

## BOARD OF DIRECTORS MINUTES

### BOARD OF DIRECTORS MINUTES | Oct. 16-18, 2009

The Board of Directors, Sports Car Club of America, met at SCCA Corporate Headquarters, Topeka, Kansas, October 16 through October 18, 2009. The following members participated: RJ Gordy, Chairman, John Sheridan, Vice Chairman, Mike Sauce, Treasurer, Howard Allen, Jim Christian, Philip Creighton, Bob Introne, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, and Gerald Wannarka, Secretary. Others in attendance at various times: Jeff Dahnert, President and CEO; Rick Ehert, Vice President of Finance; Eric Prill, Vice President of Marketing and Communications; Terry Ozment, Vice President of Club Racing; Colan Arnold, Vice President of Membership and Region Development; Howard Duncan, Vice President for Rally/Solo and Special Programs; Peter Lyon, Risk Management; Bob Dowie, Chairman of the Club Racing Board; Tina Reeves, Chairman, Solo Events Board; Ken Patterson, Chairman of the Stewards Program; David Nokes, Chairman designee, Stewards Program; Bob Wildberger, President and CEO, Pro Racing; John Bauer and Kevin Yaghoubi, Club Racing Technical Department; and Aimee Thoennes, Executive Assistant. Program presentations were given by Andy Slankard, Ford Racing Technology and Marc Sours, Honda Performance Division.

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

**Motion:** To approve the Executive Session minutes for meetings dated August 5, 2009 and the Electronic vote as presented October 15, 2009. (Wannarka/Allen) PASSED. Unanimous.

### PRESIDENT'S REPORT - Jeff Dahnert, President and CEO

President Dahnert opened with a discussion of the success associated with the re-vitalization of the Trans-Am during the 2009 season. The program met target objectives with many races having a 20 or more car fields. The plan for 2010 is to become less reliant on Club Racing events with the possibility of developing all Pro weekends. Serious discussions are underway for a series sponsor for the 2010 season.

Discussions have been finalized with NASA to standardize medical review of competition licenses between the two organizations. This will help facilitate competition license exchange between the two racing organizations.

In spite of decreased membership and event entries, the Club is still projected to finish in the black for 2009. Work is underway to develop the budget for 2010, and a budget plan will be available prior to the next Board meeting.

### FINANCIALS - Rich Ehert, VP, Finance

Our forecast for the year end net operating income (NOI) has been revised downward from \$155K to \$105K.

The draft operating budget suggests our NOI for 2010 will be approximately \$102K. The Budget and Finance committee has suggested that a more ambitious NOI of 5% of total revenue be achieved. To achieve this goal will take an incremental approach through near term cost controls and eventual growth in revenue from marketing, sponsorship, and program growth.

### RALLY/SOLO DEPARTMENT and SCCA FOUNDATION - Howard Duncan, VP, Rally/Solo and Special Programs

**Rally** - A number of changes are being proposed by the RallyCross Board. The RoadRally Board is not planning any new rule changes for the 2010 season. Participation levels for 2009 are very similar to those of 2008. Acceptance of the SCCA web site is not very extensive in the Rally community so alternative methods of communication will be explored next year to interact with the members of the Rally community.

**Motion:** To approve the RallyCross Board proposed rule changes as presented in Appendix A with the reference to the BoD removed. (Allen/Merideth) PASSED, Unanimous.

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**Motion:** To appoint Brent Bakley as the new RallyCross Board member. (Allen/Merideth) PASSED, Unanimous

**Motion:** Remove reference on page 37 of the RallyCross Rules to Board of Directors. (Allen/Merideth) PASSED, Unanimous

**Motion:** To approve Stu Helfer as the NORPAC Divisional RoadRally Steward. (Allen/Langlotz) PASSED, Unanimous

**Solo** - There is an extensive list of Solo Rules changes being proposed by the Solo Events Board. The numbers of entrants for 2009 are about the same as experienced in 2008 whereas the average attendance for the National Tour was down about 6.8%. The average attendance for Pro Solo was up 11.6% with a couple of events having record attendance. The National Championship at Lincoln saw a near record attendance of 1149 of entrants.

Tina Reeves, SEB Chairperson, provided the Board with an overview of the Solo program and the Solo National Championship event at Lincoln. She expressed her pleasure for how well the Championship event was conducted and especially the turnout which was just eight entries less than the largest ever Solo Championship. The local folks were friendly and receptive, and competitors really appreciated the new site. The noise levels did raise some concern, and a plan to address it is being developed for next year.

The Board reviewed the proposed rule changes listed in Appendix B. Items number 7 and 13 were withdrawn.

**Motion:** To accept the Solo rules changes (less items 7 and 13) as described in Appendix B. (Noble/ Langlotz) PASSED, Unanimous.

**SCCA Foundation** - The SCCA Foundation will be ramping up fundraising efforts in support of their various programs including SCCA Archives and the Tire Rack Street Survival program. The Tire Rack Street Survival (TRSS) program now resides operationally with the Region Development Department.

The Hall of Fame committee has received over 300 nominations which is three times the number ever received in the past.

#### **LEGAL DEPARTMENT REPORT - Peter Lyon, Legal Counsel**

The proposal for the inclusion of 15 year old drivers in the Club Racing program was reviewed and found to be consistent with industry standards. No other special activities to report.

#### **MARKETING AND COMMUNICATIONS DEPARTMENT REPORT - Eric Prill, VP Marketing and Communications**

Contingencies and sponsorships for all competition activities are down for 2009. Sunoco, Hawk, Racing Radios and iRacing are already on board for 2010. The Solo Event promotional kits were well received with about 100 kits delivered to Regions. Development of the Club Racing promotional kits has been delayed due to budgetary reasons.

The 2009 Muscle Milk SCCA Trans-Am Series was deemed a successful launch with seven races being run; five were in conjunction with SCCA Club Racing events. The Series averaged 18 cars per event which was just short of the 20 car goal. There is solid interest in moving the Series forward and jointly; SCCA Inc and SCCA Pro Racing are working on putting together a 2010 season with the desire to transition the operations out of marketing and into Pro Racing.

SpeedCast Productions stepped up with a proposal to webcast the Runoffs. What turned out was a highly regarded and popular product generated with a fraction of the cost of the previous programs. Feedback for continuation of this concept was very positive. Discussions are underway to improve the product for next year. Due to time constraints, there was little opportunity to develop sponsors for the Webcast but now with more notice, sponsorships will be pursued for the 2010 Webcast. DVDs of the webcasts will be available for Christmas.

Toyo Tires is prepared to supply RA1 tires for Spec Miata as of 1/1/10. Due to a surplus of R888s, Spec Miata competitors can use either the RA1 or the R888 tires for the first two National weekends in each Division, but must use the RA1s to be compliant at the third and remaining Nationals. Mandatory use of the RA1s pertains to Nationals only.

#### **MEMBERSHIP AND REGION DEVELOPMENT - Colan Arnold, VP, Membership and Region Development**

The 2010 National Convention in Las Vegas runs from Thursday, January 28, through Saturday, January 30. The 2010 Convention entry fee and hotel room rates remain unchanged from 2009.

In addition to the usual programs, seminars and other programs targeted toward competitors is being developed-for 2010.

The Volunteer Incentive Program has been well received and as of the end of August, members have applied over \$39,000 in discounts to their membership renewals. Over 900 members have been recognized in SportCar for working twelve or more race event days last year.

An agreement is in the finishing stages of completion with FedEx Office that will provide significant discounts on printing and copying to Regions. A new tool called Magnet Mail is now being used to send email notices for each new issue of InsideLine. Magnet Mail provides the ability to provide a synopsis of the various articles appearing in InsideLine. Our Regions have conducted twenty-three TireRack Street Survival Schools so far this year with an additional seven scheduled for mid-October through November.

At the end of August membership stood at 45,856, a decline of 2,502 members since January 1. The drop in membership is reflected in both a decline in new members and member retention. Nine tables and graphs were displayed showing a variety of membership information used to manage and track our member demographics. An interesting statistic was that surveys indicate that over 90% of our members are regular internet users.

### **PRO RACING - Bob Wildberger, President and CEO, SCCA Pro Racing**

Mr. Wildberger provided an overview of the 2009 pro racing season with emphasis on the Muscle Milk Trans-Am. Trans-Am will be entering the second year of a three year program to mature the series and to transition it fully into Pro Racing. The World Challenge rules are being evaluated to better manage fabrication costs and to ease transition of cars between the Series and Club Racing. The net operating income for Pro Racing for 2009 is projected to be about \$100K.. In general, he is pleased with the status of SCCA Pro Racing and is projecting an even better future.

### **LIAISON REPORTS**

Program Board Liaisons were asked to provide candidate names and resumes for the Chairman position of each of the Program Boards at the December Board of Directors meeting. Resumes and recommendations for new candidates on each Program Board should be submitted to the Board by the Program Board Chairs.

#### SEB LIAISON REPORT - Noble/Langlotz

Sixty seven Championships were crowned at the 37th Annual Tire Rack National Championships in Lincoln, Nebraska. The impressive airport site easily contained the two exceptional championship courses, ample paddock space for the 1149 competitors as well as a test and tune course. A special thanks goes to Kathy Barnes for her years of tireless efforts as Event Chair for Nationals.

The inaugural Solo Triad Award was given to four competitors: Michelle Seelig, Edmond, OK, Mark Madarash, Red Oak, TX, Clemens Burger, Noblesville, IN, and Jeff Cashmore, New Berlin, WI. To win the Triad Award, these drivers had to win either the Eastern or Western States Championship, a Divisional Championship, and the National Championship.

The SEB will be seeking a new member as Steve Wynveen steps down. With the advent of the SEB reorganization in 2009, this position is not geographical and resumes from interested members from all Divisions can be sent to seb@scca.com.

#### CLUB RACING LIAISON REPORT - Merideth/Wannarka

In early summer the CRB received a proposal from Honda Performance Development to make available a Honda engine for the Formula Ford class. Termed the "Fit" engine, this is a modern designed engine using fuel injection and electronics that could be patterned to have performance characteristics similar to the current 'Kent' engine. The proposal has been explored and sent out for member input. More details of the Fit engine were included in the Board Meeting Book.

Based on BoD request, the CRB has explored further the option of including 15 year olds in the Club Racing program. The CRB supports the inclusion and has prepared some special license and training requirements for implementation of this program.

The mandatory requirement for the use of head and neck requirement is being explored by the CRB. A recommendation will be provided to the Board at its December meeting.

Requests placed in FasTrack and SportCar for resumes from folks interested in becoming a member of one of the Advisory Committees or the CRB have not generated many responses.

Some of the current members have been in position a long time and would like to step aside.

The CRB face to face meeting in November will be dedicated to long term planning. Consequently, the CRB has requested input from the BoD as to what the Board wants the Club Racing program to look like in the out years.

#### ROADRALLY REPORT - Allen

Nothing new to report.

#### COURT OF APPEALS REPORT- Allen

Mr. Nokes will address during his Runoffs report.

#### STEWARDS REPORT - Introne

Last two meetings were dedicated to preparation for the Runoffs. Things are going well.

#### FOUNDATION REPORT - Lewis

Current efforts are directed toward obtaining grants and endowments as these are the only current sources of funding. The purpose of the Foundation is to solicit funds and then expend them for educational purposes. Foundation support is presently directed toward the Street Survival program, archiving Club records, and the FSAE program.

#### TTAC REPORT - Merideth

Nothing to report.

#### RE and OPERATIONS REPORT - Christian

Nothing to report

#### ENTERPRISES BOARD REPORT - Lybarger

Efforts are proceeding nicely. A full report from Enterprises will be provided at the Convention meeting. The net operating income is projected to be in the \$95-100K range at year end.

#### **OLD BUSINESS:**

The policy for use of email for motions and voting on said motions was discussed. The original idea was that these were to be used for non-contentious items, but of late there has been a drift away from that. Noble, Wannarka and Creighton along with Colan Arnold are to form an Ad Hoc Task Force on Electronic Policy. In the mean time and should the need arise, e-votes will be submitted to Aimee Thoennes, approved by the Chairman, sent out for comments for three days, and then open for vote for three days.

Concern was raised that in some cases Divisions are putting on events that are in conflict with events put on by Regions within the same Division. The only provision in the GCR for race sanction is that the sanction is requested by a specific Region. The Club Racing Office will notify the applicable racing groups that an RE signature is required for sanction requests. The Club Racing Office will draft language clarifying this position for the December Board meeting.

The Board discussed future opportunity for the SCCA to become more involved with the SAE Program.

**MOTION:** To task the National Office to explore an expanded role with SAE and provide the BoD with a proposal at the convention meeting in January. (Lewis/Merideth) PASSED, Unanimous

#### **NEW BUSINESS:**

#### PLANNING COMMITTEE REPORT - Jerry Wannarka

During its May meeting, Board members identified approximately 30 items that they considered important for the Club to be either considering or addressing for future success. These in turn were condensed and grouped matching them with the Club's Strategic Plan. This information was presented to the Planning Committee to begin the process of sorting and prioritizing them for the Board to begin incorporating them into its activities. These items were then discussed by the committee and members of the Club Office concluding that with the exception of several items, most of the activities or objectives identified were really Region based activities. There is little that the Board or the Club Office could do to deal directly with these activities. They have to be handled by the Regions for success. Discussions then re-targeted to emphasize what should be done to help the Regions become or stay healthy. No end objectives were finalized and more discussion is needed. However, the team came up with some short term considerations that the Board might keep in mind as it conducts its meeting. These are:

- How does spending time on this issue affect the long term health of SCCA?
- How does discussing this topic increase participation?
- How does discussing this topic affect member enjoyment.?

#### **CLUB RACING REPORT** - Terry Ozment, VP, Club Racing

Terry Ozment began with a detailed overview of the 2009 Runoffs. By all indications, this event was a huge success. She discussed what went right and things underway to address things that could be improved. The location of tech was a principle concern as was

the congestion at the farmhouse. The worker parties were well done and greatly appreciated.

