

## CLUB RACING BOARD MINUTES

**CLUB RACING BOARD MINUTES** | Oct. 6, 2009

The Club Racing Board met by teleconference on October 6, 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; Jim Christian, guest BoD; 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 09-11, 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](mailto:crb@scca.com).

### **Showroom Stock**

**Item 1.** Effective 1/1/10: Add the following sentence to the end of section 9.1.7.E.8:

*Cars equipped with lug bolts may convert to wheel studs and lug nuts.*

### CAR RECLASSIFICATIONS

None

### WHAT DO YOU THINK?

None

### MEMBER ADVISORIES

None

### NOT APPROVED BY THE CRB

### **Grand Touring**

1. GT – Porsche fuel induction (Jones). Restricted engine rules are not used in GT. SIRs must be used to control potential on large engines. Unrestricted options are available in GT2.
2. GT – Reconsider the S54/S50B32 weight (Mills). The weight is appropriate as specified
3. GT – Reduce the weight of the AMC/Renault 1989 (Schick).The weight is appropriate as specified.
4. GTL – Eliminate roadsters from GTL (Fouse). Roadsters are welcome in GT. We will continue to monitor performance of the roadsters.

### **Showroom Stock**

Allow stainless steel brake lines (multiple). Replacement of brake lines is not allowed in Showroom Stock.

## CONTENTS

BOARD OF DIRECTORS	NONE
<b>CLUB RACING</b>	<b>1</b>
CRB Minutes	1
Technical Bulletins	3
Court of Appeals	4
TTAC	11
<b>SOLO</b>	<b>13</b>
SEB Minutes	13
<b>RALLY</b>	<b>22</b>
RoadRally	22
RallyCross	NONE
<b>QUICK LINKS</b>	<b>23</b>

**NO ACTION REQUIRED**

**Grand Touring**

1. GT – Proposed GT rules (multiple). Thank you for your input.
2. GT – Clarify the mid-engine rule (Schick). Electric water pumps are currently allowed in GT.
3. GT – Clarify Porsche 914/914-6 eligibility (Whitcomb). No VIN rule in GT.
4. GTL – GTL class rules input (Kopley). Thank you for your input.
5. GTL – Allow electric water pumps (Schick). Electric water pumps are currently allowed in GTL. (Refer to the July *FasTrack*.)

# CLUB RACING TECHNICAL BULLETIN

**DATE:** October 20, 2009

**NUMBER:** TB 09-11

**FROM:** Club Racing Board

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

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

All changes are effective 11/1/09 unless otherwise noted.

## Grand Touring

### GT3

1. Engines - Ford, 2301cc, p. 302, correct the notes as follows: "Alt. head: ~~#M-6049-A320~~ #M-6049-E23A.

### GTL

1. Engines - AMC, 1296cc, p. 315, correct the spec line as follows: ~~1296~~ 1289.
2. Cars - Nissan, SRL 311U, p. 323, make the following changes: ~~SRL 311U~~ SPL 311/311U. Add 95.7" to the existing wheel base.
3. Engines - Honda , p. 320, add to the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
Fit	DOHC	73.0 x 89.4	1497	Alum Crossflow	4	24mm SIR	2000	

4. Cars - Renault, LeCar, p. 326, add the following to the notes: Removal only of rain rail permitted, no modification.

## Sports Racing

### CSR

1. **Effective 1/1/10**, correct 9.1.9.A.2.a.13 as follows: Subject to the restrictions in line ~~Y~~K and L below ~~and the single inlet restrictor (SIR) table below~~, 4-cylinder, 4-cycle, production based automotive engines are allowed. No additional individual engine homologations of 4-cylinder, 4-cycle engines over 1600cc will be made.
2. **Effective 1/1/10**, correct table following 9.1.9.A.2.a.13, Line K Req'd Restrictor, and table in 9.1.1.A.2.a, Line D Notes as follows: ~~31mm SIR, except under 2000cc, less than 10:1 CR, unrestricted; under 2500cc, 33mm SIR required, except less than 9:1 CR, unrestricted.~~
3. **Effective 1/1/10**, correct table following 9.1.9.A.2.a.13, Line L Req'd Restrictor, and table in 9.1.1.A.2.a, Line E Notes as follows: ~~31 mm SIR required, except under 2000cc, under 10:1 CR, unrestricted; under 2500cc, under 9:1 CR, unrestricted. Under 2000cc, 33 mm SIR required except under 10:1 CR, unrestricted; under 2500cc, 31mm SIR required except under 9:1 CR, unrestricted.~~

## Touring

### T2

1. Pontiac Solstice GXP (07-09), p. 574, Add the following to the notes: Quantum Motorsports brake duct kit #09820 is allowed.

# COURT OF APPEALS

## JUDGMENT OF THE COURT OF APPEALS

Peter Lehr vs. SOM, COA Ref. No. 09-24-MW

September 11, 2009

### FACTS IN BRIEF

Following Race Group 4 at the Fun In The Sun National races at Mid-America Raceway on August 16, 2009, Chief Steward Bob Eddy filed a RFA asking for an investigation of a body contact involving SM cars #12 (Peter Lehr) and #59 (Jarred Igon) at Turn 1. The SOM, Keith Bowman, Scott Bowman, Kenneth Kirkland and Bill Johnson (Chairman) conducted a hearing, interviewed witnesses, examined cars, and reviewed a video. They determined that Mr. Lehr was at fault and placed him on a 3 - race weekend probation. Mr. Lehr is appealing that ruling.

### DATES OF THE COURT

The Court of Appeals (COA), Dick Templeton, Dave Nokes and Bob Horansky, Chairman, met on August 27, September 3 and September 10, 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 by the COA on August 26, 2009.
2. Official Observer's Report and related documents received by the COA on August 28, 2009.
3. Emails from Bob Eddy received August 28 and September 2, 2009.
4. Conversations with Bill Johnson (Chairman SOM) August 21, 26 and 31, 2009.
5. Videos from Mr. Lehr's and Mr. Igon's cars received September 4, 2009.

### FINDINGS

In the COA review of Mr. Lehr's video, which was not made available to the First Court, it was apparent that car 12 (Mr. Lehr) attempted to resume the racing line after passing car 59 (Mr. Igon) without clearing car 59. Car 12 impacted car 59 causing both to spin and continue.

Additionally, in Mr. Lehr's appeal he stated that he had not been allowed sufficient time to call witnesses. This was refuted by the Chairman SOM. He stated that Mr. Lehr was advised at post race impound of a pending action and that he should begin looking for witnesses. Mr. Lehr introduced two witnesses, Stuart and Kent Lehr.

