is adequate as written.
2. Allow the Chief Steward margin without Executive Steward approval for section 3.4.2.C – cars per track mile (Butler). The rule is adequate as written.

Grand Touring

1. GT – Move the 997 Cup to GT2 (May). The car's performance is outside the GT2 parameters.
2. GT3 – Classify the Ford Ranger body (Quick). We do not race trucks.

Improved Touring

1. IT – Allow remote reservoir shocks (Bell). The rule is adequate as written.
2. IT – Allow a wide band O2 sensor (Bader). A wide band sensor functions differently than a narrow band sensor.
3. IT – Clarify the sensor rule (Boles). The rule is adequate as written.
4. IT – Classify the 98 Supra (Van Cleef). The 98 Supra was only available with automatic transmission, but no VIN is required.

Super Touring

1. ST0 – Allow aftermarket cylinder heads (Fuehrer). We will consider this on a case-by-case basis only.
2. STU – Alternate turbo input (Jackson). There is no proven need,
3. STU – Allow supercharged ZX-3 (Hardison). There is no proven need.

Touring/Showroom Stock

1. T1 – Allow open tie rod ends (Ingle). This is not within the class philosophy.
2. T1 – Help the CTS-V (Grand). The car is competitively classed.

NO ACTION REQUIRED

GCR

1. Help for the CRB (Zekert). Thank you for your input. We have forwarded this to the BoD.
2. Make post-race weight available to the entrant (Zekert). Thank you for your input. This is a local issue.
3. Objection to removal of sound limits (Jones). Thank you for your input. We have forwarded this to the BoD

Grand Touring

1. GT – Bring back GT4 (Hernandez). Thank you for your input.
2. GT – Data acquisition input (Heintzman). Thank you for your input.
3. GT3 – GT3 changes input (Ward). Thank you for your input. We are still receiving member comments; all comments will be considered.
4. GT3 – Opposition to Corvair changes (Shepard). Thank you for your input. We are still receiving member comments; all comments will be considered.
5. GTL – The CRB has failed the GTL class (Patten). Thank you for your input.

Improved Touring

1. IT – RX-8 comp adjustment input (Robertson). Thank you for your input.
2. IT – SM dyno numbers input (Nordwald). Thank you for your input.

Production

1. P – Support for / Opposition to open connecting rods (multiple). Thank you for your input. We received approximately 14 letters, evenly split for the existing rule to remain the same and for changing the rule. Thus, the rule will remain as written.
2. P – Production cage input (Hughes). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: August 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 9/1/09 unless otherwise noted.

GCR

1. Clarify GCR section 5.7.3, p. 36, **effective upon publication**, by making the following changes: A sound level instrument (meter) that meets American National Standards Institute (ANSI) ~~S1.40-2006~~ S1.4-1983 Class 2 or better shall be used.
2. Clarify GCR section 8.3.3.A.3, p. 63, by making the following changes: "The bond shall be by cash, check or credit card (Visa or Mastercard only)."

Grand Touring

GT1

1. Clarify section 9.1.2.E.1.b.2, p. 262, by making the following changes: "All cars using a production based transmission *with syncros* and having no more than four (4)..."
2. General Motors Corporation - Chevrolet, p. 264 add the alternate wheel base of 103" to the (01-02) Monte Carlo.
3. General Motors Corporation - Chevrolet, p. 264 add the alternate wheel base of 103" to the (95-00) Monte Carlo.

GT2

1. Cars - Mazda RX-7, p. 287, add to the notes as follows: This "one-off" body allowance is not meant as an open invitation for others to be classified.

GT3

1. Cars - Honda p. 303, add to the spec line as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Civic	84-87	3dr	FWD	86.6