An Early Bird registration will be planned for next year, but the staggered Bonus Plan used this past year will be discontinued. Monday was the Club's day to use any way it would like. This year it was used as a test day with revenues used to support the tow fund, but it was not very well received. There was a lot of discussion on how to best use Monday. The Staff and CRB will consider the comments made and come back to the January Board meeting with recommendations for Monday for next year.

The Rookie Orientation headed by Jim Dentici was again very popular and considered a success. Forty first timers to the Runoffs went through the orientation provided by 11 instructors. It was agreed that the program should continue for next year.

The dates for the Runoffs in 2010 will be September 20-26. Efforts will be made to attempt to move the event ahead one week for 2011. The CRB along with the Club Office, Chief Steward and Chairman of the Stewards will begin work on the schedule for the 2010 Runoffs. The objective will be to have the schedule published in the March FasTrack.

There were a couple of issues resulting from the Runoffs that were directed toward Chairman of the Stewards, Ken Patterson. These were the American Sedan tech process, the GT3 wing measurements and the start for the Touring 1 race. Mr. Patterson described his perspective from the steward and SOM point of view. Mr. Nokes reviewed the Court of Appeals involvement in the related incidents.

The Board has heard many explanations of what transpired and was very concerned that the process had failed some of the competitors. While it was decided that the results had to stand as is, every effort needs to be made so that a re-occurrence does not happen. The Board also felt that in order to obtain a clear understanding for future remedy, it would appoint a separate and independent commission to investigate the circumstances and make recommendations. The commission will be made up of individuals who have a lot of experience in race operations from both a participant and officials point of view. The commission is to report its findings at the December Board meeting.

The Board instructed that a press release be issued acknowledging that justice was not delivered to all competitors, nothing can be done to change the past, that every effort will be made to prevent a repeat happening in the future, and the results will stand as is.

Criteria for eligibility for the 2010 Runoffs was discussed. The Club Office recommended eligibility be based on four starts and three finishes and no points structure for events at all. This would do away with Region of Record issues and do away with the points issues. We need to establish a philosophy for what we want the Runoffs to be.

**MOTION:** That the criteria for eligibility to the 2010 Runoffs be identical to the criteria for the 2009 Runoffs (four starts and four finishes). (Christian/Allen) PASSED, Opposed: Merideth, Lybarger, Sauce, and Wannarka.

An operational challenge for the Club Office is that Division point keepers are not using the same forms to report National points. A standardized form will be sent to Divisional point keepers with the request that all use the same form. Director support was requested to help implement this request.

Ms. Ozment is working on concept that would simplify the bureaucracy involved with our competition events. Completion of the report is anticipated in time for the December meeting.

The reasons and need for the 2.5 car rule was discussed. It was pointed out that should the 2.5 rule go away, all of the current National classes could attend the Runoffs. Not having TV single class restrictions opens the door to this option. Also, it has now been demonstrated that split starts can be easily done at Road America. There should be a minimum number of entries to qualify for a National Championship however.

#### PROPOSAL FOR ALLOWING ALL NATIONAL CLASSES AT THE RUNOFFS

Eliminate the current 2.5 rule for class eligibility beginning with the 2010 Runoffs. Include every National class in the SCCA National Championship Runoffs. Establish a minimum of 10 qualified cars at the event (turned a time) to establish a "National Champion". If a class does not have 10 qualified cars at the event, it shall run but as a supplemental class with no formal National Champion recognized. Classes will be combined as necessary to limit the number of race groups to 24. No more than two classes shall make up a race group.

**MOTION:** To approve the proposal allowing all National classes at the Runoffs as described in the preceding paragraph. (Lybarger/Wannarka) PASSED. Opposed: Christian, Lewis, Sheridan and Langlotz.

The pros and cons of continuing the Spec Miata (SM) program were discussed. Also discussed was continuing the program but at a lower assessment of \$5. The Club Office believes the program has achieved its objectives and should be discontinued.

**MOTION:** To discontinue the Spec Miata (SM) Compliance fee effective 1/1/10. (Creighton/Noble) PASSED, Opposed: Gordy, Langlotz, Lewis, Introne and Wannarka.

The short shelf life of some brands of Safety Harnesses has been troublesome to some of our competitors. As a result, the Club Office

and CRB have begun exploring options for extending the dating on safety web gear. Information currently available is inadequate to make a decision one way or the other. Consequently, the services of a professional auto safety expert has been obtained to design and supervise a study to determine the feasibility of extending safety harness dating.

The mandatory use of head and neck restraints will be discussed at the November CRB face to face meeting and a report will be generated for Board review at its December meeting.

Since most competitors and officials are very computer knowledgeable, beginning with the 2010 addition, the official General Competition Rules (GCR) will be available initially in electronic format. It is to be updated on a monthly basis. A limited number of hard copy GCRs will be available shortly after the first of the year for those desiring not to use the electronic version

#### **CRB RULE RECOMMENDATIONS - Dowie, Chairman, Club Racing Board**

Mr. Dowie introduced each of the topics and provided the CRB explanation for why the different items were being proposed.

The CRB has recommended accepting 15 year old drivers in the Club Racing program. The CRB has prepared a document for the Board listing the pros and cons of including this age group along with guidelines for training and oversight specific for the 15 year olds. For requirements see Appendix C.

**MOTION:** To accept 15 year olds in the Club Racing program using the criteria proposed by the CRB. (Creighton/Sauce) PASSED, Opposed: Langlotz

The proposed CRB Rule Changes are listed in Appendix D. The following changes were made during review:

- GCR Item 5. Substitute "will" for "may" after hardship sessions;
- GCR Item 6. Delete "in the SCCA" after appropriate parties in paragraph A;
- GCR item 10. Correct reference to read: 9.4.5.G.1.c
- GCR Item 11. Withdrawn
- Formula/SR Item 1. Allen and Christian abstain.
- Formula/SR Item 9. Honda engine.

**MOTION:** Table Item 9. until after Honda and Ford presentations tomorrow. (Christian/Creighton) PASSED, Unanimous

**MOTION:** To accept the rules changes with modifications as presented by the CRB. (Wannarka/Meredith) PASSED, Unanimous

**MOTION:** To extend for another two years the eligibility of cars competing in SSB and SSC.  
(Wannarka/Merideth) PASSED Unanimous

**MOTION:** To waive provisions of Ops Manual 5.4.1 requiring Executives Steward appointments in November in order to permit appointments in October 2009. (Wannarka/Lybarger) PASSED. Unanimous.

**MOTION:** To appoint the follow individuals as Executive Stewards: Earl Hurlbut - NEDIV, Bob Horansky - SEDIV and Ken Patterson - MIDDIV. (Wannarka/Lybarger) PASSED Unanimous

The Board reviewed the GCR rewrite submitted by the GCR Advisory Committee. A number of items were noted that appeared to be rule changes that the Board would like more time to review.

The Board requested electronic copies be re-sent to members with comments due back to Terry Ozment within two weeks. These comments will be collated and sent to the GCR Advisory Committee with the request that Board comments be addressed within three weeks. The Board would also like to see confirmation that the Executive Stewards had seen and reviewed the rewrite. Every attempt should be made to have the rewrite approved by the Board at its

December meeting to keep within the timeframe necessary for January 1, implementation.

#### **CHAIRMAN OF THE STEWARDS REPORT - Ken Patterson**

Mr. Patterson provided a detailed assessment of the status of the stewards program across the country and within each Division. He is to be complemented for the candor and straightforwardness of his report. Items highlighted were the need for the Executive Steward and his/her Director(s) to work closely together, the on line Training Material Library has been completed for Executive Stewards and their Training Deputies, the Observer's Report has been improved, and the need for increased credibility for the Court of Appeals.

The Track Review program has made considerable progress in developing procedures for the review program and keeping track inspections up to date. In addition to the Executive Stewards, the National Office now has three track inspectors available for use as needed.

While there are still some areas in need of improvement, the overall stewards program is considered to be in good shape.

## COMMENTS FROM THE INCOMING CHAIRMAN OF THE STEWARDS - David Nokes

Mr. Nokes shared the philosophies and direction he thinks that the steward program should go. He also shared his observation that most of the stewards are very hard working and accomplished, and the program is built on very solid ground. There is, however, a lack of consistency nationwide, and there needs to be an increased sensitivity to Regional issues. He plans to develop a training program that emphasizes more efficient and effective steward training using more modern training practices. A new web-based newsletter will be initiated that will emphasize stewarding activities across the country, new information related to the GCR best practices, and other related items. All of the steward forms will be reviewed and improved as necessary to increase their completeness. Alternate models for staffing events from areas where there is a shortage of stewards will be explored.

### FORMULA FORD ENGINE PROGRAM

Mr. Andy Slankard, Ford Racing Technology, met with the Board to describe Ford's interest in increasing its involvement with Formula Ford as part of its expanding Grassroots Motorsports program. In his presentation he indicated that Ford would be producing replacement engine blocks for the Kent engine regardless of whether the class would remain exclusively Ford. Ford would consider making available the 1600cc Duratec engine at a later date should the decision be made to stay with Ford power.

Mr. Marc Sours, Honda Performance Division, presented Honda's interest in making available the Fit engine as an alternative to the Kent engine in Formula Ford. Honda has developed prototype engines and has conducted dyno testing demonstrating performance characteristics similar to the Kent engine. Kits will be available to adapt the Fit engine to the common Formula Ford chassis. Should the Board approve the Fit engine at this meeting, production versions are anticipated to be available around April 1, 2010.

The Board would like to extend its appreciation to both gentlemen for their very professional and informative presentations. Following the presentations, the Board went into closed session to discuss the information presented by both companies. It was recognized that additional independent testing would need to be done should the Fit engine be accepted to ensure that its performance characteristics does not exceed those of the Kent engine.

**MOTION:** To un-table the motion for consideration of the Honda Fit engine in Formula Ford. (Sauce/Lybarger) PASSED, Unanimous

**MOTION:** To approve the CRB recommendation to include the Honda Fit engine as an additional engine in the Formula Ford class. (Langlotz/Creighton). PASSED. Opposed: Introne, Abstaining: Sauce, Merideth, Christian, and Allen.

**MOTION:** To modify the nomenclature for the Formula Ford class to be known in the future as Formula F effective 1/1/10. (Creighton/Langlotz) PASSED. Opposed: Sauce and Noble. Abstaining: Merideth.

**MOTION:** To adjourn. (Noble/Wannarka) PASSED. Unanimous. Meeting was adjourned at 11 pm. Sunday.

Respectfully,

Gerald Wannarka  
Secretary

Appendix A RXB Rule Changes  
Appendix B SEB Rule Changes  
Appendix C. License Program for 15 Year Olds  
Appendix D CRB Rule Changes

## Appendix A: RXB Rule Changes

Article 4

**1.1** **Articles** 1 (all), 2 (all), 3 (all), 4.1, 5 (all except 5.2E) 6.1, 6.2b 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

(NOTE: the current word used is Sections...it should be Articles).

Article 5.2 Event Operating Rules

**Article 5.2.0** Competitors should only enter the course under the following conditions:

- 1.** their duty as a worker requires it;
- 2.** during a course walk;
- 3.** as a driver/passenger during a parade lap for their run group; or,

4. as a competitor driving a timed run.

Items 2 and 3 (above) are allowed only during designated periods.

Article 5.4 Event Officials

**Article 5.4.C.4**

All course changes after competition starts must be authorized by the acting Safety Steward at the time the issue is raised. This does not mean that all issues raised about the course require action on the course. IT IS HIGHLY RECOMMENDED THAT THE SAFETY STEWARD OVERSEE THE CHANGES.

**Article 5.4.G.1 Conduct of Event Officials**

An official can also be a competitor but must follow the rules in this section (Article 5.4.G.2) to avoid the perception of, or actual conflict of interest.

The Safety Steward (and subsequent Safety Stewards if required) and Course Designer must not be the same person. This will avoid any conflicts of interest arising from an interaction between these two positions.

**Article 5.4.G.2**

- a. Officials who are competitors must not take any action or make any ruling that will have an impact on the outcome of the competition in their favor.
- b. Officials who are also competitors must be aware that their duty as an official continues through the event regardless of role. They will still be able to compete, but if they notice safety issues those issues must be brought to the attention of the acting Safety Steward rather than taking action directly. The integrity of the sport rests in the hands of the officials and competitors acting in a responsible manner.
- c. If a competitor, who is also an event official, has a concern about the event, conduct of another competitor or official or safety issue, he or she must bring the matter to the attention of the proper official. After a description of the issue, the official must then step away and let the other event officials resolve the matter.

**Article 6.2.C.2**

Tires must be DOT approved. Tires marked "For competition only", "Not for street use" or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. Tires must be the original size plus/minus 20mm cross section and 5% aspect ratio. No studded tires are permitted unless ice or snow are present. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc).

**Article 6.2.C.4.c**

Allow Composite Materials

**Article 6.2.C.16**

Remove "for all classes"

**Article 6.2.D.3**

Allow Carbon Brakes

**Article 6.2.D.14**

On carburetor equipped cars, any bolt on intake manifold or carburetor may be used. Any air filter system and associated parts may also be used.

**Article 6.2 D.18**

Any clutch disc or pressure plate may be used.

**Article 6.2.D.19**

On automatic transmission vehicles, any torque converter may be used.

**Article 6.2. E. 3.**

All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or balance with the following requirements:

- a. The shape of the body must remain recognizable as that of the manufacturer's make and model.



