

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Sept. 1, 2009

The Club Racing Board met by teleconference on September 1, 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; 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 09-10, 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

Item 1. Effective 1/1/10: In response to member comment on the CRB's proposed rule on vintage roll cages in the August 2009 *FasTrack*, the following is substituted:

Add the following paragraph to the end of section 3.1.8.D:

All Vintage cars must conform to Appendix Z of the current Vintage Competition Rulebook. Roll cages are required in all cars registered with the SCCA after Jan. 1, 1979. There is no requirement for cars registered before 1979 to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for cars registered prior to Jan. 1, 1979. Where allowed, roll bars must conform to Appendix Z of the current Vintage Competition Rulebook.

Improved Touring

Item 1. Effective 1/1/10: Change section 9.1.3.D.1.a.6 as follows:

The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

Item 2. Effective 1/1/10: Change section 9.3.5 as follows:

Four wheel (All-Wheel) drive is prohibited except in Showroom Stock, Touring, *Improved Touring*, and Super Touring.

American Sedan

Item 1. Effective 1/1/10: Change section 9.1.6.D.5.e as follows:

Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be revised. The original master cylinder may be replaced ~~by an OEM or equivalent master cylinder of the same specifications. No modification of its location or mounting is permitted.~~ with any single or dual master cylinder (with balance bar). The pedal assembly, including the clutch pedal and clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be modified or replaced. The pedal assembly, and master cylinders, may be relocated. The throttle pedal may NOT be relocated. The brake booster may be modified, replaced or removed. A brake bias adjustment cable is permitted.

Spec Miata

Item 1. Effective 1/1/10: Add the following to section 9.1.8.C.1.b:

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MazdaSpeed competition motor mounts, Part No. NAY1-39-040, are allowed.

CAR RECLASSIFICATIONS

ITB – 92-95 Honda Civic DX 1500 4-valve

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

Formula/Sports Racing

F1000 – ECU (Laverty). The rule is adequate as written. It may be revisited if future engines cannot be used with a stock ECU.

Grand Touring

1. GT – Panoz brakes (Mills). We will continue to monitor the car's performance.
2. GT – Help the Panoz (Crandall). Such major changes would require the manufacturer to request an update to the Vehicle Technical Sheet (VTS).

Improved Touring

1. IT – VW Beetle wheel size (Conger). The ITC wheel size is appropriate.
2. IT – MAF sensor clarification (Makishima). The use of the word *operational* is appropriate.
3. IT – Civic quarter panels (Owen). Fiberglass is not stock.
4. IT – Datsun rear brakes (Ira). Datsuns only came with drums and are readily available.
5. IT – Classify the 68 Alfa GTV (Bourdet). Inappropriate for IT as the 1956 cc engine was not available in the 68 body.

Touring/Showroom Stock

1. T3 – HHR SS springs (Myers). We will continue to monitor the car's performance.
2. T/SS – Move the Mini to SSC (Frye). We will continue to monitor the car's performance.

NO ACTION REQUIRED

GCR

1. Request to use pump gas (Edwards). The new fuel rules allow pump gas effective 1/1/2010.
2. Question regarding tire warmers (Nogueira). Section 6.1.4 forbids tire warmers on the grid. They are allowed in the paddock.

Formula/Sports Racing

1. FA – 016 input (Zuccarelli). Thank you for your input.
2. FF – Support for the Honda Fit proposal (multiple letters). Thank you for your input.
3. FF – Opposition to the Honda Fit proposal (multiple letters). Thank you for your input.
4. S2 – Brake input (multiple letters). Thank you for your input.

Grand Touring

GTL – Classify the convertible Mini (Linn). Thank you for your input. Convertibles are allowed as they are not disallowed by the GCR.

Improved Touring

IT – Miata dyno data (Landers). Thank you for your input.

Touring/Showroom Stock

1. T1 – Corvette brakes (multiple letters). Thank you for your input.
2. T2 – Subaru STi tires (Lendrum). Thank you for your input.
3. T/SS – Eligibility (DuLude). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2009

NUMBER: TB 09-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/09 unless otherwise noted.