Improved Touring

ITR

1. Acura Legend (91-95), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 15, Gear Ratios: 2.937, 1.692, 1.060, 0.769, 0.581 or 2.937, 1.692, 1.151, 0.868, 0.682 or 2.940, 1.690, 1.150, 0.870, 0.680, 0.520, Brakes Std. (mm): (F) 286 Vented Disc (R) 260 Solid Disc.
2. BMW 325i/is (92-95), p. 343, add/correct the spec line as follows: Bore x Stroke(mm)/Displ. (cc): 84.0 x 75.0 2494, Brakes Std. (mm): (F) 286 Vented Disc (R) 280 Solid Disc.
3. BMW 328i/is E36 (96-99), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 16, Wheelbase (inch): 106.3, Brakes Std. (mm): (F) 286 Vented Disc (R) 280 Solid Disc.
4. BMW 328i/ci E46 (99-00), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 17, Brakes Std. (mm): (F) 325 Vented Disc (R) 320 Solid Disc, Gear Ratios: 4.21, 2.45, 1.66, 1.24, 1.00.
5. BMW 325i/ci Coupe E46 (01-02), p. 343, add/correct the spec line as follows: Bore x Stroke(mm)/Displ. (cc): 84.0 x 75.0 2494, Brakes Std. (mm): (F) 300 Vented Disc (R) 294 Vented Disc, Gear Ratios: 4.21, 2.45, 1.66, 1.24, 1.00.
6. BMW 330i/ci (01-02), p. 343, add/correct the spec line as follows: Brakes Std. (mm): (F) 325 Vented Disc (R) 320 Vented Disc.
7. BMW M3 (88-91), p. 343, add/correct the spec line as follows: Valves IN & EX (mm): (I) 37.0 (E) 32.0, Comp. Ratio: 10.5, Wheel Dia. (inch): 15, Gear Ratios: 3.38, 2.20, 1.40, 1.00, 0.81, Brakes Std. (mm): (F) 280 Vented Disc (R) 282 Solid Disc.
8. BMW Z3 2.8L Coupe & Rdstr. (97-00), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 16, Gear Ratios: 4.21, 2.49, 1.66, 1.24, 1.00, Brakes Std. (mm): (F) 286 Vented Disc (R) 272 Solid Disc.
9. BMW Z3 3.0L Coupe & Rdstr. (01-02), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 17, Gear Ratios: 4.21, 2.49, 1.66, 1.24, 1.00, Brakes Std. (mm): (F) 300 Vented Disc (R) 272 Solid Disc.
10. Dodge Stealth R/T (non-turbo FWD) (91-96), p. 344, add/correct the spec line as follows: Valves IN & EX (mm): (I) 34.9 (E) 30.5.
11. Ford Taurus SHO (89-95), p. 344, add/correct the spec line as follows: Wheel Dia. (inch): 15/16, Brakes Std. (mm): (F) 258/276 Vented Disc (R) 256 Vented Disc.
12. Lexus IS300 (0-02), p. 344, add/correct the spec line as follows: Valves IN & EX (mm): (I) 33.6 (E) 29.0.
13. Lexus SC300 (92-00), p. 345, add/correct the spec line as follows: Valves IN & EX (mm): (I) 33.6 (E) 29.0, Gear Ratios: 3.26, 1.89, 1.28, 1.000, 0.78, Brakes Std. (mm): (F) 275 or 296 Vented Disc (R) 307 Vented Disc.
14. Mitsubishi 3000 GT (non-turbo FWD) (91-99), p. 345, add/correct the spec line as follows: Valves IN & EX (mm): (I) 34.9 (E) 30.5.
15. Porsche 911SC (78-83), p. 345, add/correct the spec line as follows: Wheel Dia. (inch): 16, Gear Ratios: 3.18, 1.83, 1.26, 1.00, 0.78, Comp. Ratio: 9.3.
16. Porsche 944S2 (89-91), p. 345, add/correct the spec line as follows: Wheel Dia. (inch): 16, Wheelbase (inch): 94.
17. Toyota Supra (87-92), p. 346, add/correct the spec line as follows: Valves IN & EX (mm): (I) 32.5 (E) 28.5, Wheel Dia. (inch):

- 16, Gear Ratios: 3.28, 1.89, 1.27, 1.00, 0.78, Brakes Std. (mm): (F) 302 Vented Disc (R) 292 Solid Disc.
18. Honda S2000 (00-02), p. 344, add the 2003 model year.

ITB

1. Volvo 142/144 2.0 (69-74), p. 371, delete the notes.

ITC

1. Volkswagen Beetle (98-99), p. 377, correct the spec line as follows: Brakes Std. (mm): (R) 232 Solid ~~Drum~~ Disc.

Showroom Stock

SSB

1. Toyota Celica GTS (00-05), p. 489, change the notes as follows: Ride height specifications as follows: ~~Front 193mm: Measure the distance from the ground to the center of the front side lower suspension arm mounting bolt. Rear 225mm: Measure the distance from the ground to the center of the rear side lower suspension arm suspension member side set bolt. Front spring perch: top most position. Rear spring perch: 1 inch from the bottom most thread on the strut.~~

Touring

T2

1. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p. 573 add to the notes as follows: Brake duct kit part #SBR-Brake kit 02 Evo is allowed.
2. Subaru Impreza WRX STi (03-07), p. 575, add to the notes as follows: Racecomp Brake duct kit part #RCE-CFKBK is allowed.