- b. The body must be made of a fire resistant material.
  - c. Structural strength of the vehicle may not be reduced or compromised.
  - d. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required.
  - e. Side and rear windows may be removed or replaced with Lexan or equivalent. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.
  - f. The interior components may be completely removed and/or replaced. Any edges created by these modifications that the driver or passenger may contact must be properly insulated to prevent injury.
  - g. Roof panels must be metal of at least the same thickness as original. Sunroof panels may be replaced with sheet metal of at least the same thickness as an original roof skin without sunroof. Inner roof structure may only be modified with addition of a full roll cage built to SCCA Improved Touring specifications or better.
- 4. remove
  - 5. Any eligible (per 6.1) log booked race car or car currently legal for stage rally competition in other sanctioning bodies may run in its appropriate Rally Modified class regardless of whether it meets the Rally Modified rules.
  - 6. remove
  - 10. remove
  - 11. remove
  - 13. remove
  - 16. remove
  - 17. Renumber this after deletions.

**Article 7.2        Protests**

While the right to protest in proper cases is undoubted, it should be remembered that RallyCross events are Motorsport events conducted in a sporting spirit. Events are organized and managed by amateurs who cheerfully give their time and do their best. The competitor may encounter some imperfections with the event organization, his fellow competitors and course conditions. It is recommended that a competitor wishing to file a protest confer with one of the stewards at the event prior to doing so. No competitor will be denied his/her right to file a protest.

**Article 7.3        Protest Process**

- A.        Types of Protests
  - 1. An inquiry is an informal written communication from the competitor to the organizer describing a situation and requesting an action. It requires unilateral action on the part of the organizer. Organizers will respond in writing. If such an inquiry is given to the event or safety steward, it will be passed along to the organizer in a timely manner.
  - 2. A protest is a written communication on an official protest form, submitted to the Event Steward. These forms will be available from the Event Steward or the organizers.
- B.        Fees and Decisions
  - 1. Protest must be accompanied by a \$50.00 fee per item. The fee is payable to SCCA and collected by the Event Steward. This fee will be returned if the protest is upheld and may be returned regardless of the disposition of the protest.
  - 2. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the protester and protested. Written witness statements and the committee's decision will be recorded during the meeting and kept on file by the SCCA Rally Department.
  - 3. The Protest Committee is expected to make a decision on any/all protests filed before the end of the event. If a decision cannot be made at the event (i.e., missing information, etc.) it must be resolved as soon as possible after the event (See Article 7.3.D.1.A). All parties filing the protest, the competitor protested and the SCCA Rally Department will be notified by the Chair of the Protest Committee by telephone of the decision of the protest committee. The Chair of the Protest Committee must also notify the Chair of the Court of Appeals by telephone of the date of notification of the protested party.
  - 4. Monies from protests that are denied by the Protest Committee shall be retained by the Event Steward and forwarded to the SCCA Rally Department.
- C.        Protest Committee
  - 1. A committee of three voting members shall settle all protests. The committee will be chosen prior to the start of

competition and consist of two competitors from different classes and one representative of the organizing committee. These three members will choose one of the competitors to be the chair of the protest committee. The organizer representative will not serve in this position.

2. An alternate will also be selected for each of the original Protest Committee members (three alternates). To reduce the possibility of conflicts of interest, all protest committee members and their alternates should be chosen from different competition classes.
3. If the composition of the Protest Committee includes a member with a conflict of interest in a properly filed Protest, that member must step aside and an alternate will replace that member for that protest.

D. Hearing the Protest

1. **Meeting**

The Protest Committee shall hear the protest as soon as practical after the protest is lodged. All parties concerned shall be given adequate notice of the time and location of the hearing. They shall be entitled to call witnesses, but shall state their cases in person. In the absence of a party, judgment may go by default. Each party or witness shall be heard separately and in private. If judgment cannot be given immediately after the hearing, all parties shall be informed of the time and method by which the decision shall be communicated. All parties shall be notified of the final decision.

Anyone who has filed a protest, been protested or is the subject of a Stewards action shall remain until a ruling has been issued, or until expressly released by the Chairman of the Protest Committee.

A. Continuing the Meeting

If the Protest Committee is unable to reach a decision at the event, the following steps will be followed to continue the meeting:

1. All original members of the Protest Committee will reconvene by conference call or in person if possible.
2. A witness from the RXB will be present at the reconvened meeting of the Protest Committee. This witness will have no interest in the outcome and will not actively participate in the call.
3. The Protest Committee will follow notification rules as specified in Article 7.3.B.3.

2. **Judgment**

All parties concerned shall be bound by the decision given, subject only to appeal as provided in Article 7.4, Appeals Process

3. **Reasonableness**

It is expected that protests shall be reasonable, logical, and based on sound evidence, thus well-founded. A well-founded protest shall further be defined as one upon which reasonable men or women may differ. A protest may be well-founded even if not upheld.

A. **Forfeiture of Protest Fee**

If a protest is judged to be not well-founded, the protest fee shall be forfeited.

B. **Vexatious or Bad Faith Protests**

A protestor who has acted in bad faith or in a vexatious manner may be penalized by the Event Steward.

Article 7.3.D: Protests against the Conduct of the Event

Article 7.3.E: Protests against Competitors

Article 7.3.F: Protests against Vehicles

Article 7.4 Appeals Process

7.4.1 Court of Appeals

Effective 2009, the RallyCross Board will establish a standing Court of Appeals to hear any/all appeals that arise from RallyCross events. This COA will consist of three members who will serve for a period of one calendar year (1/1 to 12/31), but may serve more than one consecutive term. One will be a member of the current RallyCross Board of Directors and the other two will be competitors. The RallyCross Board of Directors will also pick three alternates to serve should any member of the standing COA have a conflict of interest arising from either the original protest, the decision of the protest committee or the appeal. Should the COA and alternates still have a conflict of interest; the RXB will choose additional members to serve for that appeal ONLY.

7.4.2 Appeal Contents -1

- A. Any person, entrant or organizer named as a party to a protest shall have the right to appeal any decision or penalty imposed by the Protest Committee. An appeal starts with a written notice of intent to appeal and submission of one-half of the \$200 appeal fee that must be given to the Event Steward within 30 minutes of the announcement of the decision of the Protest Committee.
- B. If the announcement of the decision of the Protest Committee comes after the event, the Chair of the Protest Committee is responsible for placing a telephone call to the parties involved in the original protest. Upon reaching the protested party, there will be a 48-hour period to file a notice of appeal and submit the appeal fee as described above. It is the responsibility of the Chair of the Protest Committee to notify the Chairman of the COA asap when the protested party was contacted. The notice of intent must go to the Chairman of the COA by email or telephone. All fees due at this time will be received at the SCCA National Office, Rally Department and held until the COA has finished deliberations.
- C. The final portion of the appeal consists of the written notice of appeal and includes the balance of

the appeal fee (\$100 for a total appeal fee of \$200). This portion must be received by the SCCA Rally Department within 10 days after the notification of the Protest Committee's decision.

#### 7.4.3 Appeal Contents – 2

The Notice of Intent to Appeal shall include items 1, 2, and 6 below. The written appeal must also include items 1 and 2, and may provide additional detail for item 6.

The written appeal shall include:

1. State the name of the party making the appeal
2. State the decision or portion thereof appealed
3. Explain why the appeal should be decided in their favor
4. Include information the appellant wishes the COA to consider
5. Present any new information that was not available or reviewed by the Protest Committee hearing the original protest upon which the Appeal is based
6. Specify which part(s) of the RallyCross Rules and/or Supplemental Regulations for the event that were considered to have been enforced in a manner that was not fair or equitable to the appellant.

#### 7.4.4 Hearing Appeals

All properly filed appeals (per Section 7.4.2 and 7.4.3) shall be heard by the Court. The Court will review the original Protest and the Protest Committee Decision, the Notice of Intent to Appeal and the written appeal that must contain all the evidence the appellant wishes the Court to consider. The COA may make any other inquiries it feels warranted, before making its decision. It may, at its discretion, require the appellant to submit any additional evidence it deems necessary for an equitable decision; hear directly evidence from any person deemed to have pertinent information or necessary data prior to making a decision; permit other parties to the decision under appeal to make written comments on the appellant's Notice of Appeal; and/or seek information from any source it desires. Written comments submitted without request from the COA or not contained or referenced with the Notice of Appeal will NOT be heard.

The Court of Appeals shall render its final decision on the appeal, within (15) days of its receipt of the Notice of Appeal. No member of the Court shall have taken part as a competitor or Official in the event in which the Court will render a decision, or shall have been directly or indirectly interested or involved in the matters under consideration. The decision of the Court shall not be subject to further appeal.

#### 7.4.5 Judgment of the Court of Appeals

- A. After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written decision. It may decide that the penalty or other action of the Protest Committee should be nullified, mitigated, affirmed, increased, or a different penalty imposed, but it shall not order a competition to be re-run. The Court of Appeals may order a rehearing by the original Protest Committee at the Court's discretion.
- B. At no time shall the Court of Appeals act as a first court.
- C. The Court may order the return or forfeiture of appeal fees or of stay bonds. The Court shall direct the disposition of protest fees and teardown bonds, if any, in those cases where the original Protest Committee decision is nullified or otherwise changed
- D. The Court's decision shall be final, binding and not subject to further appeals by any other party, either within the SCCA organization or outside the Club.

#### 7.4.6. Publication and Effect of Decision

SCCA, Inc. will distribute a copy of the final decision of the COA to all parties of the appeal as soon as possible after the decision becomes final and will use its best efforts to publish said final decisions as soon as possible after finalization. Persons, entrants, or organizations referred to in each said decision shall have no right of action against SCCA, Inc., or any person publishing such notice, and said decision shall be final and binding. Any penalty of the Court shall be effective immediately or as stated in its decision. Penalties involving time, disqualification, or suspension shall be made effective from the date of the conclusion of the event involved. *If the COA affirms a suspension penalty imposed by the first court or determines that an additional penalty should be imposed, the COA will determine the date on which the additional penalty begins (if applicable).*

#### 7.4.7. Bad Faith Appeals

If the Court determines that the appellant has acted in bad faith or in a vexatious manner, it may deem such conduct a violation of the RXR and impose any penalty listed in Section 7 for said violation.

#### 7.4.8. Appeals Affecting Final Points Standings

For all National Events held less than 28 days prior to the commencement of the National Championship (October

event), any appeal affecting the National Championship points standings within a division, including all evidence, must be received in the National Office within 48 hours after either the receipt of a judgment issued by the Protest Committee or the completion of the event, whichever comes last. National Championship registrations to all parties named in or affected by the appeal will be held until the appeal has been finalized. An "Intent to Appeal" letter will not be accepted. This rule shall supersede any other time allowances for filing an appeal.

#### **7.4.9 Appellant Rights and Obligations**

The current year RXR (and amendments) describes how a named party may appeal a decision made by a Protest Committee at an event sanctioned by the SCCA Rally Department.

First, and most important, the letter of appeal must be sent within ten (10) days of the date the appellant (you) is notified of the decision of the Protest Committee. You may send your appeal by mail, Express Mail, fax or email. The date of your appeal will be determined by the U.S. Post Office postmark date, or the date that appears on the Express Mail cancellation, the fax cover sheet or the email. All appeals should be addressed to the RallyCross Court of Appeals c/o SCCA Rally Department and include a check or credit card information for the amount of the appeal fee outstanding. If you fax or email your appeal, include a credit card number for your outstanding appeal fee to be billed. Your ten-day period normally starts from the weekend day you were informed by the Protest Committee of their decision (this is usually at the event). However, if that decision is not made at the event due to other circumstances, the ten-day period starts from the date the Event Steward or Protest Committee Chair informs you verbally or in writing (excluding email) of the final decision. The Protest Committee Chair will advise the Rally Department of the decision and the method of notification to all parties.

Second, you must submit all materials you wish the COA to consider within the ten-day period allowed by these rules. You will normally NOT be contacted by the COA as the Court presumes you have provided all the information you feel is important in your appeal. If you feel other individuals can provide information not presented to the Protest Committee that could be beneficial to your case, list those individuals and state their written statements will be coming separately from the appeal. Then contact those individuals to be sure the Court receives their statements within the ten-day appeal period. Statements not listed in the letter of appeal or received after the ten-day period may not be considered in the appeal process.

NOTE: Appeals affecting national points standings for events held within 28 days prior to the National Championship event (October) have a 48-hour appeal period. This will replace the ten-day period during this 28-day period.

Third, your rights to file an appeal do not include being heard in person either by phone or at a COA hearing. The COA is not established to simply hear the same testimony that the Protest Committee has already heard, but to:

1. Review the process followed by the Protest Committee to determine if all parties involved followed the RXR;
2. Review any new information that was not available, or not known, which became available to you after the Protest Committee deliberation and decision; and,
3. Decide whether or not there is sufficient evidence presented to warrant changing the Protest Committee decision.

Fourth, if you file an appeal in a case involving another person (Section 7.3.E), such as a driver-to-driver protest involving a violation of the RXR, you should be aware that the individual will receive notification of your appeal and be given a brief period to respond to the appeal. The Protest Committee Chair, Event Steward and Event Chairman are also notified. The procedure assists the COA in understanding all sides of the case.

Fifth, the COA will maintain confidentiality of all information related to the original protest and appeal. The confidential information will not be distributed as part of the decision of the COA.

Sixth, videos are frequently part of the appeals process. The Court will ONLY ACCEPT unedited videos. Video media and data files furnished by the Protest Committee, the appellant or other competitors as part of this appeal may be retained by SCCA as a permanent part of the record.

Seventh, if a conflict of interest does not exist between the standing members of the COA and the appellant or the original protest, the composition of the COA shall not be changed. If a conflict of interest is present, the alternate COA member will serve on the COA for this appeal ONLY.

## **Appendix B: SEB Rule Changes**

Effective 01/01/2010

### **GENERAL CATEGORY**

#### **ITEM 1)** 3.1, second paragraph – Change:

*Cars 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 *vehicle 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.