Grand Touring

1. Replace all instances of "Ford SVO" with "Ford Motorsport" in the Grand Touring section.
2. Clarify the second paragraph of 9.1.2.F.4.a.4 as follows: "Vents may be added to the roof panel or rear window for the express purpose of venting the driver's compartment. ~~A maximum of 24 square inches of open area and a maximum number of twelve openings are allowed. There may be no more than 12 openings with a total area of not more than 24 square inches. Each opening shall be no larger than 4" x 1/2".~~

GT1

1. Correct 9.1.2.E.1.a.1 by making the following changes: "Any modular 4bl carburetor may be used with a maximum of a one and eleven-sixteenths (1-11/16) inch throttle bore ~~and 1 1/2" SAE bolt pattern~~, unless alternate carburetion and/or dimensions are specified in the GTCS."

GT2

1. Cars - Panoz Esperante GTS, p. 290, add to the notes as follows: "Internal modification to stock Penske 7500 shocks is permitted. Shock seals are not required."

GT3

1. Engines - Volkswagen, 1715cc, p. 312, add to the notes as follows: "Alternate cylinder head #037 103 351 allowed.
2. Engines - Volkswagen, 1780cc, p. 312, add to the notes as follows: "Alternate cylinder head #037 103 351 allowed.
3. Engines - Volkswagen, 1984cc, p. 312, add to the notes as follows: "Alternate cylinder head #037 103 351 allowed.
4. Engines - Toyota, 2438cc, p. 311, add to the notes as follows: "Alternate cylinder head #11101-75015 allowed.
5. Cars - Chrysler/Dodge/Plymouth, p. 301, Split the Omni 024/Shelby Charger into two spec lines as follows:

Model	Years	Body Style	Driveline	Wheelbase (in)
Shelby Charger	83-87	2dr	FWD	96.6
Model	Years	Body Style	Driveline	Wheelbase (in)
Omni 024	79-82	2dr	FWD	96.6

GTL

1. Cars - Honda, p. 320, add to the 84-87 CRX spec line notes as follows: "May mount wing per hatchback-station wagon specs."
2. Cars - Honda, p. 320, add to the 88-91 CRX spec line notes as follows: "May mount wing per hatchback-station wagon specs."
3. Cars - BLMI, p. 316, change the 02-05 BMW Mini eligible model years as follows: ~~02-05~~ 2002-
4. Engines - Mazda, p. 322, change the 12A notes as follows: ~~Engine setback from the front spindle centerline to the front spark plug is 4.5".~~
5. Cars - Mazda, p. 322, Add the following to all note sections except the RX-3 and RX-7: Engine setback from the front spindle centerline to the front spark plug is 4.5".

Improved Touring

ITR

1. Honda S2000 (00-02), p. 344, Add the 2003 model year.
2. Classify the Honda S2000 (04-05), **effective 1/1/10**, in ITR as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Honda S2000 (04-05)	4 Cyl DOHC	87.0 x 90.7 2157	(IN) 36.1 (EX) 31.1	11.1	94.5	17	3.13, 2.05, 1.48, 1.16, 0.94, 0.76	(F) 300 Disc (R) 282 Solid	3005	

ITS

1. Honda Prelude SH (97-00), p. 348, Add the 2001 model year.
2. Honda Prelude non-SH (97-00), p. 348, Add the 2001 model year.

ITB

1. Classify the 92-95 Honda Civic DX (2,3 & 4 door) in ITB as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Honda Civic DX (2,3 & 4 door) (92-95)	4 Cyl SOHC	75.0 x 84.5 1493	(IN) 29.0 (EX) 25.0	9.2	2 & 3 door: 101.3 4 door: 103.2	13	3.25, 1.76, 1.17, 0.91, 0.70	(F) 240 x 21 Vented Disc (R) 180 Drum	2345	

Showroom Stock

SSB

1. Nissan Sentra Spec-V (07-09) p.488, add to the notes as follows: OEM optional limited slip differential permitted.

SSC

2. The 2010 Mazda3 was mistakenly classified in SSB in the April Fastrack. Effective upon publication, move the classification from the SSB class to SSC.