T3

1. Subaru Impreza WRX (02-04), p. 578, add to the notes as follows: Racecomp Brake duct kit part #RCE-CFKBK is allowed.
2. Subaru WRX TR (06-07), p. 578, add to the notes as follows: Racecomp Brake duct kit part #RCE-CFKBK is allowed.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
R. KENT BAKER vs. SOM, COA 09-12-GL
June 5, 2009

FACTS IN BRIEF

At the National Race held at O'Reilly Raceway Park (ORP), May 2-3, 2009, R. Kent Baker, driver of DSR #97, was the subject of a Request for Action (RFA) asking the Stewards of the Meeting to review his actions in refusing to obey the direction of an official (GCR 2.1.5.) and for interfering with the operating steward's execution of the event. (GCR 5.12.1.1.)

In his appeal, Mr. Baker claimed that he was left in a hazardous position without a yellow flag for the five remaining minutes of his race. In addition, he faulted the tow vehicle drivers, corner workers and stewards for failing to take action he deemed appropriate to return his car to the paddock at the conclusion of his race. He also made many statements about the track's condition, competency of workers, officials and the sanctioning region.

After Mr. Baker's race, efforts were made to remove his vehicle. The ORP tow vehicle personnel provided a time estimate to the operating steward to return the car to the paddock. At that point, the operating steward directed them to place Mr. Baker's car behind a protective barrier at station #3, after which the pace lap was begun. Mr. Baker told the corner workers that there would be no racing until his car was back in the paddock. He stood immediately adjacent to the track surface on the pace lap until the field had passed his location. The operating steward, when informed of this fact by corner personnel and the pace car driver, called for a black flag all and Mr. Baker was brought back to the paddock by ORP personnel.

The Stewards of the Meeting (SOM) Kyle Breedlove, Fred McAninch, John Pftzing, Cindy Hylton, and Larry Dent, Chairman, held a hearing, upheld the Request for Action and imposed a penalty on Mr. Baker of a three (3) month suspension for his conduct. Mr. Baker is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton and Bob Horansky, Chairman, met on May 14, 21 and 28, 2009, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from R. Kent Baker, driver of DSR #97, received by the COA May, 7, 2009, and additional material received on May 11, 2009.
2. Official Observer's Report and related documents, received May 14, 2009.
3. Additional material from Larry Dent, Chairman, SOM, received May 19, 2009.
4. Copy of letter from John Peterson, Executive Steward, Great Lakes Division, and an official at the event, to Mr. Baker, received by the COA, May 11, 2009.
5. Letter from Hugh Laird and Stephen Harris, Operating Stewards, received May 22, 2009.
6. Email from Simone Smiljanic, communicator Race 5, received June 4, 2009.

FINDINGS

When a driver enters an SCCA sanctioned Club Racing event, the standards of his conduct are outlined in Section 2 of the GCR. Additionally, the Chief Steward and his assistants have the responsibility under GCR 5.12.2. A.1. and B.1., to "execute the program of competitions and other activities by controlling drivers, their cars, the Officials and workers" and to "keep order in conjunction with the authorities who are policing the event." Mr. Baker disobeyed the directions of the corner workers and of the operating steward as communicated through those workers when he chose to stand immediately adjacent to the track during the pace lap. He further endangered himself and others through his disregard for safety and unsportsmanlike conduct. Finally, his actions directly interfered with the conduct of the event, causing the black flag all situation.

Mr. Baker's actions at the scene clearly did not live up to the GCR requirements governing his behavior while competing in an SCCA sanctioned event.

The COA noted from evidence presented that the corner controlling the area of the track where Mr. Baker's car stopped after his car went off track was displaying a yellow flag to drivers.