SCCA Fastrack News July 2009 Page 15

**ITEM 2)** 3.3.2, second sentence – Change: “A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all *non-production vehicles* in A, B, C, and F Modified classes ~~vehicles~~ and in all open cars *using non-DOT tires* in the Prepared Category and in D and E Modified classes.”  
SCCA Fastrack News July 2009 Page 15

**ITEM 3)** 3.3.2, first paragraph, last sentence – Change: “For open cars in the ~~Stock, Street Prepared, Street Touring, and Street Modified categories~~ *using DOT tires*, the roll bar *or roll cage* 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.”  
SCCA Fastrack News July 2009 Page 15

**ITEM 4)** 12.9, last two sentences – Delete: ~~Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation.~~  
SCCA Fastrack News May 2009 Page 23

**ITEM 5)** 12.10 – Add new subsection (and renumber subsequent sections):  
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.*  
SCCA Fastrack News March 2009 Page 12

**ITEM 6)** Appendix C, subsection A.2, last sentence – Change: “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.”  
SCCA Fastrack News July 2009 Page 15

## **SAFETY**

**ITEM 7)** 2.2.M, third sentence – Change: “...such minimum viewing distances may not be less than ~~75~~ 100 feet from the course edge in unprotected areas...”  
**Withdrawn from consideration** SCCA Fastrack News April 2009 Page 24

**ITEM 8)** 4.3.1, first sentence – Change: “Helmets meeting one of the following standards must be worn while on course: Snell SA2010, K2010, M2010, SA2005, K2005, M2005, SA2000, K2000, M2000, SA95, K98; SFI 31.1, SFI 31.1A, SFI 31.2A, SFI 41.1, SFI 41.1A, SFI 41.2A; BS6658-85 Type A/FR.”  
SCCA Fastrack News April 2009 Page 24

## **STOCK CATEGORY**

**ITEM 9)** 13.0, first paragraph – Add: “A *Canadian-market vehicle is eligible for Stock category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per 13.2.A.*”  
SCCA Fastrack News November 2008 Page 8  
SCCA Fastrack News February 2009 Page 11

**ITEM 10)** 13.0 – Add new second paragraph: “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.”  
SCCA Fastrack News August 2008 Page 13  
SCCA Fastrack News April 2009 Page 24  
SCCA Fastrack News July 2009 Page 15  
SCCA Fastrack News August 2009 Page 21

**ITEM 11)** 13.2.I – Change: “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. ~~It may serve no other purpose.~~”  
SCCA Fastrack News August 2009 Page 21

**ITEM 12)** 13.2.J – Change: “Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-downs *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) Appendix A – Move from SS to AS: *Replaced with Item 58 in Addendum***

BMW  
M3 (2008-10)  
Z4 M Coupe/Roadster (2006-08)

Chevrolet  
Corvette (1997-2004, C5 chassis, non-Z06)

Lexus  
IS-F (2008-10)

Lotus  
Esprit Turbo (1996-2004)

Mazda  
RX-7 (1993-95)

Mercedes  
C63-AMG

Porsche  
911 (1998-2004, 996 chassis)  
Boxster S (2005-08)  
Cayman S (2005-08)

Move from AS to BS:

Acura  
NSX

Audi  
RS4  
RS6  
S5 (2008-10)

BMW  
M Coupe/Roadster (2001-05)  
M3 (E46 chassis)  
M5 (2004-10)  
Z4 Coupe/Roadster (2006-09, non-M)

Chevrolet  
Corvette (C4 chassis, all)

Chrysler  
Crossfire SRT-6

DeTomaso  
Pantera  
Mangusta

Ford  
Mustang Shelby GT500  
Mustang GT500 (2010)

Honda  
S2000 (all)

Jaguar  
XKR Coupe

Maserati  
Gran Sport, Spyder, Coupe (2002-10)

Mercedes  
C32-AMG  
SLK32-AMG  
SLK350  
SLK55, CLK55

Mitsubishi  
Lancer Evolution (all)

Pontiac  
Solstice GXP

Porsche  
911 (1995-98, 993 chassis, non-turbo)  
Boxster (2005-08, non-S)  
Cayman (2005-08, non-S)

Saleen

Mustang (normally aspirated)  
 Saturn  
   Sky-Redline  
 Shelby  
   Cobra  
 Subaru  
   Impreza-WRX STI  
 Toyota  
   Supra Turbo (1993½-98)

Move from AS to CS:-

Porsche  
   Boxster (1997-2004, 986 chassis)  
   Boxster S (2000-04, 986 chassis)

Move from BS to CS:

BMW  
   M Coupe/Roadster (1996-2000)  
   M3 (E30 chassis, E36 chassis)  
   Z3 (6-cyl)-NOG  
 Chrysler  
   Prowler  
 Ferrari  
   308, 328  
 Jaguar  
   XKE  
 Lotus  
   Elan (RWD)  
   Esprit (non-turbo)  
   Europa  
 Maserati  
   BiTurbo  
 Mazda  
   RX-7 Turbo (1987-91)  
   RX-8  
 Mercedes  
   SLK  
 Morgan  
   Plus-8  
 MINI  
   Cooper S JCW (2006-10)  
   Clubman S JCW (2009-10)  
 Nissan  
   300ZX Turbo (1990-96)  
   350Z (all)  
 Plymouth  
   Prowler  
 Pontiac  
   Solstice (non-GXP)  
 Porsche  
   911 (non-turbo)-NOG  
   911 Club Sport  
   914-6  
   928  
   Carrera 2, Carrera 4 (964 chassis)  
   356 Carrera (4-cam)  
 Toyota  
   MR2 Turbo

**ITEM 14)** Appendix A – Move from FS to DS: *BMW 335i*  
*SCCA Fastrack News September 2009 Page 16*

**ITEM 15)** Appendix A – Move from GS to DS: *MINI Cooper S*  
*SCCA Fastrack News April 2009 Page 26*  
*SCCA Fastrack News November 2008 Page 8*

**ITEM 16)** Appendix A – Move from GS to HS: *Acura Integra (1990-2001) NOC*  
SCCA Fastrack News April 2009 Page 25

**ITEM 17)** Appendix A – Move from GS to HS: *Ford Focus SVT*  
SCCA Fastrack News August 2008 Page 13

**ITEM 18)** Appendix A, GS – Change: *Acura Integra GS-R (1992-2001)*  
SCCA Fastrack News April 2009 Page 25

## **STREET TOURING CATEGORY**

**ITEM 19)** 14.2.H – Add new subsection:

*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.*

SCCA Fastrack News January 2009 Page 26

**ITEM 20)** 14.2.G, first sentence – Change: “Strut bars ~~are permitted~~ may be added, removed, modified, or substituted with all types of suspension.”

SCCA Fastrack News October 2009 Page 9

**ITEM 21)** 14.6.E, after fifth sentence – Add: “A functioning emergency brake, of the same type, operation and actuation as OE, must be present.”

14.6.E, 7th sentence – Add: “Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake.”

SCCA Fastrack News June 2009 Page 22

**ITEM 22)** 14.10.F.1 – Add: “Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.”

SCCA Fastrack News May 2009 Page 23

**ITEM 23)** 14.10.I – Change: “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.”

SCCA Fastrack News August 2009 Page 21

**ITEM 24)** 14.11- Add new subsection:

### *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.*

SCCA Fastrack News April 2009 Page 25

**ITEM 25)** Appendix A, Excluded, ST, STX, STU, and STS classes – Add: “All vehicles with pure electric or hybrid electric drivetrains.”

*Comment:* The Solo Rules, as currently written, do not take into account non-traditional powertrains (e.g. hybrids and pure electrics).

At this time, it is the intent of the SEB to disallow modifications to such systems until their implications are better understood.

Competitors are urged to write to the SEB detailing modifications which they wish to make to vehicles of these types and providing further explanation of why and how those modifications would best fit into existing (or new, if necessary) class structures.

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## **STREET PREPARED CATEGORY**

**ITEM 26)** 15.1.C, 4th sentence – Change: “The updating and/or backdating of engines, transmissions, or transaxles, or unibodies must



be done as a unit; component parts and specifications of these units may not be interchanged.”  
SCCA Fastrack News July 2009 Page 17

**ITEM 27)** 15.2.C, first four sentences – Change: “~~Strut bars are permitted with all types of suspension. Transverse members known as strut bars and suspension braces may be added, removed, modified, or substituted. 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.~~”

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SCCA Fastrack News October 2009 Page 9

**ITEM 28)** 15.10, first sentence – Change: “*Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein.*”

Comment: Parallels STREET TOURING Item 25.

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**ITEM 29)** 15.10.BB – Add new subsection:

*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.*

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**ITEM 30)** Appendix A, BSP – Change the Subaru WRX STI listing:

Subaru

WRX STI (2004-07)

WRX and WRX STI (2008-10)

SCCA Fastrack News March 2009 Page 12

**ITEM 31)** Appendix A – Move the Subaru WRX (2008-2009) (non-STI) from ESP to BSP onto the same line as the '08-'09 WRX STI and the '09 Impreza GT:

Subaru

WRX STI (all), WRX (2008-10) (non-STI), Impreza GT (2009-10)

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**ITEM 32)** Appendix A, CSP – Add: Toyota MR2 Spyder ('00-'05)

SCCA Fastrack News March 2009 Page 12

**ITEM 33)** Appendix A, DSP – Move from CSP: Acura RSX.

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SCCA Fastrack News July 2009 Page 15

**ITEM 34)** Appendix A – Delete 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

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**ITEM 35)** Appendix A – Delete in DSP:

Civic SOHC, VTEC ('92-'95)

Civic VTEC, SOHC ('96+)

Del Sol ('93-'97)

Add in DSP:

Del Sol ('94-'96) DOHC

Civic Si ('99-'00)

Civic Si ('02-'05)

Civic Si ('06-'09)

Delete in FSP:

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

Add in FSP:

Civic ('96-'00) NOC  
Civic ('92-'95) all, del Sol ('92-'96) NOC  
Civic ('01-'05) NOC  
Civic ('06-'09) NOC

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**ITEM 36)** Appendix A – Move Saturn 16V models from DSP to FSP:

Saturn

S-series ('91-'95)

S-series ('96-'02)

SCCA Fastrack News October 2009 Page 9

**ITEM 37)** Appendix A – Combine the non-turbo and Turbo onto one line:

Toyota

Supra (all) (1986½-'92)

SCCA Fastrack News April 2009 Page 25

**ITEM 38)** Appendix A, FSP - Change Mazda Protégé:

Mazda

Protégé (1989-98)

Protégé (1999-2003)

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**ITEM 39)** Delete the following listing in FSP:

Volkswagen Scirocco (8v all)

*Comment:* This listing is redundant with the coverage under the listing elsewhere in FSP which reads: "Rabbit & Jetta & Scirocco & Cabriolet & Pickup (8V, '75- '92) (A-1 chassis)"

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## **STREET MODIFIED CATEGORY**

**ITEM 40)** 16.0.C.2.d – Add new subsection:

d) *Included vehicles: Porsche Carrera GT*

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**ITEM 41)** 16.1.L – Add: "Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position."

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SCCA Fastrack News February 2009 Page 12

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**ITEM 42)** 16.1.L – Add: "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."

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**ITEM 43)** 16.1.O, first sentence – Change: "Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be added, replaced, or removed provided the part added, removed, or replaced serves no other purpose."

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**ITEM 44)** 16.1.S – Add new section:

*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.*

**PREPARED CATEGORY**

**ITEM 45)** 17.2.0, last sentence – Remove: “When bumpers are retained, the spoiler and bumper shall appear to be two separate parts.”

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**ITEM 46)** 17.4.G.2 – Change: “Wheels greater than 16” in diameter will receive a ~~100~~ 50 lb. penalty.”

Appendix A, Prepared Class C, last two paragraphs (before weights) – Change: “All vehicles may use ~~13-16 inch x 12 inch~~ wheels up to 12 inches in width. Vehicles using greater than 10 inch wheel widths must add 50 lbs. to minimum weight. Wheels exceeding 16 inches in diameter will incur a ~~100~~ 50 lb. weight penalty.”

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**ITEM 47)** 17.4.J.2 – Remove: “Wheels greater than 16” in diameter will receive a 100 lb penalty.”

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

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**ITEM 48)** Appendix A, Prepared Class X, 1.b – Add: “Unibody fenders may be replaced as described in 17.2.S.”

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**ITEM 49)** Appendix A, Prepared Class X, 1.c – Add: “Wings designed to be adjustable while the car is in motion must be locked in a single position.”

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**ITEM 50)** Appendix A, Prepared Class X, 1.c – Add new paragraph:

*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 canard area and rear wing area may not exceed the total wing allowance.*

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**ITEM 51)** The following cars to be classed in XP with allowances restricting the minimum engine size (and therefore minimum weight):

*Factory Five*

*Mk3 Roadster & Challenge Car*

*Type 65 Coupe*

*GTM Supercar*

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

*Superformance*

*MKIII*

*GT40 MKII*

*Shelby Cobra Daytona Coupe*

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

*Noble*

*M12*

*M12GTO*

*M400*

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

*Rossion*

*Q1*

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

*Mosler*

*MT900S*

*MT900R XP*

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

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## MODIFIED CATEGORY

### ITEM 52) 18.1, first five paragraphs – Replace:

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

~~The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car. Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:~~

- ~~1. They are substantially similar to and recognizable as the ‘original’ manufactured vehicle on which they are based.~~
- ~~2. Their specifications do not violate any rule stated herein.~~

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

#### ~~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 DM and EM if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The Club will evaluate each submitted kit model individually, and the evaluation will ensure that the specific model:~~

- ~~a) Follows current DM and EM allowances regarding minimum floor pan dimensions (see 18.1.B.1.j).~~
- ~~b) Has no unusually advantageous aerodynamic features.~~
- ~~c) Has no exceptionally low center of gravity.~~
- ~~d) Has no exceptionally high strength to weight ratio.~~
- ~~e) Has no other unique features that would upset the competitive balance in DM and EM.~~
- ~~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:~~

- ~~a) They will automatically take the Modified Tub weight penalty (see Appendix A).~~
- ~~b) They will have the same weight/displacement scales and weight bias penalties as production-based cars.~~
- ~~c) They will be allowed all the modifications that production-based cars are permitted,~~
- ~~d) They are subject to the same engine/transmission restrictions as production-based cars.~~
- ~~e) 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 DM and EM, 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.~~

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### ITEM 53) 18.1.B.1.a – Add:

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.