COURT OF APPEALS

Revision

JUDGMENT OF THE COURT OF APPEALS

Jonathan L. Corsico vs. SOM, COA Ref. No. 09-20-NE

August 20, 2009

FACTS IN BRIEF

On July 13, 2009 at the Finger Lakes Region/ National at Watkins Glen International Raceway, Jonathan L. Corsico, driver of FE # 41, protested the event officials and stewards claiming they violated GCR Section 5.5.3 (Flagging and Communications, General Organization) Mr. Corsico stated that his disabled vehicle was allowed to remain stuck in the gravel trap at Turn 4 where the car was subsequently struck and damaged by another car. The Stewards of the Meeting (SOM) Earl Hurlbut, Gene Kern, Susan Robishaw, George Morris, Bill Bradshaw, Whitey Bennett, and Tom Hoffman, Chairman, interviewed Mr. Corsico, reviewed the corner report and steward actions, and disallowed the protest. Mr. Corsico is appealing the SOM decision, as well as asking SCCA to reimburse him for the repair of his car.

DATES OF THE COURT

The Court of Appeals (COA), Dave Nokes, Dick Templeton, and Bob Horansky, Chairman, met on July 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 from Jonathan L. Corsico, received July 21, 2009.
2. Official Observer's Report and related documents, received July 21, 2009.
3. Statement from Tom Hoffman, Chairman SOM, received July 21, 2009.
4. Copy of the race communications log, received July 22, 2009.

FINDINGS

The COA determined that early in the race, Mr. Corsico, through his own driving error, spun off track and was unable to continue because his car was stuck in the gravel trap at Turn 4. The corner displayed a local yellow as his vehicle was off the driving surface. After Mr. Corsico exited his car and went to the corner station, the local yellow was withdrawn. The officials reported that the car could be left in that location for the balance of the race. That judgment was not changed during the late full course yellow. On lap 13 of the 14 lap race, DSR # 49 also spun off course at Turn 4, struck Mr. Corsico's disabled vehicle, and rolled over. The race was red flagged one lap early.

In his appeal, Mr. Corsico detailed Sections D and E of GCR 5.5.3. (corner worker responsibilities to take emergency actions to protect lives and property, and maintain a clear course). The COA finds that Mr. Corsico's car was parked off the racing surface in a restricted area but was not blocking the course. The incident was adequately covered with yellow flags until the driver and corner personnel were behind the barriers.

DECISION

The Court of Appeals upholds the decision of the SOM. Further, because the GCR contains no provisions for consideration of property damage expense, the COA will not address that aspect of Mr. Corsico's appeal. Mr. Corsico's appeal is considered well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Jeremy Treadway vs. SOM, COA Ref. No. 09-21-CN

August 25, 2009

FACTS IN BRIEF

At the July 26, 2009 CAT National, Restricted Regional and Formula Ford 40th Anniversary Vintage Race, the driver of FF#112, Jeremy Treadway, was found to be 8 pounds underweight at post-race impound. After he was released from impound, he went to his paddock, returned to impound, filled his coolant system with coolant and reweighed his car. This new weight exceeded the required minimum.

Because he did not meet the weight requirement at post-race impound, Mr. Treadway was moved from first position to last in class by Assistant Chief Steward, Tech (ACST) Paula Spencer via a CSA per GCR 5.9.3.C. (minimum impound inspection) and GCR 9.3.48. (weight). Mr. Treadway protested that decision. The Stewards of the Meeting (SOM), Kevin Coulter and JoAnne Jensen, Chairman, met and reviewed the post-race impound weighing process and equipment certification. They determined that the scales were properly certified and that the car was properly and repeatably weighed at 1092 pounds, eight pounds under the required weight. The protest was disallowed, found to be well founded, and the protest fee was returned.

DATES OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton, and Bob Horansky, Chairman, met on August 20, 2009 to hear, review, and

render a decision on the appeal. Alternate members JoAnne Jensen and Fred Cummings were participants in the CAT event and therefore recused themselves from this case.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Jeremy Treadway, received July 29, 2009.
2. Observers' Report and related materials, received August 12, 2009.
3. Email from Chairman SOM Mike Smith, dated August 14, 2009.