### DECISION

The majority of the witness statements as well as Mr. Lehr's own video support the decision of the First Court which is upheld by the COA. The COA felt that the images on Mr. Lehr's video show a disregard for his fellow competitors and adds the penalty of disqualification from the event to the probation penalty. The added penalty changes the penalty points assessed from 3 to 4. Mr. Lehr's appeal was deemed not well founded and his appeal fee shall be retained by SCCA.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Doug Makishima vs. SOM COA 09-25-NP

September 23, 2009

### FACTS IN BRIEF

At the San Francisco Region Double Regional held at Infineon Raceway on September 4-6, 2009, Doug Makishima, ITS #10, was protested by Tom Mannell, driver of ITS #40, contending noncompliance. The protest was filed following the first sanction's ITS race and prior to the second sanction's ITS qualifying and race sessions. When the Stewards of the Meeting (SOM), Morris Hamm, Richard Raymond, and Mary Lou Robson, Chairman, attempted to contact Mr. Makishima, it was discovered that he had left the track for the day. On Sunday morning, the SOM informed Mr. Makishima of the protest. Mr. Makishima indicated that he would withdraw and not allow his car to be inspected. The SOM issued Mr. Makishima the GCR mandated penalty of disqualification, 6 month suspension, fine and the associated penalty points. Mr. Makishima is appealing that ruling.

### DATES OF THE COURT

The Court of Appeals (COA) JoAnne Jensen and Fred Cummings, COA Alternates, and Bob Horansky, Chairman, met at the SCCA Runoffs on September 23, 2009, to review the decision of the SOM. Regular Court member Dick Templeton recused himself as he was a steward at the event. Court member Dave Nokes was unavailable for the discussions.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and associated attachments from Doug Makishima, received September 23, 2009.
2. Observers Report and related documents received September 23, 2009.
3. Race schedule and Supplementary Regulations received September 23, 2009.
4. Verbal testimony from Mary Lou Robson, Chairman SOM.

## FINDINGS

The COA finds that Mr. Makishima entered both races, participated in the single dual race practice session, and when notified of the protest, chose to withdraw from the second race. He was free to withdraw, however, that does not relieve him of the responsibility to submit his car for inspection.

## DECISION

The Court of Appeals upholds the SOM in its entirety. Mr. Makishima did not provide any new evidence. His appeal was properly presented and his appeal fee, less the amount retained by SCCA, will be refunded.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

**Jaime Slone vs. SOM COA Ref. No. 09-01-RO**

**September 21, 2009**

## FACTS IN BRIEF

On September 9, 2009, Jaime Slone (FM) received notification that his entry to the 2009 SCCA National Championship Runoffs had been refused as he had not met the requirements of GCR 3.9.2.A. Mr. Slone protested the matter to the event Chief Steward who appointed a First Court (SOM) of Tom Hoffman, John Peterson and Gary Meeker, Chairman. After reviewing documentation, the First Court upheld the entry refusal. Mr. Slone appealed this action.

## DATE OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met at the SCCA Runoffs on September 21, 2009 to hear the appeal and review the decision of the SOM.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and related documents received September 21, 2009.
2. First Court report and related documents received September 21, 2009.
3. Runoffs Supplementary Regulations.
4. January 2009 FasTrack.
5. Verbal testimony from Mr. Slone.
6. Witness statement and verbal testimony from Charles Knox, Chief Scrutineer, Cal Club.
7. Witness statement and verbal testimony from Sean Mellick, Mr. Slone's Crew Chief.

## FINDINGS

Mr. Slone competed in four National events in 2009, finishing three of them. Mr. Slone stated that he had read the 2009 GCR Section 3.9.2. but not the January 2009 FasTrack or the event Supplementary Regulations, both of which called for a minimum of four finishes, echoing the Board of Directors decision of May 8, 2008.

Mr. Slone's allegations that he had been advised incorrectly by Divisional and National staff could not be verified.

## DECISION

The Court of Appeals upholds the decision of the First Court and denies the appeal. Mr. Slone's appeal was properly presented and his appeal fee will be returned.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

**Chief Steward vs. SOM, COA Ref. No. 09-02-RO**

**September 26, 2009**

## FACTS IN BRIEF

At post-race impound following the American Sedan race, Assistant Chief Steward of Tech Skip Yocum issued a Chief Stewards Action (CSA) disqualifying Philip Smith (AS #54) for violation of GCR 9.1.6.D.1.a.1. (approved carburetor and manifold). The CSA cited observed violation of the "design and configuration" of the intake manifold. Mr. Smith's Edlebrock RPM 7101 manifold had the cross passage heat riser welded shut. Mr. Smith protested the disqualification based on the contention that the passage has no function when the manifold is bolted to the optional Edlebrock head.

The First Court (SOM) John Peterson, R. David Jones, and Tom Brown, Chairman, heard the protest, interviewed Mr. Smith, reviewed the inspection, and upheld the disqualification. Mr. Smith appealed that decision.

#### **DATE OF THE COURT**

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on September 26, 2009 to review, hear, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. First Court decision and related documents received September 26, 2009.
2. Appeal from Philip Smith, received September 26, 2009.

#### **FINDINGS**

The COA interviewed Tom Brown, Philip Smith, and inspected the subject manifold. Mr. Smith clearly admits that the manifold heat passages are welded shut. It is true that when bolted to the compliant optional Edelbrock head, these passages do not align with any ports, and are in fact blocked. The GCR allows blocking of this passage only at the head (GCR 9.1.6.F). The COA recognizes that the manifold welds accomplish the same effect, but the welds are non-compliant as they alter the manifold design and configuration.

#### **DECISION**

The Court of Appeals upholds the First Court but modifies the penalty by moving Mr. Smith to the last place finisher, which carries an automatic penalty of 3 points. The appeal was properly presented and Mr. Smith's appeal fee, less the amount retained by SCCA, will be returned.

## **COURT OF APPEALS**

#### **JUDGEMENT OF THE COURT OF APPEALS**

**Chief Steward vs. SOM, COA Ref. No. 09-03-RO**  
**September 26, 2009**

#### **FACTS IN BRIEF**

Brian Wallace, driver of AS #8, protested the Chief Steward's Action (CSA) to disqualify his car per GCR 9.1.6.D.1.1., for non-compliance of the cylinder head due to an unauthorized modification of the valve seat. The First Court (SOM), Bill Medcalf, Julie Komp and Steve Harris, Chairman, conducted an investigation, interviewing Mr. Wallace, several members of the AS Advisory Committee, the Chairman of the Club Racing Board, and several scrutineers. The First Court upheld the protest, returning Mr. Wallace to his original finishing position. The Chief Steward appealed the decision of the First Court.

#### **DATE OF THE COURT**

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on September 26, 2009, to review, hear, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter and related documents received September 26, 2009.
2. First Court report and related documents received September 26, 2009.
3. Verbal testimony from Paul Diringer, Scrutineer.
4. Verbal testimony from Jim Averett, Chief Steward.
5. Verbal testimony from Brian Wallace, driver AS #8.
6. Verbal testimony from Bob Dowie, Chairman, Club Racing Board.