DECISION

The Court of Appeals reviewed all of the evidence and documents received and upholds the decision of the SOM. The COA, however, does revise the penalty awarded. The COA removes the penalty of a three (3) month suspension and replaces it with a penalty of a

one (1) month suspension plus a six (6) race-weekend Probation penalty to follow the suspension. The suspension begins at the date of the appeal decision. The Court finds that Mr. Baker's appeal is not well-founded and his appeal fee will be retained.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Chris Windsor vs. SOM, COA 09-13-SE
June 11, 2009

FACTS IN BRIEF

At the May 10, 2009 Regional Race at Virginia International Raceway, Chris Windsor, driver of SM #38, protested Russ Snow, driver of SM #2, for allegedly violating GCR 6.8.1. (failure to give racing room, failure to avoid contact, and failure by the overtaking car to safely pass). There was metal-to-metal contact between their two cars on Race Lap 2 between Turn 2 and Turn 3 causing Mr. Windsor's car to leave the racing surface and he was unable to continue.

The Stewards of the Meeting (SOM), Walt Michael, Rocky O'Sheill and John Nesbitt, Chairman, met, viewed a video from Mr. Windsor's car, and interviewed witnesses. They determined that multiple contacts had occurred among Cars #38, #2, and #3 (driven by Alistair Bell), but did not have conclusive evidence and were unable to assign fault. The protest was disallowed, found to be well founded, and the protest fee was returned.

Mr. Windsor appealed that decision based on a newly obtained video taken by Gary Giles, SM #97, who was following the involved cars at the time of the protested incident. Mr. Windsor asserted that the new video showed that the incident was caused not by Mr. Snow, but instead by Mr. Bell, and he had mistakenly named the wrong driver in his protest.

DATES OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton, and Bob Horansky, Chairman, met on 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 Chris Windsor, received May, 18, 2009.
2. Observer's Report and related materials, received June 3, 2009.
3. Email from John Nesbitt, Chairman SOM. dated June 8, 2009.
4. Witness statement and in-car video from Gary Giles, SM # 97, dated May 10, 2009.

FINDINGS

The new video evidence from Mr. Giles indicates that Mr. Bell initiated contact and repeatedly struck Mr. Snow's car which in turn was forced into Mr. Windsor's car. The contact was avoidable. Mr. Snow and Mr. Windsor were the victims and faultless. Mr. Bell, in his witness statement to the SOM, testified that Mr. Snow had repeatedly hit him and even after Mr. Bell provided more racing room by moving to the left, hit him again. The Giles' video evidence does not support this view.

Since Mr. Windsor did not name Mr. Bell in his protest, the COA has no authority to hear the case against him.

The Court of Appeals directs the SOM to rehear Mr. Windsor's protest under the provisions of GCR 8.4.5.A. (rehearing by the original SOM committee) to consider the new evidence provided by the Giles in-car video.

Mr. Windsor'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
Matt Davis vs. SOM, COA 09-18-CN
July 24, 2009

FACTS IN BRIEF

Following Race Group 1 at the June Sprints on June 20, 2009, Matt Davis (SM #45) protested Tim South (SM #72) citing a violation of GCR 6.8.1. (Racing Room). The protest was filed in a timely manner and the Stewards of the Meet (SOM) for the action Larry Dent, Doug Tillman, Joe Willer and Mike Engelke, Chairman, met and disallowed Mr. Davis' protest because Mr. Davis did not appear before them in what they viewed as a timely manner. Several pages by the Tower and physical attempts by the SOM were made to locate him. Mr. Davis was assessed a time penalty, with 3 penalty points, moving him behind car #72 in the final results. Mr. Davis has appealed their decision.

DATES OF THE COURT

The National Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on July 16 and 23, 2009, to hear, review and render a decision on the appeal. COA Alternates JoAnne Jensen and Fred Cummings were officials at the event and therefore recused themselves from the discussions.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and related documents received by the COA June 29, 2009.
2. Official Observer's Report and related documents received July 10, 2009.
3. Emails from Julie Komp (Chairman SOM) dated July 9 and July 14, 2009.
4. Email from Tim South (SM #72) received July 8, 2009.
5. Email from Laurie Sheppard, Operating Steward for Group 1, dated July 9, 2009.

FINDINGS

The COA determined that that Mr. Davis did, indeed, present himself to the SOM, albeit approximately 2 hours after the protest was received by ACS Laurie Sheppard. Mr. Davis stated that he had not heard the 3-5 pages made and was not aware of 4 separate visits attempting to locate him where he was thought to be paddocked. When he did appear, the SOM advised Mr. Davis that the action had been resolved without his input and of the extent of the penalty assessed. Also, Mr. South (SM #72) submitted a video from his car, but, due to technical limitations at the track, the SOM did not view it. . The Chairman SOM kept the video and has subsequently made it viewable. Additionally, a video filmed by an unknown party in the spectator area was made and has been posted on the internet.