FINDINGS

In his appeal, Mr. Treadway stated that he was underweight at post-race impound inspection because he had boiled away his cooling fluid during the checkered flag lap. The approximately two gallons of lost coolant weighed 14 pounds, enough to have made his car compliant. He cites the part of GCR 9.3.48. that cars shall meet minimum weight at the conclusion of race or qualifying sessions and asserts that he was compliant post race, but his additional victory lap caused him to lose coolant and thus present to impound light.

The fact that Mr. Treadway's car was light at post-race impound is not in dispute. Actions after he left impound are not relevant as the evidential post-race chain of custody was broken.

GCR 9.3.48. reads in its entirety: "All cars shall meet or exceed the minimum weight specified with driver exactly as they come off the race circuit, at the conclusion of a race or qualifying session." If, as Mr. Treadway asserts, he lost the bulk of his coolant on his victory lap causing him to become noncompliant, this fact does not alter his requirement to meet the required weight as he came off the track. The COA has no opinion as to when Mr. Treadway became noncompliant as it is not relevant to the situation.

DECISION

The Court of Appeals upholds the SOM decision in its entirety. Mr. Treadway'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
CAESAR VIELMAS vs. SOM COA 09-22-SW
September 1, 2009

FACTS IN BRIEF

At the National Race at MSR Houston, August 8-9, 2009, James York, driver of SM #15, protested Caesar Vielmas, driver of SM #49, for an alleged violation of GCR 6.8.1. A., B., C., and D. (On Course Driver Conduct, Failure to Allow Racing Room,) for contact between the two cars on the first lap of the race at Turn 1.

The Stewards of the Meeting (SOM) Larry Svaton, James Rogerson, Dr. James Smith, John Stautberg and Dick Kantrud, Chairman, held a hearing, interviewed both drivers, reviewed videos, and upheld the protest. The penalty assessed was two positions in class. Mr. Vielmas is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton and Bob Horansky, Chairman, met on August 20 and 27, 2009, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Caesar Vielmas, dated August 9, 2009, and received by the COA on August 14, 2009.
2. Official Observer's Report and related documents, received August 19, 2009.
3. E-mail from Caesar Vielmas, dated August 19, 2009, received by the COA August 21, 2009.
4. E-mails from Dick Kantrud, received August 21 and 24, 2009.
5. Videos from Mr. York and Mr. Vielmas, received August 21, 2009.

FINDINGS

Mr. Vielmas' video shows his car moving to the right approaching Turn 1 on the first lap, then again upon reaching Turn 1. There was a noticeable jerk of the car due to contact with Mr. York's car at the second right movement of Mr. Vielmas' car. Mr. York's video shows Mr. Vielmas' car moving toward his car as they approach Turn 1, and Mr. York moves to the right. There was no apparent contact at this point. Mr. Vielmas suddenly moves further right when contact occurs between the passenger door on Mr. Vielmas' car and the left front corner of Mr. York's car. Mr. Vielmas claims that another car, #74, moved over towards him and he was sandwiched between the two cars. However, there was no witness statement from the driver of car #74 provided to the SOM to support that view and Mr. Vielmas' video does not affirm that contention.

DECISION

The Court of Appeals reviewed all of the evidence and documents received and upholds the decision of the SOM. Mr. Vielmas' appeal is deemed well-founded and his appeal fee, less the amount to be retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Charlie Schlismann vs. CS, COA 09-23-MW
September 7, 2009

FACTS IN BRIEF

Following National Group 2 post-race impound at the Fun in the Sun Regional/National on August 16, 2009 at Mid-America Motorplex, Chief Steward Bob Eddy moved Charlie Schlismann (F5 #71) to last place finisher for non-compliant distance between the wheels at full lock and the bodywork (GCR 9.1.1.E.9.). After a conversation with the Chief Steward, Mr. Schlismann decided not to protest the Chief Steward's Action (CSA) to the Stewards of the Meeting (SOM). However, following the event, he submitted an appeal asking the Court to review the decision and the licenses of other competitors.