#### **FINDINGS**

The COA found that the First Court had conducted a detailed and comprehensive review of the CSA and protest. The COA also learned that the diagram showing the specifications for machining the valve seat on page 475 of the GCR applies to the cast iron head, rather than the aluminum Edelbrock #608879 cylinder head that is authorized for use. There are no specifications in the GCR for the head geometry of the valve seat area for the optional Edelbrock cylinder head. As a result, the printed specifications shown in the GCR cannot be used to determine compliance of this cylinder head.

#### **DECISION**

The Court of Appeals disallows the appeal, upholding the original decision of the First Court. The appeal was properly presented and the appeal fee will be returned.

The Court requests that the Club Racing Board prepare and publish the correct specifications for the head geometry of the valve seat area for the Edelbrock head.

## **COURT OF APPEALS**

#### **JUDGEMENT OF THE COURT OF APPEALS**

#### **FACTS IN BRIEF**

Chief Steward Jim Averett filed a Request for Action (RFA) with a First Court (SOM) to investigate metal-to-metals between Mike Miserendino, SRF #11, and Brian Schofield, SRF #61, at Corners 5 and 14 on the last lap of the SFR National Championship race.

The First Court, Rick Mitchell, Mike Engelke and Mary Lou Robson, Chairman, heard the protest, interviewed Mr. Miserendino and Mr. Schofield, heard corner worker witnesses, and viewed a video provided by SpeedCastTV. They First Court determined that Mr. Miserendino was at fault and penalized him one position, moving him from first to second. Mr. Miserendino appealed their decision.

#### **DATE OF THE COURT**

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on September 26, 2009 to review, hear, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. First Court decision, the video they viewed and related documents received September 26, 2009.
2. Appeal from Mr. Miserendino, received September 26, 2009.
3. In-car video provided by Mr. Miserendino.
4. Testimony from the third place SRF, Richard Spicer, SRF #65.
5. Testimony from spectator and Divisional Steward John Mikkelsen.

#### **FINDINGS**

The COA reviewed the testimony considered by the First Court and their decision. It also viewed the SpeedCastTV video and interviewed Mr. Miserendino and Mr. Schofield. Additionally, new evidence was gathered by viewing Mr. Miserendino's in-car video, interviewing Mr. Spicer, and reading Mr. Mikkelsen's witness statement.

There was body-to-body contact on the last lap between SRF #11 and SRF #61 prior to the braking zone of Turn 5 and before and in Turn 14.

After reviewing all of the evidence, the COA determined the contact before Turn 5 and the subsequent pass by SRF#11 of SRF #61 exiting Turn 5 to be unrelated as both cars were fully under control before the Turn 5 braking zone. Both drivers shared responsibility for the contact which was caused by SRF #61 maneuvering to prevent SRF #11 from having racing room to pass and SRF #11 attempting to pass when there was insufficient pavement to properly complete one.

The contact in Turn 14 occurred as SRF #61 attempted to regain the lead. There was side-to-side contact and SRF#61 nose to SRF #11 tail contact. Neither contact caused loss of control or significant damage. SRF #61 initiated both the side-to-side and nose-to-tail contact in Turn 14.

Both contact incidents were the result of two competitors racing aggressively and with considerable skill. There was a shared responsibility for the contacts and neither one directly affected the on-track results. The COA determined they were incidental and did not rise to the level of a penalty for either driver.

#### **DECISION**

The Court of Appeals upholds the Appeal of Mr. Miserendino and restores his first place finishing position. The appeal was properly presented and Mr. Miserendino's appeal fee, less the amount retained by SCCA, will be returned.

## **COURT OF APPEALS**

**Judgment of the Court Of Appeals**  
**Tom Sloe vs. SOM, COA Re. No. 09-05-RO**  
**September 27, 2009**

#### **FACTS IN BRIEF**

Following post-race impound at the 2009 Runoffs at Road America, Chief Steward Jim Averett filed a Chief Steward's Action disqualifying Tom Sloe (AS #74) for non-compliance (GCR 9.1.6.F., valve lift). Mr. Sloe protested that action. The First Court (SOM), Anne Christian, Barbara Knox, and Gary Meeker, Chairman, met, reviewed evidence, observed the measurement process, and disallowed Mr. Sloe's protest. Mr. Sloe appealed that decision.

#### **DATE OF THE COURT**

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

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. First Court findings and related documents received September 27, 2009.
2. Mr. Sloe's appeal and related documents received September 27, 2009.

3. Verbal testimony from American Sedan Scrutineering Line Chief Rick Henschel.
4. Verbal testimony from Technical Inspector Frank Sefranek.
5. Verbal testimony from Technical Chief of Compliance Inspector Frank Diringger.
6. Verbal testimony from SCCA Club Racing Board Chairman Bob Dowie.
7. Verbal testimony from Club Racing Technical Manager John Bauer.
8. Verbal testimony from AS #74 driver Tom Sloe.
9. Verbal testimony from Chief Steward Jim Averett.

## **FINDINGS**

When asked by the COA to use the SCCA-provided dial indicator and associated equipment to measure the valve lift on his car, Mr. Sloe was unable to properly affix the mechanism onto the block using the magnetic base. The Technical Inspector also had difficulty with this as well as with adjusting the indicator to the proper axis (parallel with the valve stem), given the four adjustable extension arms needed to position it over the valve properly. In this case, the valve rocker arm hinders free access to the valve spring retainer. The magnetic base was not in good repair as it had inadequate holding power to properly secure the measurement apparatus. Multiple post-race measurements varied significantly.

The Court observed the following:

1. The greater the length of the extension arms, the greater the spring and unsteadiness of the plunger tip against the valve.
2. It is nearly impossible to visually determine whether the indicator is on the correct axis parallel to the valve, and there is no mechanical means available to make that determination. The complex geometry of the top of valve spring retainer adds difficulty to the measurement and can cause results that are either longer or shorter than the actual valve lift.
3. There is a nearly infinite combination of adjustments to the extension arms, precluding repeatable measurements by the plunger at the same point on the valve.
4. The multiple slopes on the surface of the valve spring retainer where the measurement probe rested, combined with the other three factors, led to the plunger's sliding on the valve spring retainer surface as the valve is opened making duplicate accurate readings unlikely.
5. Repeated measurements made on an improper axis would be repeatedly in error.

As a result, the COA finds that the equipment is inadequate for obtaining accurate repeatable measurements and that the process is biased toward a non-compliant result. The Court appreciates the difficulties in attempting to use general purpose equipment in the field to determine compliance, even by the Runoffs Technical Inspectors, who had considerable experience and skill.