DECISION

The Court of Appeals determined that Mr. Davis was denied due process and directs that the First Court reopen and hear Mr. Davis' protest. Mr. Davis' appeal fee will be held in abeyance pending the outcome of the hearing.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Chad Gilsinger vs. SOM, COA 09-19-GL

August 5, 2009

FACTS IN BRIEF

Following Group 4 post-race impound at the Fire Cracker Double National on July 5, 2009 at Nelson Ledges, the Chief Steward moved Chad Gilsinger (SSB #07) to last in class for locating ballast in other than the passenger footwell (GCR 9.1.7.F.1.). Mr. Gilsinger protested the Chief Steward's Action stating that only ballast specified on the spec line for the car must be located in the passenger footwell and there is no ballast specified for his Civic Si, thus allowing ballast to be mounted elsewhere.

The Stewards of the Meeting (SOM) Ann Burke, Meridith Croucher, Jerry Shiloff, and John Peterson, Chairman, met, reviewed the reasoning and the appropriate GCR citations, and disallowed the protest. Mr. Gilsinger is appealing that decision.

DATES OF THE COURT

The Court of Appeals Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on July 16, 23, and 30, 2009, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and related documents, received July 15, 2009.
2. Official Observer's Report and related documents, received July 15, 2009.
3. Email from John Peterson (Chairman SOM), received July 15, 2009.
4. Email from Bob Dowie, Chairman of the SCCA Club Racing Board, received July 30, 2009.

FINDINGS

The Court concurs with the Club Racing Board that only ballast specified on the vehicle's spec line as a competition adjustment is required to be located in the passenger footwell. Ballast to compensate for the driver's weight is allowed and may be in any location provided it meets requirements of 9.1.7.F.1 - 4 and 9.3.8. The Court reminds everyone that per GCR 9.1.7.D. "No permitted component/ modification shall additionally perform a prohibited function."

DECISION

The Court of Appeals upholds Mr. Gilsinger's appeal, and his original finishing position is restored. Mr. Gilsinger's appeal is well-founded, and his appeal fee, less the amount retained by SCCA, will be returned.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | July 29, 2009

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

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

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

RECOMMENDED TO THE BOD

- Per the PAC, remove subsection 17.4.J.2, which currently reads: "Wheels greater than 16" in diameter will receive a 100 lb. penalty." *Comment:* This eliminates wheel diameter weight penalties for FP.

TIRE RACK SOLO NATIONALS

- The SEB has reviewed a variety of suggested Impound inspection items for the Solo Nationals. Competitors should be ready for these inspections. Prepared class entrants are advised to bring engine gasket sets in case an inspection requires partial disassembly.

GENERAL

- The following rule change proposal, effective 1/1/2011, is submitted here for member comment (ref. 09-282):
 - Change the third sentence of 3.3.2 to read as follows: "The intent of this requirement is that all open cars using racing slicks, *and all open cars which have removed any portion of the original windshield or its frame*, must at a minimum have roll bars which meet Appendix C, regardless of Regional variations in category definitions and/or preparation allowances.

STOCK

- The following listing change proposal is published for member comment:
 - Effective 1/1/2011, move the BMW 335i from FS to DS. (ref. 09-416)
- The following correction to the Stock reorganization proposal has been provided by the SAC:
 - In Option 2 as published in the July Fastrack, the line for the Corvette should read "Corvette ('97-'04)" instead of "('99-'04)"

STREET TOURING

- Per the STAC, the following rule change proposals are being published for member comment:
 - Add under "Excluded" in Appendix A for ST, STX, STU, and STS: "All vehicles with pure electric or hybrid electric drive-trains."

Comment: Competitors should note that the Solo rules, as currently written, do not take into account non-traditional power-trains (e.g. hybrids and pure electrics.). At this time it is the SEB's intent to allow for no modifications to such systems until their implications are better understood. Competitors are urged to write to the SEB detailing modifications which they wish to make to vehicles of these types, and providing further explanation of why and how those modifications would best fit into existing (or new, if necessary) class structures.

STREET PREPARED

- Per the SPAC, the following rule change proposals are being published for member comment:
 - Change the first sentence of 15.9 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.9 as specified herein."
 - Change the first sentence of 15.10 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein."

Comment: See applicable item under STREET TOURING.