DATES OF THE COURT

The Court of Appeals Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on August 27 and September 3, 2009 to review the matters.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and related documents, received 8/25/09.
2. Official Observer's Report and related documents, received 8/25/09.
3. Email from Bill Johnson (Chairman SOM), received 8/26/09.
4. Emails from Bob Eddy (Chief Steward), received 8/27/09 and 9/2/09.
5. Email from Bob Dowie (Chairman of the Club Racing Board), received 8/28/09.
6. Email from Charlie Schlismann, received 8/28/09.
7. Conversations with Bill Johnson (Chairman SOM), 8/22/09, 8/26/09, and 8/31/09.
8. Oral testimony from Bob Eddy (Chief Steward), 9/3/09.

FINDINGS

The Court identified a discrepancy in 9.1.1.E.9. between the text on page 217 and the drawing on page 218 and submitted it to the Club Racing Board. The CRB issued RM09-04, F500 Side Pod Specifications, correcting the error and omission. The Chief Steward agreed to withdraw the CSA, and to request that the SOM modify the final results to return Mr. Schlismann to his original finishing position.

The matter of competitors' licensing has been referred to the Chairman of the Stewards' Program and the National Administrator of Licensing for resolution.

DECISION

As the Court of Appeals did not hear the appeal, Mr. Schlismann's entire fee will be returned.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Aug. 26, 2009

SOLO EVENTS BOARD

The Solo Events Board met by conference call August 26th. Attending were SEB members Dave Feighner, Tina Reeves, Donnie Barnes, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Lisa Noble and Robin Langlotz of the BOD; Doug Gill, Nancy Downing, 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 1/1/2011.

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

GENERAL

- An opening is anticipated on the SEB for 2010. Interested members should submit their qualifications in writing to the SEB and BOD via the National Office.

SAFETY

- The Solo Safety Committee meeting minutes appear elsewhere in this issue of Fastrack.
- Safety Stewards are reminded that incident reports should include photos of the applicable course section(s), vehicles, damage, impacted obstacles, and any other relevant items.

STOCK

- The SAC continues to review feedback on the pending class reorganization proposals (ref. 09-381, 09-390, 09-418, 09-458)
- The SAC is also monitoring feedback regarding the proposal to move the Boxster to BS (ref. 09-163, 09-164, 09-197, 09-198, 09-201, 09-337, 09-474)

STREET TOURING

- Based on positive member feedback, the updated STR rules published in the August Fastrack are considered final, and are effective 1/1/2010.
- The STAC would like feedback on opening up 14.10.F to allow ECU "piggybacks" that directly control or modify engine functions such as fuel injectors and ignition timing (ignitor, coil, etc). Current allowances restrict piggybacks to acting only as "signal modifiers" on the ECU inputs. Direct control would be restricted to fuel, ignition, and VTEC switchover points. Sensors must be OE. Emissions legality as defined in Appendix F and 14.10 would still need to be maintained, which means that OBDII systems must be intact and operating as the manufacturer intended. NOTE: The goal with this proposal is to allow an alternative, cost-effective method of performing the same functions allowed by current rules. This is not final rules language. This proposal would be effective 1/2011.
- The STAC believes that the Street Touring classes have accounted for AWD versus 2WD differences by properly classing cars and using restrictions such as tire sizes. Currently there are no issues which would suggest a change. (ref. 09-413)
- The following rule change proposal, effective 1/1/2010, is published here for member comment: Change the first sentence of 14.2.G to read: "Strut bars may be added, removed, modified, or substituted with all types of suspension."

STREET PREPARED

- The following previously-published (October '08) class change proposal has been recommended by the SPAC and is published here for further comment: Move from DSP to FSP, Saturn 16V models as follows (ref. 09-532):
Saturn
S-series('91-'95)
S-series ('96-'02)
- The following rule change proposal, effective 1/1/2010, is published here for member comment: Change the first sentence of 15.2.C to read: "Strut bars may be added, removed, modified, or substituted with all types of suspension."
- The following rule change proposal, effective 1/1/2011, is published here for member comment: Add new subsection 15.2.P as follows: "Fog lights may be removed as long as the resulting holes are not used for any other purpose, and are completely covered."
- The following rule change proposal, effective 1/1/2011, is published here for member comment: Change the second sentence of 15.1.C to read as follows: "The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined, *welded*, or otherwise changed to facilitate the UD/BD allowance."