## **DECISION**

The COA upholds Mr. Sloe's appeal. The appeal was properly presented and the appeal fee, less the amount retained by SCCA will be returned.

# **COURT OF APPEALS**

**Judgment of the Court Of Appeals**  
**Jim Averett vs. SOM, Ref. No. COA 09-06-RO**  
**September 27, 2009**

## **FACTS IN BRIEF**

Following impound for American Sedan at the 2009 SCCA Runoffs, Chief Steward. Jim Averett disqualified car 74, Tom Sloe, for non-compliant carburetor Modifications — GCR 9.1.6.D.1.a.3. Mr. Sloe protested the action.

The First Court (SOM) Bill Medcalf, Julie Komp and Steve Harris, Chairman, met, reviewed evidence and disallowed Mr. Sloe's protest. Mr. Averett appealed that decision.

## **DATE OF THE COURT**

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

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. First Court findings and related documents.
2. Mr. Averett's appeal and related documents.
3. Verbal Testimony from American Sedan Scrutineering Line Chief Rick Henschel.
4. Verbal Testimony from SCCA Club Racing Board Chairman Bob Dowie.
5. Physical inspection of Mr. Sloe's carburetor.
6. Verbal Testimony from Scrutineer Frank Diringger.
7. Verbal Testimony from Chief Steward Jim Averett.
8. Verbal Testimony from Mr. Sloe.

## **FINDINGS**

The COA inspected and compared the carburetor butterfly screws in both a stock carburetor and Mr. Sloe's carburetor and noted that Mr. Sloe's had been replaced.

Routine servicing requires cutting or grinding the threaded end of the factory attachment screws in order to remove the butterflies. GCR 9.1.6.D.1.a.3. also allows specific modifications of the butterflies.

The COA finds that GCR 9.1.6.D.1.o. allows the replacement of similar hardware items that perform the same fastening function.

## **DECISION**

The COA upholds Mr. Averett's appeal. The appeal was properly presented and the appeal fee, less the amount retained by SCCA, will be returned.

# **COURT OF APPEALS**

## **JUDGMENT OF THE COURT OF APPEALS**

**Jim Averett vs. SOM COA Ref. No. 09-07-RO**

**September 27, 2009**

## **FACTS IN BRIEF**

Following impound for American Sedan at the 2009 SCCA Runoffs, Chief Steward Jim Averett disqualified car 13, Kenneth Lubash, for non-compliant carburetor modifications – GCR 9.1.6.D.1.a.3. Mr. Lubash protested that action.

The First Court (SOM), Bill Medcalf, Julie Komp and Steve Harris, Chairman, met, reviewed evidence and disallowed Mr. Lubash's protest. Mr. Averett appealed that decision.

## **DATE OF THE COURT**

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

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. First Court findings and related documents.
2. Mr. Averett's appeal.
3. Verbal Testimony from American Sedan Scrutineering Line Chief Rick Henschel.
4. Verbal Testimony from SCCA Club Racing Board Chairman Bob Dowie.
5. Verbal Testimony from Scrutineer Frank Durringer.
6. Verbal Testimony from Chief Steward Jim Averett.
7. Verbal Testimony from American Sedan competitor Tom Sloe.
8. Physical inspection of carburetor ruled non-compliant.

## **FINDINGS OF THE COURT**

The COA inspected and compared the carburetor butterfly screws in both a stock carburetor and a carburetor deemed non-compliant and noted that the non-compliant carburetor's butterfly screws had been replaced.

Routine servicing requires cutting or grinding the threaded end of the factory attachment screws in order to remove the butterflies. GCR 9.1.6.D.1.a. also allows specific modification to the butterflies.

The COA finds that GCR 9.1.6.D.1.o. allows the replacement of similar hardware items that perform the same fastening function.

## **DECISION**

The COA upholds Mr. Averett's appeal. The appeal was properly presented and the appeal fee, less the amount retained by SCCA, will be returned.

# **COURT OF APPEALS**

## **JUDGMENT OF THE COURT OF APPEALS**

**Jim Averett vs. SOM COA Ref. No. 09-08-RO**

**September 27, 2009**

## **FACTS IN BRIEF**

Following impound for American Sedan at the 2009 SCCA Runoffs, Chief Steward Jim Averett disqualified car 24, Andrew McDermid, for non-compliant carburetor modifications – GCR 9.1.6.D.1.a.3. Mr. McDermid protested that action.

The First Court (SOM), Bill Medcalf, Julie Komp and Steve Harris, Chairman, met, reviewed evidence and disallowed Mr. McDermid's

protest. Mr. Averett appealed that decision.

#### **DATE OF THE COURT**

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

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. First Court findings and related documents.
2. Mr. Averett's appeal and related documents.
3. Verbal testimony from American Sedan Scrutineering Line Chief Rick Henschel.
4. Verbal testimony from SCCA Club Racing Board Chairman Bob Dowie.
5. Verbal testimony from Scrutineer Tom Dirringer.
6. Verbal testimony from Chief Steward Jim Averett.
7. Verbal testimony from American Sedan competitor Tom Sloe.
8. Physical inspection of carburetor ruled non-compliant.

#### **FINDINGS OF THE COURT**

Mr. McDermid's car had several mechanical issues during the course of the impound procedures which were not brought to the attention of the COA. The COA was limited to a review of GCR 9.1.6.1.D.a.3. as no other GCR Section was appealed.

The COA inspected the butterfly screws in a stock carburetor and compared them with those in carburetor deemed non-compliant and noted that the butterfly screws had been replaced on the alleged non-compliant carburetor.

Routine servicing requires cutting or grinding the thread end of the factory attachment screws in order to remove the butterflies. GCR 9.1.6.D.1.a.3. also allows specific modifications of the butterflies.

The COA finds that GCR 9.1.6.D.1.o. allows the replacement of similar hardware items that perform the same fastening function.

#### **DECISION**

The COA upholds Mr. Averett's appeal. The appeal was properly presented and the appeal fee, less the amount retained by SCCA, will be returned.

# TIME TRIALS ADMINISTRATIVE COUNCIL MINUTES

TTAC MINUTES | July 21, 2009

The Time Trials Administrative Council met via conference call on 7/21/2009 at 7:30 PM CST. The following members participated: Matt Rowe (Chairman), Dan Coughnour, Ed Settle, Dave Deborde, Josh Hadler, Janet Farwell (staff) and Marcus Meredith (BoD).

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

Comments regarding items addressed in these minutes should be directed to [timetrials@scca.com](mailto:timetrials@scca.com).