Note: 18.1.B.1 is more restrictive than Prepared 17.2.J regarding the use of lightweight doors made of alternate materials without a weight penalty. Alternate material doors are only allowed currently in DM and EM per 18.1B.2 as one of the items between the

front and rear bulkheads that are tied to the Modified Tub weight penalty.  
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**ITEM 54)** 18.1.E.4.a, sixth sentence – Change: “Alternatively, the spoiler maybe 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 4 7.5 inches from the original bodywork, measured as described above.”

18.1.E.7, third sentence – Also change: “A roof spoiler up to the maximum of 4 7.5” is allowed an area of up to 16 square inches for each endplate;...”

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**ITEM 55)** 18.5 FORMULA SAE – Change:

Vehicles that conform to the current or previous year’s Formula SAE specifications are assigned to A Modified if they meet the following minimum criteria:

A. All bodywork requirements of 18.4.A.

B. Maximum engine displacement of 600cc, restrictor plate in place.

C. Minimum wheelbase of 60”.

D. Brakes conform to those specifications listed in the SR, Section 3.3.3.B.10.

E. A roll bar that conforms to Appendix C of the SR is required.

Exceptions: the bar must extend at least two inches above the driver’s helmet in the normal seated position and a head restraint keeping the driver’s head from going under or behind the roll bar is required.

A. Vehicles constructed to any single year’s Formula SAE rules (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 those rules shall be provided by the entrant for viewing.

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

C. 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.

D. Transponder and FSAE lettering shall not be required.

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

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

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

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

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

2. Current year FSAE aerodynamic rules

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

3.8.E – Change: Current or previous year Applicable Formula SAE specifications.

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## KART CATEGORY

**ITEM 56)** 19.1.C.2 – Remove the second portion of the last sentence from, such that the sentence reads: “The addition of front brakes is optional; however, the kart must then be run at the 385lb. minimum weight.”

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## Addendum to Action Items

### STOCK

**ITEM 57)** Appendix A, move to BS from AS:

Porsche

Boxster (1997-2004) (986 chassis) (non-S)

Boxster S (2000-04) (986 chassis)

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**ITEM 58)** Appendix A:

Move BS cars to CS.

Move AS cars to BS.

Move to AS from SS:

BMW

M3 (2008-10)

Z4 M Coupe/Roadster (2006-08)

Chevrolet

Corvette (1997-2004) (C5 chassis) (non-Z06 models)

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Lexus  
IS-F (2008-10)

Lotus  
Esprit Turbo (1996-2004)

Mazda  
RX-7 (1993-95)

Mercedes  
C63 AMG

Porsche  
911 (1998-2004) (996 chassis)  
Boxster S (2005-08)  
Cayman S (2005-08)

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## STREET PREPARED CATEGORY

**ITEM 59)** 15.9, first sentence - Change: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.9 as specified herein."

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**ITEM 60)** In Appendix A, change in BSP listing:

Datsun

240Z & 260Z & 280Z  
280ZX non-turbo  
280ZX turbo  
240Z, 260Z, 280Z, 280ZX, & 280ZX Turbo

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**ITEM 61)** In Appendix A, change in CSP listing:

Honda

Civic (~~88-91~~)  
CRX (~~88-91~~)  
Civic & CRX (1988-91)

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**ITEM 62)** In Appendix A, move to DSP from CSP:

Acura RSX (all)  
Audi Quattro (NOC)  
Mercedes 190 ('84-'93 all)

**ITEM 63)** In Appendix A, move to FSP from DSP:

Acura

Integra ('86-'89)

Audi

~~4000 Quattro~~  
4000 (all)  
~~80 Quattro~~  
80 (all)  
90 (all)

BMW

~~2002tii (all)~~  
1600-2, 1602, & 2002 including tii  
**318i/is (E30) withdrawn**  
**318i/is & 318ti (E36) withdrawn**

Saturn

All 16v models  
SC1/SC2 16v

Volkswagen

Golf & Jetta 16v  
Golf/Jetta 16v (A2)  
Scirocco 16v

### **Appendix C: Club Racing License Requirements for 15 Year-olds**

1. 15 year-old applicants for an SCCA Club Racing license must have prior racing experience (e.g., karts, midgets, etc.). Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Licensing Representative. If the Divisional Licensing Representative is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary a telephone interview is acceptable. If the Divisional Licensing Representative approves the application, he will direct the Club Racing office to issue an appropriate license.
2. A 15 year-old license will be issued in the form of a special logbook with a distinctive cover. It must be used for all driver schools and race events until the driver reaches the age of 16.
3. License logbooks for 15 year-olds may be issued only by the Club Racing office.
4. The license logbook will be issued only with the concurrence of the applicant's parents/guardians.
5. At every driver school and every race, the license logbook must be presented by the 15 year-old driver directly to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate logbook page at the end of the event.
6. At any event (school or race), the Chief Steward may recommend revocation of the logbook.
7. In addition to the successful completion of the required driver school(s), the Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.
8. A 15 year-old must complete his first driver school in a car from one of the following classes: FV, FST, FF, SRF, SM, HP, T3, SSB, SSC, ITA, ITB or ITC. Upon successful completion of the first school, any car may be used thereafter.
9. No 15 year-old will be allowed to race without having successfully completed at least one SCCA approved driver school.
10. The 15 year-old license logbook is treated as a Novice Permit for the purposes of license upgrades, however, the logbook will be used as the license regardless of the events (Regional or National) for which the driver is eligible.

Note: there are other sections of the GCR that specify ages and the requirement for a state driver license that would need amendment.

### **Appendix D: CRB Rule Changes**

#### **GCR – April**

**Permits holders of licenses from other approved sanctioning bodies to participate in SCCA driver schools. They must be under instruction; this is not an invitation for open test days.**

Item 1. Effective 11/1/09: Change section 3.1.7 as follows:

... They shall not be open to any driver except students undergoing instruction, *holders of licenses from clubs listed in the Note of section 3.1.5*, and their instructors. ...

#### **Updates the requirements for in-car camera mounts.**

Item 2. Effective 11/1/09: Change section 9.3.12 as follows:

CAMERA MOUNTS The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera or (recording unit) *that weighs more than 8 oz* shall be secured at a minimum of two (2) points on different sides of the camera body, neither of the attachments may be elastic or plastic. If a tether is used to restrain the camera, the tether length shall be limited so that the camera can not come in contact with the driver. ~~These rules of attachment do not apply to the remote lens of "lipstick" cameras, which weighs approximately 2 oz. The remote lens of these cameras may be secured with items such as cable ties and racer's tape.~~ Helmet mounted cameras are prohibited regardless of size, weight, or location of camera on the helmet.

#### **GCR – July**

**This addition formalizes the relationship between the GCR and the Vintage Competition Rules and mandates the minimum roll cage and roll bar requirements for Vintage race cars. Creating this linkage in the GCR was prompted because some logbooks have been issued for cars that do not meet the VCR requirements. This change will make it clear what the requirements are and will call attention to the VCR for those who are unaware of it. (This item has been modified in response to member input.)**

Item 3. Effective 1/1/10: Add the following 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.

**WITHDRAWN based on member input. Class by class restrictions on brake rotors will continue.-**

Item 4. Effective 1/1/10: Add the following to the end of section 9.3.11:

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

**GCR – September**

**There have been various misunderstandings about the time allowances and required sessions for Double Nationals. The revisions are to remove any ambiguities.**

Item 5. Effective 1/1/10: Change section 3.1.2.C and D as follows:

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

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

**The CoA has found that splitting the competitor compliance ruling process into independent parts has caused confusion and is rarely terminated after the first court's decision because it has no finality attached to it. The CoA has requested that the procedure revert to a single process, but that the competitor and other parties be allowed to offer further input between the first court's decision and the CoA's consideration of the request.**

Item 6. Effective 1/1/10: Replace section 8.1.4 as follows:

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

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

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

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

The fees for this service are as follows:

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

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

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

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

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

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

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

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

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

**The tests carried out in preparation for the initiation of the new fuel testing program has determined that a specific chemical compound used in some fuels is responsible for tailpipe emissions that are particularly irritating to eyes and lungs. The CRB wishes to add this compound to the list of Prohibited Substances.**

Item 7. Effective 1/1/10: Add the following to the list of Prohibited Substances list in section 9.3.26.A:

3,3-dimethyl-1-butene                      0.05%

**The CRB has classified the VW Jetta TDI in SSC for 2010. This resulted in a need for diesel fuel standards. After discussions**



**with the head of their technical department (who is an SCCA Solo participant and who was extremely helpful), we propose to adopt the dielectric constant values used by the National Tractor Pull Association. In addition, diesel fuels are subject to the Prohibited Substances list for gasoline.**

Item 8. Effective 1/1/10: Add the following second paragraph to section 9.3.26.A:

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

**Some competitors are painting rear light assemblies (except the brake light lens) and we do not wish to expose them to penalties.**

Item 9. Effective 1/1/10: Change section 9.3.31 as follows:

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

**A wide variety of laminate materials are now available for the construction of composite parts. Rather than limit competitors to specific materials in the construction of impact attenuation devices, we offer them some examples.**

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

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

**The existing glossary definitions related to bodywork do not apply well in all car categories. The proposed changes applied to all cars. [The FF bodywork revisions below depend on these glossary entries.]**

Item 11. Effective 1/1/10: Change Glossary B entries as follows:

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

Body Panel: A replaceable section of the body.

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

#### **GCR – October**

**A general request to classify all wheel drive cars in IT has been requested by the IT Advisory Committee. The CRB concurs and recommends adding Improved Touring to the list of categories in which it is allowed.**

Item 12. 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.

#### **GCR – Other**

##### **Requested by the CoA**

Item 13. Effective 1/1/10, add a new final sentence in 4.4.1.C (Appendix C.2.1.D in revised GCR):

Actions of the Medical Review Board are final and non-protetable.

##### **Requested by Risk Management**

Item 14. Change section 5.5.3. (5.5.2 in revised GCR) first sentence as follows:

The purpose of Flagging and Communications is to provide safe course control by:

#### **Formula/Sports Racing – April**

**A specific LED assembly for the SRF rain/brake light is now available that provides vastly improved service life at very low cost.**

Item 1. Effective 11/1/09: Revise SRF Section 9.1.9.C.23.L as follows:

*A rain/ brake light comprised of a single standard trailer oval lamp, 2-1/4 inches x 6-1/2 inches, with incandescent or LED illumination is required in the original roll hoop mounting location. No changes may be made to the original 3-pin connector on the wiring harness. The secondary filament of the brake light assembly shall be connected to a switch enabling use as a rain light. by 1/1/95.*

#### **Formula/Sports Racing – June**

**Two-seat cars in CSR are at a significant handling disadvantage compared to single-seat cars. Allowing them to use tunnel floors will reduce this gap. Because of the width of their cockpits, they will not be able to create optimum under car aerodynamic tunnels, but will improve the cars considerably.**

Item 2. Effective 1/1/10: Change section 9.1.9.A.2.a.12 to permit full tunnels in two-seat cars as they are in single-seat cars:  
12. Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the C Sports Racer class subject to the following restrictions.

Chassis shall be constructed to either of the following specifications:

FIA Technical Regulations for Production Sports Cars – Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., *except that undertrays are unrestricted.*

The C Sports Racer class specification, with the exception that the requirements of 9.1.9.B.3.d must also be met.

Engines shall meet the requirements of line J in the engine table.

**The alternate camshaft for Pinto engines now allowed in FC is to be added to S2000. [Based on member input, the April FasTrack version of this recommendation has been modified to require cars using this camshaft to weigh the same as those using the aluminum head.]**

Item 3. Effective 11/1/09: Add the following after the 4th sentence of S3 section 9.1.9.B.5.a:  
*An alternate optional camshaft, Elgin part number 2000FC, may be used only in the original iron head.*

Item 4. Effective 11/1/09: Add the following to S2 section 9.1.9.B.14:

*B.14. Weight*

*1310 lbs., minimum.*

*1335 lbs., minimum with aluminum cylinder head.*

*1335 lbs., minimum with alternate camshaft.*

#### **Formula/Sports Racing – August**

**This item allows the most recent Pro Atlantic car, the Swift 016, to be raced in FA. Historically, new FA chassis have entered Club Racing from the Pro series. These cars are significantly different from current cars in several respects, but it is still the case that the cars are needed to insure an ongoing supply in Club Racing. To ensure that they are competitive, but not over dogs, they will be limited in several ways including an intake restrictor, weight and limitations on allowed modifications.**

Item 5. Effective 1/1/10: Add the following to Table 2 in FA section 9.1.1.A: [Please see attached table.]

**Advances in tire technology have resulted in cornering loads in FV that are causing oiling problems in some chassis. This item allows an oil pan extension to provide a larger oil reservoir. (This item has been modified in response to member comments.)**

Item 6. Effective 1/1/10: Replace FV section 9.1.1.C.5.D.29 as follows:

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

*An oil sump extension may be fitted to the engine with a maximum internal volume not to exceed 1500cc. In operation, all movement of oil and crankcase air in and out of the extension shall be through the original oil strainer cover opening of the engine case. No additional openings in the extension are allowed above the plane of the oil strainer flange of the engine case. The oil pump pickup pipe may be extended into the sump extension. Any baffling is allowed within the extension and may extend between the engine case and the sump extension through the original oil strainer opening. Any sump may not extend below the frame rails of the chassis when viewed from the side. Accumulators (Accusump) may be fitted.*

**A number of issues have arisen over the past few years with regard to FF chassis and bodywork specifications. The F/SRAC has taken the opportunity to do a thorough revision that reorganizes sections as necessary and provides clearer language to match the long-standing intent of these rules.**

Item 7. Effective 1/1/10: Change FF section 9.1.1.D.6, 9.1.1.D.7, and 9.1.1.D.8 as follows: [Please see attached text.] Also, see related Item 10 below.