NOT RECOMMENDED

- Stock stainless brake line allowances (ref. 09-444).
- Stock roll bar installation (ref. 09-471)

- Driveline configurations (ref. 09-468) *Comment:* The SEB and its advisory committees consider all applicable factors, including drivetrain type and layout, when classing cars.
- Nissan GTR OE tire (ref. 09-430) *Comment:* the STAC sees no demonstrable evidence at this time to support excluding this tire, but will remain vigilant.

TECH BULLETINS

1. Stock: Per the SAC, add to 13.2 as follows: "The allowance to install a roll bar does not permit the removal of factory roll hoops."
2. *Street Touring:* Per the STAC, OE bumper covers may be modified as part of the "Body Kit" allowance (14.2.F), including cutting holes for the passage of air. *NOTE:* The STAC is looking to rework or remove 14.2.F for 2011, since its original "Sport Compact" cosmetic intent is no longer relevant and it is being primarily used instead for performance benefit.
3. *Street Touring:* Per the STAC, only the inner lip of a fender may be rolled, per 14.2.E. The outer fender contour may not be changed to provide additional tire clearance.
4. *Street Touring:* The 2006-2010 BMW 3-series (E90) is added to the STX exclusion list in Appendix A, but is eligible for STU.
5. *Street Prepared:* Per the SPAC, the Toyota Celica listings in FSP are corrected to read as follows:
 - Toyota
 - Celica ('71-'77)
 - Celica ('78-'81)
 - Celica ('82-'85)
 - Celica ('86-'89)
 - Celica ('90-'93) (NOC)
 - Celica ('94-'99)
6. *Street Prepared:* Per the SPAC, the Toyota Celica '00+ listing in DSP is corrected to read as follows:
 - Toyota
 - Celica ('00-'05)
7. *Street Prepared:* The Saturn Ion listing in DSP is clarified to read "Ion (all) & NOC." (ref. 09-532)
8. *Street Prepared:* Under the allowances of 15.8.H.1, if one A-arm is changed to a non-OE length and is non-adjustable, it is legal so long as no adjustment or change is made to the other A-arm on the same corner. (ref. 09-368)

ROADRALLY BOARD MINUTES

RRB MINUTES | Aug. 31, 2009

Sports Car Club of America
RoadRally Board Minutes - Final
Via Conference Call
August 31, 2009

The RoadRally Board (RRB) met via conference call on Monday, August 31, 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 and Pego Mack, National Office was in attendance.

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

The Final August 3, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. RRB December Vacancy

Discussion: The board has reviewed a few more interested parties.

2. Championship Points to SCCA Website

Discussion: Beattie is working with Pego to get the Championship Standings on the Website. The spreadsheet is too large and will not upload to SCCA's website. Wakemen will try converting the file to a different type of file (pdf?) to upload.

3. Liaisons/Sanctions for Upcoming National Rallies

Discussion: Van Vleet reported on the Michigan Rally in September and an update on the USRRC. English reported on the USRRC General Instructions. Beattie reported on the St. Louis Rallies.

4. Championship Points Issues

Discussion: Merging car classes and reporting for championship points. Not all the regions run the same type of class and classes that are not easy to merge. A one car rally... cannot merge into a class. A motion was made not to merge one car classes (English/Poirier).

Discussion

Do we require regions to turn in results? No results, no Sanction? RRB needs to find out what RallyCross does to get regions to turn in results. This was tabled until next meeting.

5. 2010 Rule Change Items

Discussion: Merge Course/Tour and GTA rallies into one series. The board agreed to add it as another item for discussion at for the Town Hall Meeting at the USRRC in La Crosse in October.

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

6. Worker Points for Championship Year End Awards

Discussion: Worker Points to be counted for year end Championship Points was brought to the RRB's attention again. From RRB August minutes: 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.

After discussing it again, the board still agrees with last month's decision that one has to 'compete' as a rally contestant to be considered for the Championship year end awards.

7. 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. We can only

8. Convention RoadRally?

Discussion: Beattie is still working 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.

9. Safety Steward Rules

Discussion: English is still working on the Safety Steward Manual revisions, including items applicable to GTA events.

10. 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 still needs to go the Rules committee via Wakemen.

Other Old Business

Discussion: Pego will need Rules Changes for 2010 by mid-September.