## Old Business

- a) Status reports were discussed for GLDIV, MWDIV, NORPAC and NEDIV.
- b) The following items remain with the TTSC for discussion
  - TTSC to review the level 1 & 2 roll bar rules to clarify interpretations and coordinate with Solo to ensure consistency between the rule sets.
  - TTSC to review FIA appendix J procedures on alternate designs for position on adoption into the TTR.
  - Arm Restraint Rules – Conflict between 12 and 3.1.3.4. TTSC to review if the rule should be changed.
- c) TT Official License form reviewed. TTR changes will be needed to accommodate streamlined approval/renewal process. Proposed changes are included below.
- d) Timeline for 2010 TTR – The updates and process for preparing the 2010 TTR was reviewed.

## New Business

- a) SCCA Website “File Cabinet” to be used for storage or training and guide materials. A Time Trials are will be created and TT Instructor Program and TT Safety Seminar materials will be placed there for members to access.

## Proposed Changes for 2010 TTR – Submitted for Member Comment

**Item 1.** Effective 1/1/10: Change the second sentence of section (L1 & L2 - 7.3, L3 & L4 7.6) as follows:

The following competition licenses are accepted for Time Trials events, SCCA Professional, National, Regional, Vintage and Novice. Also accepted are ~~Canadian ASN and Canada FIA Canadian ASN FIA license. Other types of competition licenses may be accepted per Supplemental Regulations. Any of the accepted competition licenses must meet the eligibility requirements in 7.3.1.~~

**Item 2.** Effective 1/1/10: Change the first sentence of section (L1 & L2 7.3.1, L3 & L4 7.6.1) as follows:

Entrants with other types of accepted competition licenses must be current SCCA Regular, Spouse ~~or~~, First Gear, *or Family* members in good standing and shall have completed the minimum number of events required for the applicable competition license during the license year.

**Item 3.** Effective 1/1/10: Change the first paragraph of section (L1 & L2 7.6, L3 & L4 7.11) as follows:

1. TT Volunteer
2. TT Driving Instructor
3. TT Chief Steward
4. TT Safety Steward
5. TT Tech Inspector
6. TT Course Inspector

~~The apprentice grade of any of the above licenses may be issued by any current Regional Executive or anyone holding a Specialist grade license in the category to be issued.~~

**Item 4.** Effective 1/1/10: Change the paragraph of section (L1 & L2 7.6.1, L3 & L4 7.11.1) as follows:

- A. ~~Apprentice~~
- B. ~~Official~~
- C. ~~Specialist~~

~~Please note that in Time Trials, these designations are awarded upon demonstration of ability and experience first, with amount of participation as a lesser consideration. The Apprentice grade shall be used for those in training and unless expressly stated within the TTR shall have an Official license holder of the same speciality onsite. Official licensees are those who demonstrate competent service and have completed an acceptable Apprentice period. The Specialist grade will designate those who are capable of taking on leadership positions. Specialists will be responsible for training new Apprentices, and will be those who are eligible for Divisional leadership positions.~~

In the Time Trial program, these designations are awarded upon demonstration of ability and experience first, with amount of participation as a secondary consideration.

- a. Apprentice - This grade shall be used for those in training and unless expressly stated within the TTR shall have an Official license holder of the same specialty onsite. Obtaining this level of license requires no approval and can be issued by contacting SCCA National office.
- b. Official - For those who demonstrate competent service and have completed an acceptable Apprentice period. This requires an upgrade request.
- c. Specialist - This grade designates those who are capable of taking on leadership positions. They will be responsible for training new Apprentices, and will be those who are eligible for Divisional leadership positions. This requires an upgrade request.

**Item 5.** Effective 1/1/10: Change the first paragraph of section 7.6.2 as follows:  
~~The following participation guidelines are recommended for license upgrades.~~

- ~~1. License upgrades (except TT Safety Steward or TT Course Inspector) from Apprentice to Official may be obtained upon successful completion of 3 Time Trials events (in any combination) at the Apprentice grade. It is highly recommended that if possible, 2 of the 3 events should be Club Trials (Level 2) or higher.~~
- ~~2. TT Safety Steward or TT Course Inspector licenses may only be upgraded to Official licenses after completing an SCCA approved safety seminar and successful completion of 4 Time Trials events (in any combination) at the apprentice grade. It is highly recommended that if possible, 3 of the 4 events should be Track Trials (Level 3) or higher.~~
- ~~3. Successful completion of Apprentice grade event participation shall be documented and submitted with the license upgrade application. Documentation shall include the date, location, sanction number, specialty worked and signature of the specialty Official.~~
- ~~4. All license upgrades from Apprentice to Official shall be submitted to the TT Divisional Program Manager for approval.~~
- ~~5. The TT Divisional Program Manager shall endorse all approved licenses for upgrade to the Official grade of license being applied for.~~
- ~~6. All license upgrades to Official approved by the TT Divisional Program Manager, must be submitted to the Club Racing Manager for final review and approval prior to license issue.~~
- ~~7. License upgrades from Official to Specialist may be obtained upon completion of 7 Time Trials events (in any combination) at the Official grade. It is highly recommended that if possible, 2 of the events should be Club Trials (Level 2) and 4 of the events should be Track Trials (Level 3) or higher.~~
- ~~8. License upgrades from Official to Specialist grade of any TT license must be submitted to and approved by the Time Trials Administrative Council after being approved by the TT Divisional Program Manager and before being submitted to the Club Racing Manager for final review and approval prior to issue.~~

The following participation guidelines are recommended for license upgrades. Submit all upgrades on a Time Trial Official application. Information shall include the date, location/event, sanction number, specialty worked and signature, membership number of the specialty Official.

- 1. Apprentice to Official level upgrade requirements (except TT Safety Steward or TT Course Inspector)
  - a. Successful completion of 3 Time Trial events in any combination
  - b. Highly recommended 2 of the 3 events be Club Trials (Level 2) or higher
- 2. Apprentice to Official level upgrade for TT Safety Steward or TT Course Inspector
  - a. Completing an SCCA approved safety seminar
  - b. Successful completion of 4 Time Trial events in any combination
  - c. Highly recommended 3 of 4 events be Track Trials Level 3 or higher
- 3. Approval for Apprentice to Official upgrades will be submitted to and approved by the TT Divisional Program Manager. The application will be forward to Member Services for processing.