PREPARED

- The following amended version of a previously-published set of rule change proposal is provided here, in response to member input, for further comment:
 - Change sub-section 17.4.G.2 – to read: "Wheels greater than 16" in diameter will receive a 50 lb. penalty."

- Appendix A – Prepared Class C – (the two paragraphs after the alternate hood item) are to be revised to read as follows:
 - All vehicles may use *wheels up to 12 inches in width*. Vehicles using greater than 10 inch wheel widths must add 50 lbs. to minimum weight.
 - Wheels greater than 16 inches in diameter must add 50 lbs to minimum weight.*
- Remove sub-section 17.4.J.2, which currently reads: “Wheels greater than 16” in diameter will receive a 100 lb penalty.” *Comment:* This proposed change eliminates wheel diameter weight penalties for FP.
- After reviewing member comment, the PAC has recommended an amended version of the previously-published proposal to permit some kit cars in XP, as follows:
 - The following cars to be classed in XP with allowances restricting the minimum engine size (and therefore minimum weight):
 - Factory Five
 - Mk3 Roadster & Challenge Car
 - Type 65 Coupe
 - GTM Supercar
 - All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.
 - Superformance
 - MKIII
 - GT40 MKII
 - Shelby Cobra Daytona Coupe
 - All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.
 - Noble
 - M12
 - M12GTO
 - M400
 - All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.
 - Rossion
 - Q1
 - With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.
 - Mosler
 - MT900S
 - MT900R XP
 - All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.
 - The PAC is reviewing the possibility of recommending the addition of some limited-availability, non-domestic-market cars into class X Prepared on a case-by-case basis, and is requesting member opinion on this potential change, and on possible types and makes/models which should be considered.

STREET MODIFIED

- The following rule change proposal has been recommended by the SMAC and is being published for member comment:
 - Effective 1/1/2011, add to Appendix A, Street Modified Category, Engine Classifications:
 - “4. Electric Motors: Cars with electric motors, in whole or part of the drivetrain, will run at class maximum weight of 2900 lbs. for SSM and 3100 lbs for SM. Category weight adjustments (e.g. for tire size) are allowed.”

NOT RECOMMENDED

- Stock, exclusion of AWD cars (ref. 09-410, 09-413). *Comment:* Drivetrain configuration is considered along with a host of other vehicle attributes when classing cars in Stock.
- Stock, move of MINI Cooper S Works (ref. 09-412). *Comment:* The SAC does not believe that the performance potential of the Cooper S John Cooper Works Edition has changed relative to the MINI Cooper S since its initial classing.”
- Prepared, AWD vs. 2WD cars (ref. 09-413). *Comment:* The PAC believes that Prepared classes have accounted for AWD versus 2WD differences by properly classing cars and adding appropriate weights and/or other restrictions. Currently there are no issues which would suggest a change.

TECH BULLETINS

1. Stock: Per the SAC, the current HS listing of the Scion tC applies to all factory-installed option packages, including the Release Series 5.0. (ref. 09-367)
2. Stock: The previously-published initial classification of the Audi R8 has been rescinded due to member feedback, and the car is placed on the Stock exclusion list effective immediately. *Comment:* The SAC will be monitoring this car's performance. At this point the SEB and SAC still do not consider the car to be an overdog in its US configuration, and the intention is to classify it in SS as of 1/1/2010. (ref. 09-382, 09-398, 09-420)
3. Prepared: Per the PAC, replace "(17.2.L, 17.2.M)" with "(17.2)" in Appendix A, Prepared Class X, 1.b, BODYWORK AND STRUCTURE
4. Prepared: Per the PAC, the following correction is made to the previously-published new FP RX8 listing (effective immediately upon publication):
RX8 (bridge or peripheral porting allowed). Alternate engines 12A or 13B. Original equipment intake manifold may be used.

ROADRALLY BOARD MINUTES

RRB MINUTES | Aug. 3, 2009

The RoadRally Board (RRB) met via conference call on Monday, August 3, 2009.

Attending were: Rick Beattie, Chairman; Members: Kevin Poirier, Jeanne English, Jim Wakemen, Sasha Lanz 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 7:38 pm CST.

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

Proceedings

1. RRB December Vacancy

Discussion: Pego will post the vacancy on the website. The board has received a few interested parties.