New Business

Discussion: Lanz will write a proposal for the RRB to review on a major 2011 event with big sponsors. The proposal will be sent to the RRB first before going to SCCA 's Marketing Department for review

Action items

Wakemen: above items for the next Rules Committee meeting.

Lanz: to write letter re: *RoadRally* Safety Steward instructor appointment.

Next meeting

Monday, October 5, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 9:30 pm CST (English,Wakemen,Lanz/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | Aug. 10, 2009

RallyCross Board Meeting Minutes

Date: 8/10/2009

Conference call

Attending:

Bob Ricker, Chairman

Brent Blakley

Tom Nelson

Karl Sealander

Mark Utecht

Also attending: Pego Mack, SCCA Rally Department

1. Call to order 8:10 pm CDT

2. Additions/corrections to agenda

Mark Utecht requested that the RallyCross Board (RXB) discuss the Subaru Contingency.

3. Minutes from July Meeting

The minutes from the July meeting were presented prior to the meeting. Karl Sealander motioned to accept those minutes as presented, Mark Utecht seconded the motion, and the motion carried.

4. Committee Reports

a. RallyCross Safety Committee (Tom Nelson)

Tom Nelson reported that the incident reports from last month have been distributed to the Safety Committee, which will meet next week for discussion.

b. RallyCross Rules Committee (Mark Utecht)

RallyCross Rules Changes for 2010: Mark Utecht reported that the RallyCross Rules (RXR) changes are back to the Rules Committee from member comment period. He reported that there were no discernable trends in the member comments. There were comments in disagreement with the proposed changes, but a balanced number of comments in agreement were also made. Mark Utecht proposed that the RXB split the vote to accept the RXR changes between Protest and Appeals changes and the Class changes:

- Protest and Appeals: Tom Nelson requested some wording changes to the final version. Section 5.4.G.2.a should have "or will" removed. Section 7.4.9, second paragraph, fourth sentence, should read, "All appeals should be addressed to..." Section 7.4.9, the paragraph beginning with "Fifth," second sentence, should read, "The confidential information will not be distributed..." Mark Utecht motioned to accept the Protest and Appeals rule changes as amended, Brent Blakley seconded the motion, and the motion carried.

- Class changes: Mark Utecht motioned to table a vote on the class changes until next month's meeting. He recommended further discussion on the SCCA Private Forums in order to be prepared to vote on the changes at next month's meeting. Tom Nelson seconded the motion and the motion carried. There was further discussion on the desire of some members to see added front- and rear-drive classes added to the Modified Classes. Mark Utecht also expressed a desire for a class structure that would include the street-tuner crowd. It was suggested to evaluate regional classes used in California and Utah that may accomplish this, Street Modified 4 (SM4) and Street Modified 2 (SM2), opening now for implementation regionally on an experimental basis. A proposal to implement these classes at Eastern and Western States Challenges was declined due to the imminence of the events, which would be unfair to other competitors.

Points Proposal for 2010: Mark Utecht said no remarkable trends were noticed from the member comments. He does feel that it will diminish the importance to the year-end National event. Brent Blakley agreed that the RallyCross program is not ready for a points program. Tom Nelson feels we should spend our time getting the RallyCross program ready for a points program. Bob Ricker asked if we need a points program for 2010. Although no formal vote was taken, it was the general consensus of the RXB that no points program would be implemented for 2010.

5. Old Business

Photo Contest: Mark Utecht motioned to accept the flyer as presented by Mark Walker, Brent Blakley seconded, and the motion

carried by the Board. Tom Nelson volunteered to put together the final contest.

6. New Business

Subaru Contingency: Subaru has agreed to provide a contingency for the National event in October. Mark Utecht expressed disappointment that it was announced so late. Pego Mack said that it could not be helped because Subaru made the decision as they could. The RXB agreed to welcome Subaru's contingency.

Motion to adjourn made by Mark Utecht and seconded by Tom Nelson. Motion carried and the meeting was adjourned at 9:24 pm CDT

Minutes prepared by: Karl Sealander 8/20/2009

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

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/event.aspx?hub=6&event=13059>

EVENT CALENDAR: <http://www.scca.com/events.aspx?hub=10>