# SOLO EVENTS BOARD MINUTES

SEB MINUTES | Sept. 23, 2009

The Solo Events Board met by conference call September 23. Attending were SEB members Dave Feighner, Tina Reeves, Donnie Barnes, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Robin Langlotz 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 1/1/2011.**

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

## RECOMMENDED TO THE BOD

- The following General items effective 1/1/2010 are being recommended to the BOD:
    - **ITEM 1)** Change the second paragraph of 3.1 to read as follows: "Models and option packages designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed model or option package is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication."
    - **ITEM 2)** Change the second sentence of 3.3.2 to read as follows: "A roll bar meeting the requirements of Appendix C, or a roll cage meeting the requirements of Section 9.4 of the GCR, is required in all non-production vehicles in A, B, C, and F Modified, and in all open cars using non-DOT tires in the Prepared Category and in D and E Modified."
    - **ITEM 3)** Change the last sentence of the first paragraph of 3.3.2 to read as follows: "For open cars using DOT tires, the roll bar height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top."
    - **ITEM 4)** Remove the last two sentences of 12.9 (Wing Area Computation).
    - **ITEM 5)** Add new subsection 12.10 as follows and renumber subsequent sections accordingly:
      - "12.10 Canard
      - A three-dimensional attachment to the front fascia with air passing over the top and bottom surfaces, which is intended to provide aerodynamic downforce to the front of the vehicle. Unlike a wing, one edge must be flush to the attachment surface. No portion of a canard may extend vertically above the front fascia/bodywork."
    - **ITEM 6)** Change the last sentence of Appendix C, subsection A.2, to read as follows: "In a closed car, or an open car with a removable OE hardtop, which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."
  - The following previously-published Safety items, effective 1/1/2010, are being recommended to the BOD:
    - **ITEM 7)** In 2.2.M, change the third sentence to read: "...such minimum viewing distances may not be less than 100 feet from the course edge in unprotected areas..."
    - **ITEM 8)** Change the first sentence of 4.3.1 to read: "Helmets meeting one of the following standards must be worn while on course: Snell 2010, 2005, or 2000 (SA, K, or M); SFI standards 31.1, 31.1A, 31.2A, 41.1, 41.1A, or 41.2A; British spec BS6658-85 Type A/FR."
  - The following previously-published items pertaining to the Stock category and effective 1/1/2010 are being recommended to the BOD:
    - **ITEM 9)** Add to section 13.0, at the end of the first paragraph: "A Canadian-market vehicle is legal for Stock competition if it is identical to the US counterpart except for comfort and convenience modifications allowed in 13.2.A."
    - **ITEM 10)** Add new second paragraph to 13.0: "A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the Stock classes."
- Also add in Appendix A, to the abbreviations: "R – Regional Competition Only"
- **ITEM 11)** Revise 13.2.I to read: "Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two attachment points and is bolted at those locations. A "C" type harness bar may also be used. It may have four bolted attachment points (two primary, and two supporting connections to resist rotation.) Truss type harness bars are not allowed."

- **ITEM 12)** Change 13.2.J to read: "Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-down and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration."
- **ITEM 13)** Move models currently in BS into CS, merging the two classes. Move models currently in AS into BS. Move various models into AS. The results of this group of changes will be as follows:

Move from SS to AS:

BMW  
 M3 ('08-'10)  
 Z4 M Coupe/Roadster ('06-'08)

Chevrolet  
 Corvette ('97-'04, C5 chassis, non-Z06)

Lexus  
 IS-F ('08-'10)

Lotus  
 Esprit Turbo ('96-'04)

Mazda  
 RX-7 ('93-'95)

Mercedes  
 C63 AMG

Porsche  
 911 ('98-'04, 996 chassis)  
 Boxster S ('05-'08)  
 Cayman S ('05-'08)

Move from AS to BS:

Acura  
 NSX

Audi  
 RS4  
 RS6  
 S5 ('08-'10)

BMW  
 M Coupe/Roadster ('01-'05)  
 M3 (E46 chassis)  
 M5 ('04-'10)  
 Z4 Coupe/Roadster ('06-'09, non-M)

Chevrolet  
 Corvette (C4 chassis, all)

Chrysler  
 Crossfire SRT-6

DeTomaso  
 Pantera  
 Mangusta

Ford  
 Mustang Shelby GT500  
 Mustang GT500 ('10)

Honda  
 S2000 (all)

Jaguar  
 XKR Coupe

Maserati  
 Gran Sport, Spyder, Coupe ('02-'10)

Mercedes  
 C32 AMG  
 SLK32 AMG  
 SLK350  
 SLK55, CLK55

Mitsubishi  
 Lancer Evolution (all)

Pontiac  
 Solstice GXP

Porsche  
 911 ('95-'98, 993 chassis, non-turbo)  
 Boxster ('05-'08, non-S)  
 Cayman ('05-'08, non-S)

Saleen  
     Mustang (normally aspirated)  
 Saturn  
     Sky Redline  
 Shelby  
     Cobra  
 Subaru  
     Impreza WRX STI  
 Toyota  
     Supra Turbo ('93½ -'98)

Move from AS to CS:

Porsche  
     Boxster ('97-'04, 986 chassis)  
     Boxster S ('00-'04, 986 chassis)

Move from BS to CS:

BMW  
     M Coupe/Roadster ('96-'00)  
     M3 (E30 chassis, E36 chassis)  
     Z3 (6-cyl) NOC  
 Chrysler  
     Prowler  
 Ferrari  
     308, 328  
 Jaguar  
     XKE  
 Lotus  
     Elan (RWD)  
     Esprit (non-turbo)  
     Europa  
 Maserati  
     BiTurbo  
 Mazda  
     RX-7 Turbo ('87-'91)  
     RX-8  
 Mercedes  
     SLK  
 Morgan  
     Plus 8  
 MINI  
     Cooper S JCW ('06-'10)  
     Clubman S JCW ('09-'10)

Nissan  
     300ZX Turbo ('90-'96)  
     350Z (all)

Plymouth  
     Prowler  
 Pontiac  
     Solstice (non-GXP)

Porsche  
     911 (non-turbo) NOC  
     911 Club Sport  
     914-6  
     928  
     Carrera 2, Carrera 4 (964 chassis)  
     356 Carrera (4-cam)

Toyota  
     MR2 Turbo

- **ITEM 14)** Move from FS to DS: BMW 335i
- **ITEM 15)** Move from GS to DS: Mini Cooper S
- **ITEM 16)** Move from GS to HS: Acura Integra ('90-'01) NOC
- **ITEM 17)** Move from GS to HS: Ford Focus SVT
- **ITEM 18)** Change the GS listing "Acura Integra" to: "Integra GS-R ('92-'01)

- The following previously-published items pertaining to the Street Touring category and effective 1/1/2010 are being recommended to the BOD:
  - **ITEM 19)** Add a new subsection 14.2.H as follows (ref. 08-535):
 

*“H. Longitudinal (fore-aft) subframe connectors (“SFCs”) are permitted with the following restrictions:*