**There are no longer any ferrous calipers being manufactured suitable for S2000 cars. Specific restrictions on allowed aluminum calipers are intended to limit choices to reasonably priced items (e.g., no mono-block calipers permitted).**

Item 8. Effective 1/1/10: Change S2000 section 9.1.9.B.7 as follows:

**B. 7. Brakes**

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

- a. *Only the following ferrous calipers are permitted: AP LD19, AP LD20, AP LD65, ICP-20L/R, ICP-65R, ICP-14F, Girling 12SP and Girling 14F.*
- b. *Aluminum alloy calipers of two-piece construction (split into two halves that are fastened together by bolts) having no more than 4 pistons and 2 brake pads are permitted. Spacers placed between caliper halves to adjust for rotor width are permitted. Maximum one caliper per wheel.*
- c. *Brake rotors must be ferrous. Rotor hats / bells must be ferrous or aluminum alloy.*
- d. *Brake system otherwise unrestricted.*

**Formula/Sports Racing – September**

**The CRB and the F/SRAC recommend the adoption of the Honda Fit engine as an alternate engine in FF. The complete specification is attached with the exception of the intake restrictor size. If the BoD approves the Honda Fit engine in FF, Honda Performance Development (HPD) will begin the production of the bespoke parts (e.g., intake manifold, exhaust manifold, sealed ECU). When the parts are available, they will take the test engine to Quicksilver RacEngines for final dynamometer tests. A CRB member will be present at these tests. Tests will be made with several restrictor sizes and the CRB will make a final determination of the size to be used; the intent will be to mimic a very good Nationally competitive Kent engine. (The location of the lambda sensor also will be determined at this time – see section m.3.) If, in the future, the CRB decides it is necessary to either increase or decrease the restrictor size, the effects of different restrictor sizes will already be in hand and competition adjustments can be made quickly. The effective date of 3/1/10 is based on HPD's best estimate of the time it will take them to create and stock all the required parts to fill a large number of orders and to give competitors enough time to do the installation in their cars. If production schedules slip, HPD will notify the CRB and the scheduled effective date can be moved back if necessary.**

Item 9. Effective 3/1/10, modify 9.1.1.D as follows to allow the use of the Honda Fit 1500 engine in Formula Ford. Sections from the current D.3 onward will be renumbered. [Please see attached text.]

**The changes to the Formula Ford construction rules in Item 7 require the following changes, items 10 and 11, in the Formula Continental rules.**

Item 10. Effective 1/1/10, modify 9.1.1.B, third paragraph as follows:

All newly constructed cars shall meet the 1986 construction rules for Formula Ford cars as revised January 1, 2010, except as allowed in these Formula Continental preparation rules.

Item 11. Effective 1/1/10, modify 9.1.1.B.2, third paragraph as follows:

~~Ground effects are prohibited. The use of "ground effects" is limited.~~

**Grand Touring – April**

**Allows securing polycarbonate (lexan) windshields with fasteners rather than windshield straps (originally submitted for May BoD meeting, but withdrawn; this is the resubmission).**

Item 1. Effective 11/1/09: Add the following to the end of sections 9.1.2.D.8.h and 9.1.2.F.3.c.1 as follows:

*In place of clips, polycarbonate windscreens may be mounted using a fastener spaced a minimum of every 12 inches across the top and sides, with a minimum of four across the bottom. Alternatively, the bottom may be captured in a channel.*

**Cleans up wording to recognize that some engines may be restricted by specifying a carburetor choke size.**

Item 2. Effective 11/1/09: Change the third sentence of section 9.1.2.F.4.i.5.C as follows:

... If intake restrictors *and/or* chokes are specified on the vehicle specification line, ...

**GT – July**

**[GT3 weight and restrictor adjustments – not included; waiting for final numbers in response to member input.]**

**Touring/Showroom Stock – July**

**The CRB proposes to re-classify the following cars to classes where they will be more competitive.**

Item 1. Effective 1/1/10: Move the 05-08 Porsche 911 (996 3,6L) from T1 to T2 @ 3,500 lbs.

Item 2. Effective 1/1/10: Move the 06 Porsche Cayman from T1 to T2 @ 2,775 lbs.

Item 3. Effective 1/1/10: Move the 06 Porsche Cayman S from T1 to T2 @ 3,300 lbs.

Item 4. Effective 1/1/10: Move the SVT Focus from SSB to SSC at 2,930 lbs.

**Super Touring – April**

**A weight penalty is proposed to compensate for improved handling with altered rear suspension locations.**

Item 1. Effective 11/1/09: Change section 9.1.4.L.9 as follows:

Cars that come with a solid rear axle, or trailing arm suspension are permitted an after market or fabricated rear suspension. Cars with an altered rear suspension pick up points must add 50 lbs. Cars with live axle RWD may reduce the minimum weight by 50 lbs.

**Specifications are given for the replacement or addition of suspension control devices that allow more adjustment than stock parts.**

Item 2. Effective 11/1/10: Add new subsections 10 and 11 to section 9.1.4.L as follows, and renumber the remaining items of the section:

10. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts can not be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.

11. When a car's anti-roll bar also acts as a suspension locating device, the bars attachment points and pivot points on the chassis and suspension control arms must remain in the stock location.

**The allowance for hood vents is clarified.**

Item 3. Effective 11/1/09: Change section 9.1.4.1.A.2.a as follows:

... The hood vents are limited to 2 louvered vents areas with a max total plan area of 144 square inches. ...

**This item allows carburetors as an alternative to fuel injection for STO cars.**

Item 4. Effective 11/1/09: Add new section 8 to section 9.1.4.1.B as follows:

8. All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.

- a. The approved carburetor shall be a maximum of 650cfm and 4 barrels. The approved optional insulator (Holley #108- 12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.
- b. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.
- c. External throttle linkage to the carburetor may be modified or changed from original. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
- d. All air entering the intake tract shall pass through the carburetor air inlet.

**American Sedan – September**

**Specific brake system (and related) component replacements are proposed for safety purposes. (This item has been modified in response to member comment.)**

Item 1. Effective 1/1/10: Change 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, 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.

**Allows alternate transmission cases in addition to alternate transmissions.**

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

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

**Spec Miata – October**

**The stock engine mounts wear out quickly. The MazdaSpeed replacement is more durable and much less expensive.**

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

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

**Improved Touring – October**

**This item recognizes a change in technology for engine management.**

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.

Formula/Sports Racing Item 7 text.

**D.6. Chassis/Frame**

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

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

*A stress bearing floor pan constructed from a minimum of .060 inch heat treated aluminum sheet or ~~eighteen (18)~~ gauge steel sheet is required. At a minimum, it shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch. The floor pan may be constructed in multiple sections.*

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

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

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

- b. The area between the upper and lower main frame tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the cockpit.
1. Panel(s), minimum of either .060 inch heat treated aluminum (6061-T6 or equivalent) or ~~eighteen (18)~~ gauge steel, attached to the outside of the main frame tubes. *No other material types will be allowed for these panels.*

2. Reinforced body - at minimum, consisting of ~~a double~~ two layers of five (5) oz ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. *(5 layers are highly recommended.)*

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

- c. ~~A stress-bearing floor pan/undertray, minimum of .060" heat treated aluminum or eighteen (18) gauge steel, is required; at a minimum this shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch.~~
- dc ~~The firewall portion of the rear roll hoop bulkhead (panel) shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height. A firewall(s) that seals the drivers' compartment (cockpit) and the engine compartment is required. It shall extend the full width of the cockpit from the floor pan to, at a minimum, a height equal to the top of the carburetor.~~ Forward facing ducts may be installed for the purpose of delivering air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver. *(Any shape may be used to form firewall extension.) All firewall inlets shall prohibit passage of flame and debris.*
- d. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels, may be non-ferrous, of any shape, and attached to the frame in any manner.
- e. *Impact Attenuators: See GCR 9.4.5.G.*
- f. *No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.*

#### **D.7. Bodywork**

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

Length: 60cm (23.62 inches)

Width: 45cm (17.72 inches)

This width extends over a length of 30cm (11.81 inches) minimum. This ~~minimal~~ minimum rectangular opening may exist anywhere forward of the firewall. Forward-facing roll bar/cage bracing and ~~required~~ padding will not be considered in these dimensions.

- b. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, *with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended.*
- c. Bodywork (including ~~fuel tanks undertrays, floor pan, spoiler and any attached components except for suspension components~~) shall not exceed a maximum width of 95cm (37.40 inches). No part of the bodywork, rear spoiler, or exhaust system shall extend more than 100cm (39.37 inches) behind the centerline of the rear axle *nor exceed in height a horizontal plane 90cm (35.43 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage and engine air box are not included in these restrictions.* Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal section.

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

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

- d. ~~No part of the bodywork or rear spoiler shall exceed the height of a horizontal plane 90cm (35.4 inches) above the ground, with the car as qualified or raced, with driver aboard. The safety roll bar/roll cage and engine air box are not included in this height restriction.~~

- ed. It is the intent of these rules to minimize (not eliminate) the use of “ground effects”. A reference area is defined by the full width of the lowest surfaces of the car licked by the air stream between the front axle centerline and the rear of the rear tires. These surfaces may include the floor pan, undertrays, side pod bottoms and any essentially horizontal bodywork that is included in the lowest surfaces licked by the air stream. Within this reference area, the lowest surfaces licked by the air stream must be flat with a total vertical tolerance of 2.54cm.. An undertray beneath the engine, bell housing and/or gearbox is not required.

(For FF only) No part of bodywork is allowed to have any down-turned fences or intermediate strakes and no bodywork below the horizontal centerline of the differential and to the rear of the rear tires may be wider than 16 inches.

The perimeter of any reference area surface that transitions upward to any bodywork may use a maximum 1 inch radius.

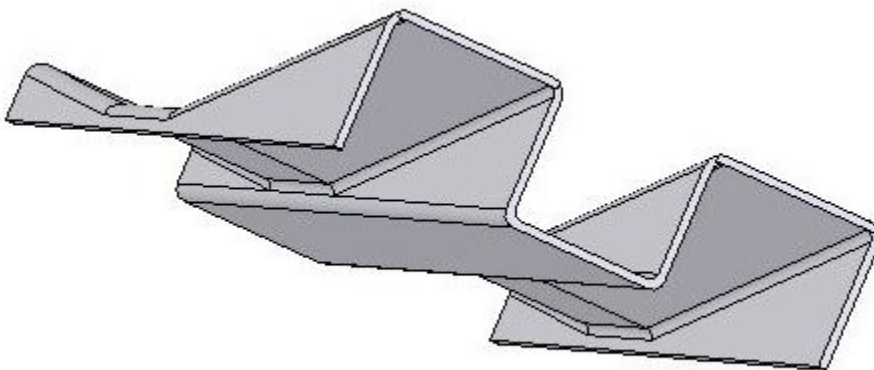
Mirrors and any primarily vertical bodywork (e.g., cockpit sides) that extend laterally past the outer edges of the floor pan and/or undertrays are not subject to the reference area restrictions. Fairings for streamlining suspension pickups are not subject to the reference area restrictions; however, such fairings shall be symmetrical about their horizontal axis.

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

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

1. A non-flexible straight-edge bar shall be placed against the lower surface of the reference area in a suitable section (unworn and flat enough to prevent rocking of the bar) from which the bar can be oriented to measure all parts of the reference area. The competitor shall be responsible for the availability of such a surface. The bar shall be of sufficient length to reach all portions of the reference area from that surface.
2. All measurements shall be taken vertically from the bar to the reference area surfaces. The total maximum vertical distance (additive upward and downward) from the bar to any part of the reference area surfaces shall be 2.54 cm. Skid blocks and or rub strips are not included in this measurement.

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



Shaping of the lower surfaces to create “venturi” type tunnels is prohibited. An example of venturi tunnels is shown in the following figure.

- e. It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. All ducted air for heat exchangers shall pass through those heat exchangers.
- f. Carbon fiber is not permitted in any external bodywork. Cockpit interior panels, internal ductwork, air intakes and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.

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

## **D.8. Suspension**

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

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

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

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

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

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

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

Formula/Sports Racing Item 9 text.

Modify 9.1.1.D as follows to allow the use of the Honda Fit 1500 engine in Formula Ford. (Note: sections from the current D.3 onward will be renumbered.)

## **D. FORMULA FORD PREPARATION RULES**

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

### **Definition**

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

### **D.3. Honda Fit 1500 (L15A7) Engine**

#### **a. General**

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



the rubber oil lines.

4. No balancing, (with the exception of the connecting rods), lightening, polishing or other modification of moving parts of the engine is permitted.
5. Only stock Honda manufactured gaskets and seals as specified in the Honda Fit factory service manual are permitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).
6. For all Honda part numbers in these specifications, superseding part numbers are considered equivalent.

**b. Block**

1. The only permitted cylinder block is Honda PN: 11000-RP3-810
2. Honing of cylinders is permitted to a maximum diameter of 73.065 mm (2.8766 inches). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.
3. Block must use stock main bearing caps, girdle and hardware as supplied.
4. Minimum deck height from crank centerline: 220.00 mm (8.661 inches).

**c. Crankshaft**

1. The stock Honda Fit crankshaft, Honda PN: 13310-RB1-000, must be used with no modifications allowed.
2. Minimum weight: 27.7 lbs. No pilot bearing, pulsar or hardware.
3. Maximum stroke at piston: 89.55mm (3.526 inches)
4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Fit factory service manual.
5. The crank pulsar must not be altered in any way.
6. The crank pulley/balancer must not be altered or modified in any way.
  - a. Minimum weight: 3.90 lbs.
  - b. Honda PN: 13810-RB0-003.