2. Divisional Stewards Duties / NORPAC Steward

Discussion: The board voted and approved Stu Helper as NORPAC Steward. (Poirier/English)

3. Liaisons/Sanctions for Upcoming National Rallies

Discussion: Van Vleet reported on the Michigan Rally in September. English reported on Steele Haul Rally and it appears to be coming along fine. Beattie prechecked the two regional events after the Steel Haul Rally. Van Vleet reported having 3 entries so far for the USRRRC. St. Louis events have been checked also.

4. Communication

Discussion: The board discussed using eBlast for announcements of upcoming rallies. Details need to be worked out as to format etc. needed. Rick Myers, National Office, will produce the first issue. After that, English will attempt to take it over.

5. Convention RoadRally?

Discussion: Beattie to work on maybe doing a RoadRally at the 2010 Convention in Las Vegas. Getting cars from a local car dealer for the contestants to drive... or test vehicles from a manufacturer were suggested.

6. Publishing to and Monitoring Yahoo

Discussion: Postings and links to the Yahoo Rally Group was discussed in length. All board members verified they are members of the Yahoo Rally Group and do read the wide variety of comments/complaints etc. Wakemen is attempting to set up the Forum to notify the Yahoo Group when something is posted on the Forum so that if the Yahoo folks who are interested, then can go to the Forum and read the post.

7. Regional Events

Discussion: Armchair Rallies in the National Championship was discussed... like The Massacre and Around the World. According to the RRR's the word "driving" in Article 4A1 would eliminate the Armchair Rallies.

8. CDC Timing Systems

Discussion: The board received an email on a CDC Timing System made in Belgium to review. Basically each car has a transmitter and each checkpoint and the finish have rally timer clocks. It was suggested for SCCA and/or each Region to buy the system and rent it out to Rally Committees. After a lengthy discussion, the board considered the cost for this system and agreed it would cost too much, along with the hassle of moving it from region to region

9. Safety Steward Rules

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

10. 2010 Rule Changes – Schedule, Rules Committee, Meeting, Final Vote

Discussion: Deadline for 2010 Rules is coming up.

11. Divisional Safety Stewards Meeting Report

Discussion: A motion was made last June to run 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 to the Rules committee via Wakemen.

12. 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, September 7(Labor Day) ??, 2009 at 7:30 pm CST via conference call.
Or Monday, August 31 and will need to confirm this with Pego.

The meeting was adjourned at 9:56 pm CST (English/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | July 20, 2009

Date: 7/20/2009, Conference call

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

1. Call to order 8:17 pm CDT

2. Additions/corrections to agenda

None.

3. Minutes from June Meeting

There was no formal vote to accept the minutes, however no one objected to the minutes as submitted.

4. Committee Reports

a. RallyCross Safety Committee (Tom Nelson)

The board discussed two incidents that occurred in the last month. Tom Nelson and the Safety Committee will review the reports in the next couple of weeks when the reports are available. Additionally, the question came up from the discussion about using a public road as staging area when some vehicles may not be street legal. This is perhaps a topic to be addressed in a future meeting.

b. RallyCross Rules Committee (Mark Utecht)

Mark Utecht said that the Rules Committee is following the timeline. The rules changes have been out for member comment, but that period has expired. The Rules Committee is now reviewing the member comments before submitting a final draft to the BOD.

5. Old Business

Photo Contest: Bob Ricker has three judges lined up—Jerry Doctor, Susan Young from SportsCar magazine, and Rennie Bryant from Grassroots Motorsports magazine. Mark Utecht inquired if prizes need to be approved by BOD, and Pego Mack responded that no approval is required.

6. New Business

a. Class changes for 2010: Has been out for member comment and is back to the Rules Committee. (See 4.b. above.)

b. Points Proposal for 2010: Has been out for member comment and is back to the Rules Committee. (See 4.b. above.)

c. Resignation of Mark Walker: Tom Nelson motioned to accept Mark Walker's resignation officially effective August 1, 2009. Mark Utecht seconded. Voting to accept motion was unanimous.

d. Brent Blakley: Mark Walker received a call from Brent Blakley in which he offered to come back to serve on the RXB. Since Brent Blakely formally resigned, he will need to be reapproved by the BOD. Mark Utecht motioned to accept Brent Blakely as a member of the BXB. Mark Walker seconded the motion. Voting to accept motion was unanimous.

Motion to adjourn made by Mark Utecht and seconded by Mark Walker. Motion carried and the meeting was adjourned at 8:41 pm CDT

Minutes prepared by: Karl Sealander 8/4/2009

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>