    1. *They must only connect previously unconnected boxed frame rails on unibody vehicles.*
    2. *Each SFC must attach at no more than three points on the unibody (e.g. front, rear, and one point in between such as a seat mount brace or rocker box brace).*
    3. *SFCs must be bolted in place and not welded.*
    4. *No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.*
    5. *No cross-car/lateral/triangulated connections directly between the driver’s side and passenger’s side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.*
    6. *SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.”*
  - **ITEM 20)** Change the first sentence of 14.2.G to read: *“Strut bars may be added, removed, modified, or substituted with all types of suspension.”*
  - **ITEM 21)** Add to 14.6.E, after the fifth sentence: *“A functioning emergency brake, of the same type, operation and actuation as OE, must be present.”* Also revise the 7th sentence of 14.6.E to read: *“Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake.”*
  - **ITEM 22)** Add to the end of 14.10.F.1 as follows: *“Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.”*
  - **ITEM 23)** Change subsection 14.10.I to read as follows: *“Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.”*
  - **ITEM 24)** Add new subsection 14.11, as follows:
 

*“14.11 OUT OF PRODUCTION CARS*

*Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g. superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.”* (ref. 08-603)
  - **ITEM 25)** In Appendix A, add under “Excluded” for ST, STX, STU, and STS: *“All vehicles with pure electric or hybrid electric drivetrains.”*
- The following previously-published items pertaining to the Street Prepared category and effective 1/1/2010 are being recommended to the BOD:
  - **ITEM 26)** Change the 4th sentence of 15.1.C to read as follows: *“The updating and/or backdating of engines, transmissions, transaxles, or unibodies must be done as a unit; component parts and specifications of these units may not be interchanged.”*
  - **ITEM 27)** Change the first sentence of 15.2.C to read: *“Strut bars may be added, removed, modified, or substituted with all types of suspension.”*
  - **ITEM 28)** Replace the first four sentences of 15.2.C with: *“Transverse members known as strut bars and suspension braces are permitted. They must be bolted on. Strut bars must be attached to the strut/shock tower. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis. Except for standard parts, no connections to other components are permitted.”*
  - **ITEM 29)** 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.”*
  - **ITEM 30)** Add new subsection 15.10.BB as follows: *“Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.”* (ref. 09-121)

- **ITEM 31)** Change the Subaru WRX STI listings in BSP to read as follows:
  - Subaru
    - WRX STI ('04-'07)
    - WRX and STI ('08-'10)
- **ITEM 32)** Move the Subaru WRX non-STi ('08-'09) from ESP to BSP onto the same line as the '08-'09 WRX STi and the '09 Impreza GT.
- **ITEM 33)** Add to CSP: Toyota MR2 Spyder ('00-'05)
- **ITEM 34)** Move from CSP to DSP: Acura RSX.
- **ITEM 35)** Delete current listings in DSP:
  - Toyota Matrix
  - Pontiac Vibe
  - Add new listings in DSP:
    - Pontiac/Toyota
      - Matrix XRS ('03-'06), Corolla XRS (05-06), Vibe GT ('03-'06)
      - Matrix/Vibe AWD ('03-'08)
    - Add new listings in FSP:
      - Pontiac/Toyota
        - Matrix/Corolla/Vibe ('03-'08) NOC
- **ITEM 36)** Delete from DSP:
  - Honda
    - Civic SOHC, VTEC ('92-'95)
    - Civic VTEC, SOHC ('96+)
    - Del Sol ('93-'97)
  - Add in DSP:
    - Honda
      - Del Sol ('94-'96) DOHC
      - Civic Si ('99-'00)
      - Civic Si ('02-'05)
      - Civic Si ('06-'09)
    - Delete from FSP:
      - Honda
        - Civic ('92-'95) NOC
        - Civic ('96+) NOC
        - Civic non-Si ('96-'00)
      - Add in FSP:
        - Honda
          - Civic ('96-'00) NOC
          - Civic ('92-'95) all, del Sol ('92-'96) NOC
          - Civic ('01-'05) NOC
          - Civic ('06-'09) NOC
  - **ITEM 37)** Move from DSP to FSP, Saturn 16V models as follows (ref. 09-532):
    - Saturn
      - S-series('91-'95)
      - S-series ('96-'02)
  - **ITEM 38)** Combine the '86 1/2 to '92 Toyota Supra non-turbo and turbo onto one line.
  - **ITEM 39)** In FSP, change the Mazda Protégé listing:
    - Mazda
      - Protégé ('89-'98)
      - Protégé ('99-'03)
  - **ITEM 40)** Delete the following listing in FSP:
    - Volkswagen
      - Scirocco (8v all)
  - The following previously-published items pertaining to the Street Modified category and effective 1/1/2010 are being recommended to the BOD:
    - **ITEM 41)** Add new subsection 16.C.2.d as follows:
      - d) *Included vehicles: Porsche Carrera GT*

- **ITEM 42)** Add to the end of the first paragraph of section 16.1.L, *“Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.”*
- **ITEM 43)** Add to 16.1.L: *“Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.”*
- **ITEM 44)** Revise 16.1.O to read as follows: *“Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc.”*
- **ITEM 45)** Add new 16.1.S with wording as follows: *“OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. All associated hardware may be removed, replaced or modified.”*
- **ITEM 46) Add new supplemental class SMF as follows:**
  - New 16.B.3: *“Street Mod FWD (SMF), a supplemental class for two and four seat front wheel drive cars.”*
  - New 16.C.3: *“Street Mod FWD (SMF) Supplemental Class:*
    - a) All front wheel drive vehicles.”
  - Add in Appendix A as follows:
    - Supplemental Class SMF
    - Eligible Vehicles:
    - All front wheel drive vehicles.
    - Minimum Weight Calculations:
    - All listed weights are without driver.
    - 2 Seat FWD: 1650 + 125lbs/liter
    - 4 Seat FWD: 1550 + 125lbs/liter
    - Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight break as stated in SM.
- The following previously-published items pertaining to the Prepared category and effective 1/1/2010 are being recommended to the BOD:
  - **ITEM 47)** Remove the last sentence of 17.2.O. which currently reads: *“When bumpers are retained, the spoiler and bumper shall appear to be two separate parts”*
  - **ITEM 48)** Remove sub-section 17.4.G.2, which currently reads: *“Wheels greater than 16 inches in diameter will receive a 200 lb penalty.”*
  - **ITEM 49)** Remove sub-section 17.4.J.2, which currently reads: *“Wheels greater than 16” in diameter will receive a 100 lb penalty.”*
  - **ITEM 50)** Add to Appendix A, Prepared Class X, 1.b: *“Unibody fenders may be replaced as described in 17.2.S.”*
  - **ITEM 51)** Add to the end of the second paragraph of Section 1.c. under Prepared Class X in Appendix A: *“Wings designed to be adjustable while the car is in motion must be locked in a single position.”*
  - **ITEM 52)** Add as a new paragraph in Appendix A, Prepared Class X at the end of 1.c:
    - “Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of the Canard area and rear wing area may not exceed the total wing allowance.”*
  - **ITEM 53)** Add to Prepared Class X:
    - Superformance Cobra
  - **ITEM 54)** Add to Prepared Class X:
    - Noble M12, M12 GTO
    - Noble M400
    - Rossion Q1