**d. Connecting Rods**

4. Stock Honda Fit connecting rod must be used PN: 13320-RB1-000.
5. Minimum connecting rod weight with cap and bolts: 280.0 grams (9.88 ounces).
6. Connecting rods may be balanced to the minimum weight.
7. Maximum connecting rod length center to center: 149.05mm (5.868 inches).

**e. Pistons**

1. Honda Fit OEM standard size pistons, PN: 13010-RB1-000, must be used.
2. The use of over size pistons is not permitted.
3. Piston dimensions and weights:
  - a. Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: 72.990mm (2.8736 inches).
  - b. Centerline of wrist pin to crown maximum: 26.21mm (1.032 inches).
  - c. Maximum overall height from skirt to crown edge: 47.80mm (1.882 inches).
  - d. Minimum weight: 198.0 grams (6.984 ounces).
  - e. Minimum weight of piston pin: 66 grams (2.25 ounces).
  - f. Combined minimum weight of piston, piston pin and connecting rod: 543.5 grams (18.85 ounces).
4. Piston rings must be as used in the Fit engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.
  - a. The standard ring pack PN 13011-RB1-004 (Riken) or 13011-RB1-006 (Nippon).
  - b. No modification of the piston is permitted for the installation of rings.
  - c. Ring groove widths.
    - Top ring groove: 1.04mm (0.0409 inches) +/- 0.01mm.
    - Middle groove: 1.02mm (0.04016 inches) +/- 0.01mm.
    - Oil ring groove: 2.00mm (0.07874) +/- 0.01mm.

**f. Cylinder Head**

1. The only permitted heads are Honda PN: 12200-RB0-G00 (US spec) and 12200-RB0-000 (Japan Spec).
2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008 inches) based on a height of 120mm (4.72 inches).
3. The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.
4. Head gasket to be stock Honda Fit PN: 12251-RB0-004. Minimum compressed thickness of 0.76 mm +/- 0.05mm.
5. Cylinder head breather restrictor must be used as supplied by HPD, unmodified. PN: 15262-F21S-A200.

**g. Camshaft**

1. The only permitted camshaft is PN: 14110-RB1-J00; must not be modified.
2. The CMP pulse (cam trigger) plate must be as supplied, Honda PN 14221-RB0-003.
3. The camshaft and crankshaft sprockets must be as supplied, Honda PNs: 14211-RB0-J00 and 13621-RB0-003, respectively. Cam timing must not be altered; the timing chain must be installed as specified in the Honda Fit factory service manual. The timing chain/sprocket cover and crankshaft pulley may not be altered. With the engine at TDC (No. 1 cylinder), the "UP" mark on the camshaft sprocket must be at the top and the TDC grooves on the camshaft sprocket must line up with the top edge of the cylinder head.
  - a. Timing chain Honda PN: 14401-RB1-003.
  - b. Case assy, chain (sprocket cover) PN: 11410-RB1-000
  - c. Pulley comp, crankshaft, PN: 13810-RB0-003
  - d. Cam timing at lobe centers: (at 1mm after opening to 1mm before closing).
    - i. Exhaust: 119 degrees, +/-1.0 degree.

- ii. Intake VTEC on: 111 degrees, +/-1.0 degree.
- 4. Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.
- 5. Cam lobe heights: Intake, Primary: 35.240mm, secondary: 36.200mm, exhaust: 35.490mm.
- 6. Valve lift measured at the retainer:
  - i. Exhaust: 9.200.
  - ii. Intake VTEC off: 8.680.
  - iii. Intake VTEC on: 9.900
- 7. Valve rockers must not be modified in any way.
  - a. Honda PN: 14620-RB1-010 Arm Assy, rocker.
- 7. The VTEC system must be stock. The VTEC activation valve must be stock. The HPD ECU will activate the VTEC at 5200 RPM. Honda PN: 1581ORB0-G01.

**h. Valves**

OEM valves must be as used in the Fit.

- 1. Dimensions
  - a. Inlet PN: 14711-RB0-000 Exhaust PN: 14721-RB0-000
  - b. Maximum diameter: Inlet: 28.15mm Exhaust: 23.15mm
  - c. Maximum overall length: Inlet: 119.15mm Exhaust: 117.85mm
  - d. Minimum stem diameter: Inlet: 5.45mm Exhaust: 5.42mm
- 2. Valve location or angle must not be moved.
- 3. Reshaping of the valves is strictly prohibited.
- 4. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.
  - Inlet PN: 12204-PJ7-305 (over size)
  - Exhaust PN: 12205-PJ7-305 (over size).
- 5. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Fit factory service manual.
- 6. Valve stem installed height must be per The Honda Fit factory service manual:
  - Intake maximum: 46.8mm. Exhaust maximum: 46.9mm.
- 7. Valve stem seals must be Honda OEM parts.
  - Honda PN: Intake: 12210-PZ1-004 seal A.
  - Honda PN: Exhaust: 12211-PZ1-003 or 12211-PZ1-004 seal B.

**i. Valve Springs**

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

**j. Compression Ratio**

The maximum compression ratio is 10.55 to 1 utilizing Honda Fit factory service manual limits. Carbon may be removed.

**k. Intake Manifold and Fuel System**

- 1. The lower manifold must be stock Honda Fit parts. It is not permitted to add or remove material. No coating is permitted on the exterior or interior of the manifold. (SCCA Club Racing will have a standard port model for comparison.)
  - Honda PN: 17100-RB1-000
- 2. The upper manifold, air box and throttle body assembly must be used as delivered from HPD. External throttle return springs are unrestricted.
- 3. All gaskets and sensors utilized on the inlet manifold from head to throttle body must be Honda Fit OEM or HPD supplied.
  - a) Gasket In. manifold: 17105-RB0-004, Honda Fit OEM.
  - b) Gasket, EGR chamber cover: 17146-RB0-004, Honda Fit OEM.
  - c) Gasket In. port: 17115-RB0-007, Honda Fit OEM.
  - d) Gasket, restrictor: 17399-F21S-A200, (2 required) HPD.
- 4. The fuel rail and fuel pressure relief valve must be as supplied by HPD. Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01).
- 5. The Honda Fit engine is required to have an HPD supplied air inlet restrictor of specified internal diameter and thickness correctly installed within the intake system. The restrictor may not be modified in any way; the specified value can not be exceeded in any measurement of the diameter. The restrictor centerline or shape must not be altered. SCCA Club Racing will have go-no go gauges to verify that all competitors are in compliance. [The final mandated size of the restrictor will be determined once the final production engine is complete and power verified at Quicksilver RacEngines].

**l. Fuel Pump**

The fuel pump is unrestricted.

**m. Exhaust Manifold**

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

**n. Lubrication System**

- 1. The oil pan must be as supplied by HPD. No modifications are permitted.
- 2. Oil feed pump must be stock Honda Fit. No modifications are permitted. Oil pressure may be adjusted for wear.

- a. The oil pressure sensor location must be as supplied by HPD.
- b. It is recommended that oil pressure be maintained at the factory service manual specification.
- 3. The scavenge pump must be as supplied from HPD. No modifications are permitted.
  - a. Rotor length: 25.400mm (1.000 inches)
  - b. Rotor outside diameter: 44.400mm (1.748 inches)
- 4. Scavenge drive pulleys must be as supplied by HPD. Drive belt manufacture is unrestricted provided the belt type and dimensions are as specified by HPD.
- 5. Hose routing and filter system are unrestricted.

**o. Cooling System**

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

**p. Electrical Equipment**

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

**q. Flywheel**

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

**r. Miscellaneous**

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

**D.11.12. Weight**

Minimum weight as qualified or raced, with driver:  
 1050 lbs. Original Ford Cortina Engine  
 1100 lbs. Up-rated Ford Kent and Honda Fit Engines

**Table 2 section 9.1.1.1.A (F/SR Item 5)**

Car	Engine	Wheel Width (In) ± .060	Aero	Transmission	Weight (lbs)	Notes
Swift 016	2.3 liter Mazda Duratec	(F) 10 (R) 14 Min. & 15 in Max.	See notes	5 speed sequential	1420	<ul style="list-style-type: none"> <li>Drivers must have a copy of Appendix A provided by Swift Engineering available to present to Tech at their request</li> <li>Engine The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a 32mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises, and the maximum displacement is limited to 2261cc.</li> <li>Dimensions <ul style="list-style-type: none"> <li>Wheel Base 109.3 inches (277.6 cm)</li> <li>Overall Length 177.1 inches (449.8 cm)</li> <li>Overall Width Front: 76.0 inches (193.0 cm) Rear: 75.8 inches (192.5 cm)</li> </ul> </li> <li>The overall width will be measured at the wheel hub center by projecting a vertical plane from the widest outside rim surface.</li> <li>Other Dimensions: Reference Appendix A illustrations provided by Swift Engineering.</li> <li>All dimensions of the car within this table and Appendix A shall have a tolerance of + or - 0.2 inches.</li> <li>The bodywork may not be modified in shape or size; however, replacement bodywork may be supplied by sources other than Swift.</li> <li>Wings <ul style="list-style-type: none"> <li>The wings and end plates may not be changed. The wings must have a Swift label visible on each wing showing the following part numbers: front wing (part no. 01612-0010), front flaps (part no. 01612-1021LorR), lower element, rear wing (part no. 01613-0010), and upper element, rear wing (part no. 01613-0013). All wings must conform to the wing angles and dimensions specified in the Appendix A illustrations provided by Swift Engineering.</li> <li>Rear Wing Top Element</li> <li>The rear wing top element may be adjusted within the designed range of +2.0° to +16.0°.</li> <li>Front Wing Main Plane and Rear Wing Lower Element</li> <li>At all times, the front wing and lower rear wing element must be maintained at the designed angle (as seen in illustrations 4 and 5 of Appendix A provided by Swift Engineering) relative to the chassis zero line.</li> </ul> </li> <li>Wickers <ul style="list-style-type: none"> <li>Wickers/gurneys may be added to the top of the trailing edge of the front flaps, front main plane, and rear wing lower elements only, and may not be used on the rear wing upper element. They must be 90 degrees to the mounting surface and may be no more 0.500 inch high as measured from the upper surface of the wing element. Wicker/gurney height must remain constant across the width of the individual component span. No saw tooth wickers/gurneys are allowed. The trailing edge of wings and flaps may be drilled for the purposes of attaching wickers/gurneys.</li> </ul> </li> <li>All wing angles shall have a tolerance of + or - 0.3°.</li> <li>Shocks absorbers must be Dynamic Suspension Model DSSV with S5 and S6 valving in the front shock absorbers and S3 and S4 valving in the rear shocks absorbers.</li> </ul>

# CLUB RACING BOARD MINUTES

## CLUB RACING BOARD MINUTES | Nov. 3, 2009

The Club Racing Board met by teleconference on November 3, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, and Dave Gomberg. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Lisa Noble, 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 09-12, 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).

## **GCR**

**Item 1.** Effective 1/1/10: Change Note 2 of section 9.1.12, as follows:

For the purposes of this section, ~~GFL shall be considered a new class from 2006~~; T3 and Spec Miata *shall be considered new classes* from 2006 and STO, and STO, STU, FE and Formula 1000 from 2007.

**Item 2.** Effective 1/1/10: To meet the requirements of the motion passed by the BoD, change section 3.9.2.E, as follows:

~~Those classes attaining an average of 2.5 cars or better per race, as defined in 9.1.12, in the previous year of national racing shall be invited to the following year's Runoffs. All National classes are invited to the Runoffs. If there are not at least 10 entries in a given class, a National Champion will not be recognized in that class.~~

## **American Sedan**

**Item 1.** Effective 1/1/10: Change section 9.1.6.D.4.d.9, as follows:

The use of offset steering rack bushings is permitted. ~~Offset tie rod ends for bump steer correction are allowed. Tie rods and tie rod ends may be modified or replaced.~~ Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

## **Spec Miata**

**Item 1.** Effective 1/1/10: Add the following sentence to the end of section 9.1.8.C.1.f:

*The OEM clutch line may be replaced with a steel braided line.*

**Item 2.** Effective 1/1/10: In an effort to clarify the Miata engine rules, remove the current section 9.1.8.C.1 in its entirety and replace it with the following:

### **C. AUTHORIZED MODIFICATIONS**

The following items represent the only modifications and safety items permitted and/or required on Spec Miata automobiles other than safety items as required in Section 9. Permitted components or modifications must not perform a prohibited function. Updating or backdating is not allowed for any car, model, specification, or component, except as specifically authorized in these rules.

A Mazda factory shop manual for the specific make, model, and year of automobile is required to be in the possession of each entrant. The manual may be in the form of printed material, microfiche, CDs, DVDs, and/or Internet access to manufacturer sponsored web-based databases. The manual is intended to aid scrutineers in identifying parts and the configuration of the automobile.

All engines and internal components used in rebuilding or refurbishment must have been offered for sale by Mazda in the US for the correct year and VIN of car, except as otherwise provided for in these rules. This rule prevents use of aftermarket parts or Mazda parts of incorrect specification or application.

Assembly, rebuild, and refurbishment procedures, and all associated dimensions must adhere to the published factory service procedures, except as otherwise stated in these rules. No components may be added or omitted from those specified by the published factory service procedures. All components must be standard dimensions. Any water pump, timing belt, or alternator of original equipment manufacturer design, dimensions, and specification may be used.

The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, internal transmission or differential surface, internal or external surfaces of the exhaust manifold or down tube is prohibited.

If the factory manual or these rules provide only a partial specification or no specification at all, the Mazda parts may not be modified beyond what is allowed in these rules. Compliance of such parts will be determined by comparison to new parts delivered by Mazda. Other approved parts with only a partial specification or no specification available in these rules may not be modified. Compliance of such parts will be determined by comparison to new parts from the supplier.