- **ITEM 55)** Change Appendix A – Prepared Class C – (last two paragraphs before weights) 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.*”

- **ITEM 56)** Add specific kit cars with associated restrictions in Appendix A, Prepared Class X after 9.b. and before Prepared Supplemental Class B using a line above the section as follows:

“*The following cars are classed in XP with allowances restricting 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 following previously-published items pertaining to the Modified category and effective 1/1/2010 are being recommended to the BOD:

- **ITEM 57)** Replace the first five paragraphs (before the current 18.1.A) with the following, and re-letter current subsections 18.1.A through 18.1.E accordingly:

“A. *Eligibility*

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

1. *Kit Cars*

*Kit cars which were originally designed, constructed, and licensable for street use may participate in D and E Mod if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The Club will evaluate each submitted kit model individually, and the evaluation will ensure that the specific model:*

- follows current D and E Mod rules regarding minimum floor pan dimensions (see 18.1.B.1.j).*
- has no unusually advantageous aerodynamic features.*
- has no exceptionally low center of gravity.*
- has no exceptionally high strength to weight ratio.*
- has no other unique features that would upset the competitive balance in D and E Mod.*

f) *has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.*

*Constructed examples of approved kits are subject to the following:*

g) *they will automatically take the Modified Tub weight penalty (see Appendix A).*

h) *they will have the same weight/displacement scales and weight bias penalties as production-based cars.*

i) *they will be allowed all the modifications that production-based cars are permitted,*

j) *they are subject to the same engine/transmission restrictions as production-based cars.*

k) *they must meet the same safety requirements as production-based cars.*

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

*The list of currently approved models is as follows:*

*(no models are currently listed).*

## 2. Clones

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

a) They are substantially similar to and recognizable as the 'original' manufactured vehicle on which they are based.

b) Their specifications do not violate any rule stated herein.

## 3. Other Models

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

## 4. Specifications

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

- **ITEM 58)** Add to 18.1.B.1.a: "8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads—such as rocker panels, floor pan, or frame—shall have reduced thickness or be replaced with lighter material."

- **ITEM 59)** In 18.1.E.4.a, change the sixth sentence to read: "Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5 inches from the original bodywork, measured as described above.." Also change the reference in 18.1.E.7 from "...maximum of 4" to "...maximum of 7.5"

- **ITEM 60)** Change 18.5 to read as follows:

### "18.5 FORMULA SAE

*Vehicles constructed to any single year's Formula SAE ruleset (1985 on) to include all FSAE safety items for that single year are eligible to run in SCCA Solo events. The FSAE rulebook year shall be specified on the entry form and that ruleset shall be provided by the entrant for viewing.*

*Non-students may build, own, and compete in FSAE vehicles.*

*In addition to FSAE safety rules, SCCA safety rules (per the applicable portions of Sections 3.3 and 18.4.A) shall be met. Passing vehicle inspection at a prior SAE event is not required.*

*Transponder and FSAE lettering shall not be required.*

These vehicles are assigned to A Modified, *subgroup FSAE*, and must also meet the following minimum criteria:

*Current year FSAE restrictor plate, and engine displacement rules. Restrictor requirements are as follows:*

*Gasoline fueled cars - 20.0 mm (0.7874 inch) intake restrictor*

*E-85 fueled cars - 19.0 mm (0.7480 inch) intake restrictor*

*M-85 fueled cars - 18.0 mm (0.7087 inch) intake restrictor*

Current year FSAE aerodynamic rules

FSAE vehicles may not mix and match specifications from multiple years except as specified above.”

In conjunction with the above, change 3.8.E to read “Applicable Formula SAE specifications.”

- The following previously-published item pertaining to the Kart classes and effective 1/1/2010 is being recommended to the BOD:
  - **ITEM 61)** Remove the second portion of the last sentence from 19.1.c.2, such that the sentence reads: “The addition of front brakes is optional.”

#### **STOCK**

- The pending classification actions regarding the BMW 335i and Kia Optima have been tabled by the SAC and will be re-presented with a planned effective date of 1/1/2011.
- Per SAC recommendation, the Audi R8 is remaining on the Stock exclusion list at this time. Per Solo Rules Section 3.2, this car may be re-classed at any time until the July 2010 Fastrack.

#### **NOT RECOMMENDED**

- Stock ignition coil replacement (ref. 09-389).
- Stock wording removals (ref. 09-448)

#### **TECH BULLETINS**

1. Stock: Per the SAC, the following new listing, effective immediately upon publication, is added to Appendix A (ref. 09-496):  
Peugeot 505 (all)      GS

# ROADRALLY BOARD MINUTES

RRB MINUTES | Oct. 5, 2009

The RoadRally Board (RRB) met via conference call on Monday, October 5, 2009.

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

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

The Final August 31, 2009 RRB Minutes were approved. (Beattie)

## Proceedings

### **1. Chairman's Report**

Discussion: Beattie is still having eBlast conversations with Rick Myers. Beattie will ask Myers if we may send to all members, instead of just "rally" members. Regional mailing lists will have to be gathered. USRRC, Photo Contest and ITIS Newsletter will be sent to Rick Myers for posting.

Discussion: Photo Contest has one entry so far.

Discussion: On Regional Promotions, Lanz reported the regions are asking what the RRB has done to promote Regional rallies. The Photo Contest and ITIS Newsletter are available for Regional participation/promotion. English suggested organizers be asked on the Sanction Application to supply a link to be posted on the SCCA website to access more information on that particular rally.

Discussion: SCCA Rally Marketing Kit has been killed per Lanz. Not by Lanz, he just reported it.

Discussion: USRRC Town Hall Meeting topics:

- 1) Year End Championship Trophies
- 2) Combining the Course and Tour Series into one
- 3) Combining the RRR's and RFO's
- 4) Regional Programs
- 5) Safety Stewards License Renewals
- 6) USRRC being the premier event of the year
- 7) GTA Rally in the USRRC
- 8) 2010 USRRC Announcement

Discussion: A motion was made for the acceptance of the 2010 USRRC and will be announced at the USRRC Town Hall Meeting in La Crosse, October 16th. (English/Poirier)

Discussion: Clarification of 70/30 points and Worker Points for Regional Events need to be put out on the SCCA Forum and/or eBlast.

Discussion: We do not have to go to the BOD to make RFO Changes.

### **2. Liaisons/Sanctions for Upcoming National Rallies**

Discussion: Van Vleet reported on the USRRC. English assigned as Liaison for the November Arizona Rally.

### **Other Old Business**

Discussion: none

### **New Business**

Discussion: none

### **Action items**

Discussion: none

### **Next meeting**

Monday, November 2, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 8:30 pm CST (Lanz/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

## 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>