## 1. Engine Modifications

### a. General

- 1) No modifications to this engine are allowed, except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, as well as electrical, cooling, and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Mazda factory service manual.
- 2) Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts. No balancing, blue printing, lightening, polishing, or other modification of moving parts of the engine is permitted. All parts in the engine must be stock Mazda OEM parts unless specified in this rule set. For all Mazda part numbers in these specifications, superseding part numbers are considered equivalent.

### b. Block

The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum diameter as shown in the following table:

Model Years	Maximum Diameter (inches)
90-93	3.076
94-05	3.273

Cast iron cylinder liners (sleeves) may be installed to restore damaged or worn cylinder bores to the original dimension. Re-boring to over size is prohibited.

### c. Crankshaft

The stock Mazda Miata crankshaft must be used with no modifications allowed, as shown in the following table, which also displays minimum weights (not including pilot bearing or hardware):

Model Year	Part Number	Minimum Weight (lbs)
90-93 (short nose)	B617-11-300	26.5
90-93 (long nose)	B6S7-11-300A	26.5
94-05	BP06-11-300D	35.6

Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard ranges as allowed in the Mazda factory service manual. The crank triggers must not be altered or modified in any way. The crank pulley/balancer must not be altered or modified in any way.

### d. Connecting Rods

Mazda part number B6S7-11-210E must be used. Minimum connecting rod weight with cap and bolts is 537 grams.

### e. Pistons

Mazda OEM standard size pistons must be used. Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in the following table:

Model Year	Part Number	Minimum Weight (w/o wrist pin and hardware) (grams)	Minimum Weight Wrist Pin (grams)
90-93	B6Z2-11-SA0C	271.5	86.0
94-97	BPY11-11-SA0A	291.5	80.0
99-00	BPZ0-11-SA0	290.0	80.0
01-05	BPZ3-11-SA0	290.00	80.0

The use of oversize pistons is not permitted. No modification of the piston is permitted. Modification of the piston ring end gap width is allowed.

### f. Cylinder Head

The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum

height of the cylinder heads are maintained. The minimum heights of the cylinder heads as measured in the factory service manual allowed are shown in the following table:

<b>Model Years</b>	<b>Minimum Height (inches)</b>
90-93 (1.6L)	5.245
94-05 (1.8L)	5.255

The cylinder head must not be ported, polished, or machined. The original casting must not be modified in any way or polished unless specified below.

The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area under the seat where the plunge cut ends and the casting resumes cannot be blended by hand, machined, or chemically processed to create a smooth transition. The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below.

No aluminum in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added, or manipulated for any reason. It is understood that heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port.

All dimensions in the following table will be measured with go/no go tooling.

<b>Engine</b>	<b>Maximum Intake Throat Diameter (inches)</b>	<b>Maximum Exhaust Throat Dimensions (inches)</b>	<b>Maximum Throat Depth (from bottom of ferrous valve seat (millimeters))</b>
1.6L	1.095	0.948	12
1.8L	1.178	1.020	9

Unshrouding of the valves is strictly prohibited. There must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is **not** to be blended by hand, machined, or chemically processed to create a smooth transition. This dimension will be measured with go/no go tooling. The maximum dimensions are listed below, measuring guide centerline to chamber edge:

<b>Engine</b>	<b>Maximum Intake Valve Relief Cut radius (inches)</b>	<b>Maximum Exhaust Valve Relief Cut radius (inches)</b>
1.6L	0.687 Radial	0.600 Radial
1.8L	0.760 Radial	0.675 Radial

**g. Camshaft**

Camshafts must comply with the official camshaft specifications as supplied by the SCCA Club Racing Tech Department. The camshaft and crankshaft sprockets must be as supplied by Mazda. Cam timing must not be altered; the belt must be installed as specified in the Mazda factory service manual.

**h. Valves**

OEM valves must be as supplied by Mazda. Valve location or angle must not be moved. Reshaping of the valves is strictly prohibited. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Mazda OEM parts. Valve stem installed height must be per the Mazda factory service manual: Valve stem seals must be Mazda OEM parts. Valve seats may be cut provided the valve seat angles are stock Mazda three angle cut, as defined below.

A valve job will consist of only three flat angles; radius cuts are not allowed. A 45 degree seat angle must be used, which may vary in width from .030 inch to .050 inch. To narrow or correctly position the face angle, a bottom angle of 70 degrees must be used. To narrow or correctly position the face angle, a top cut of 30 degrees may be used. All angles must stay on the cast steel block portion of the seat. The angles must not extend off the seat into the aluminum casting at the top or bottom of the seat.

**i. Valve Springs**

Valve springs are Mazda OEM as specified in the Mazda factory service manual. Valve spring shims are not permitted except the one standard shim that is used under every valve spring. Only the Mazda shim may be used and the OEM dimensions must be maintained.

**j. Compression Ratio**

Maximum allowed compression ratios are shown in the following table:

<b>Model Years</b>	<b>Compression Ratio</b>
90-93	9.4:1
94-97	9.0:1
99-00	9.5:1
01-05	10.0:1

Carbon may be removed from combustion chambers, valves, and pistons.

**k. Intake Manifold**

The intake manifold must be stock Mazda parts, without any material added or removed. No coating is permitted on the exterior or interior of the manifold. Injectors must be stock Mazda OEM parts, correct for the model year of the car. All air entering the intake tract shall pass through the fuel injection air inlet.

- 1.6L cars may replace the stock air box with a cone style air filter assembly. The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted.
- 1.6L cars may open and adjust, but not modify, the OEM airflow meter. For 1.6L cars, the position of the air flow meter may be moved provided it remains attached to the unmodified factory intake tube.
- 1.8L cars must use the stock air box, but the air filter element is unrestricted. Mass air flow sensors may not be modified, adjusted or opened.
- 1.8L cars must use an air restrictor plate. The restrictor plate must be placed between the throttle body and plenum. All intake air must pass through the restrictor plate. Restrictor plates must be the proper size as listed in the specification table, must be from Mazdaspeed Motorsports Development or from SCCA Enterprises, and must not be modified.

**l. Fuel system**

The fuel pump and fuel pressure regulator must be Mazda OEM parts and unaltered. Unleaded fuel filler trap door and restrictor plate in filler neck may be removed. Refer to GCR Section 9.3.26 for permitted fuel specifications and for the required fuel sample acquisition port.

**m. Exhaust system**

The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

The 1999-05 Miatas with California emissions equipment may substitute the Federal OEM exhaust manifold and ECU for the OEM CA exhaust manifold and catalytic converter.

The post catalytic converter oxygen sensor may be disabled, replaced, relocated, or removed; the resulting hole (if present) may be plugged. Original exhaust system heat shields may be removed.

The factory exhaust system beyond the OEM front down pipe may be replaced, provided the following are true:

- The replacement system retains the original configuration (i.e., single tube design) and the tubing is a maximum of 2.25 inches outside diameter.
- The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OEM exhaust system.
- No expansion chambers. A single muffler may be added.
- The system meets all event specific sound requirements.
- A catalytic converter may be gutted, removed, or replaced with a catalytic converter replacement pipe. The replacement pipe must not exceed 17.5 inches in length and have an outside diameter no greater than 2.375 inches.
- No portion of the exhaust may be wrapped with any type of insulating tape, nor shall any portion of the exhaust, internal or external, be coated with any thermal coatings.

**n. Lubrication System**

The oil pan must be as supplied by Mazda. No modifications are permitted. The windage tray must be used and must not be modified in any way.

**o. Cooling System**

- 1) The water pump must be a Mazda or an OEM equivalent part. The water pump pulley must be the stock Mazda part. No modifications are permitted.
- 2) Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and



mounted in the stock location.

- 3) Thermostats may be modified, removed, or replaced.
- 4) All cars may install the upper radiator seal, p/n NA75-50-OK7A.
- 5) A radiator screen of 1/4 inch minimum mesh may be added in front of the radiator and contained within the bodywork.

**p. Electrical Equipment**

The ECU and engine electrical harness must be as supplied by Mazda. No modifications are permitted. The ECU maps and inputs must not be modified.

Ignition coils must be stock Mazda parts. No modifications are permitted.

All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating the oil pressure sending in order to install an oil pressure gauge is permitted.

The alternator may be OEM equivalent. The alternator drive pulley must be stock. The alternator must not be disabled in any way. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability.

Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and weight, and are fitted in the standard location. Additional battery hold-down devices may be used and are strongly recommended.

**q. Flywheel**

The stock Mazda flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear.

The following table provides minimum weights with pilot bearing:

<b>Model Years</b>	<b>Minimum Weight (lbs)</b>
90-93	17.6
94-05	17.0

The 94 model year may use the flywheel from the 95-05 model years. If the 1994 flywheel is used, it must weigh a minimum of 18.5 lbs.

**r. Clutch**

All cars must use either the stock OEM pressure plate or the ACT pressure plate (Mazdaspeed p/n: 0000-0205401-SS – 1.6L cars or 0000-0205404-AC – 1.8L cars). The unmodified pressure plate must be bolted directly to the stock, unmodified flywheel. Any clutch disk may be used.

**s. Miscellaneous**

The use of the following non-standard replacement parts is permitted provided use does not result in any unauthorized modification of any other component.

- Fasteners – nuts, bolts, screws, washers, studs, etc. (Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Mazda.)
- Gaskets and seals, except those specified in the above rules
- Mechanical tachometer and analog gauges
- Oil and lubricants

**CAR RECLASSIFICATIONS**

**Production**

1. Lotus 7 and Lotus 7 America to HP at 1,550 lbs

**Touring/Showroom Stock**

1. Celica GTS to SSC, without the TRD suspension kit and limited slip, at 2,910 lbs; with Canton Accusump #24-260, sandwich #24-700, valve #24-260, and related hoses and brackets.
2. 350Z may remain in T2 as specified, and may change to T3 with the following adjustments:
  - 8 inch wide wheels
  - 245 maximum tire size
  - Remove all Nismo suspension
  - Add 31 mm SIR, which will be monitored for performance
  - Weight at 3,268 lbs

**WHAT DO YOU THINK?**

None

## **MEMBER ADVISORIES**

FV intake manifold rules will remain the same for 2010 as they were for 2009 as approved by the BoD and published in April 2009 Fastrack and which are in 9.1.1.C.5.D.20 of the updated GCR.

The FV *ad hoc* committee is preparing proposals to be presented to the Formula and Sports Racing Advisory Committee. Their recommendations to the CRB will be published in a future Fastrack for comment by the FV community to determine the final 2011 manifold rules. Those recommendations may take the form of additional measurements to be employed in determining compliance of FV manifolds or the institution of a spec manifold.

This advisory is to inform the FV community that there will be changes in the rules for 2011; this information should be taken into account by competitors in 2010 with regard to existing manifolds and any purchases of new manifolds.

## **NOT APPROVED BY THE CRB**

### **Grand Touring**

1. GT – Small versus large engines (Zekert). Runoffs data is under review.
2. GT2 – Panoz gear ratio option (Cook). This is a spec car.
3. GTL – Nissan L16 spec (Spencer/Lenz). The suggested engine does not exist.
4. Change Nissan A15 SIR size (Birk). Car is competitive as specified.
5. GTL – Slow the Hondas (Wright). Runoffs data is under review, and we will continue to monitor the car's performance.
6. GTL – Rule change request (Schick). Thank you for your input. See TB 09-12.
7. GTL – SIR clarification (Martin). The rule is adequate as written. Refer to Appendix B, Technical Glossary – Single Inlet Restrictor (SIR) definition.
8. GTL – Optional cylinder head (Blust). This is outside the GTL scope for engine architecture.
9. GT2 – 3-rotor RX-7 requests (Tambourine) Requested changes are not consistent with GT2 class parameters and would create an over dog engine.
10. GTL – Alternate Honda cylinder head (Hargrove) Insufficient availability.
11. GTL – Change SIR for Mazda 1800 (Prather) Inconsistent with class specifications.
12. GTL – Equalize the Hondas (Prather) We will continue to monitor these cars.
13. GTL – Remove IRS penalty (Prather) The IRS adjustment is proper for the class.

### **Improved Touring**

1. IT – Reconsider Saturn SC2 weight (Lawton). The weight is appropriate as listed.
2. IT – Reprocess the Honda Prelude Si (Gran). The car is classed appropriately.
3. IT – Datsun 280ZX alternate body panel (Ira). The alternate body panel is outside the IT philosophy.
4. ITB – Move the 92-95 Honda Civic DX 1500 4 valve (Uhlinger). The car is classed appropriately.
5. ITB – Reduce the weight of the Audi Coup GT (Blethen). The weight is appropriate as listed.
6. ITB/ITC – Run the ITM 914 and ITC 914 through the process (Meredith). These cars are classed appropriately.

### **Production**

1. P – VW Golf compression ratio (Pitts). The car is competitive as classed.
2. P – Help the Mazda RX-8 (Rivera). Engine swaps are inconsistent with the class philosophy. We will continue to monitor the car's performance.
3. P – Scirocco 1588 request (Coffin). We will monitor the car's performance.
4. P – Reinstate GP (Church). GP was not meeting the participation level that would have allowed it to be a Runoffs eligible class in 2008. Given the anticipated further drop in the number of cars that would have run in the class, GP cars were reclassified into HP or FP.
5. P – 15 inch wheel Scirocco (Trainer). There is no reason to make the maximum more than 14 inches; 13-inch wheels and tires can be used, and given the weight and power of the car, allowing 15-inch wheels is unnecessary.
6. P – Sequential gearboxes (Wood). Transmission choices are adequate.
7. EP – Cylinder porting in the Miata (Kavitski). The car is competitive as classed, and porting would be against class philosophy.
8. FP – Limited prep Corolla 1800 cc upgrade (Church). We would like to see more competitive exposure.
9. HP – Limited prep Corolla adjustment (Church). The car needs more competitive exposure; we will monitor the car's performance.
10. HP – Spoiler request (Hafkenschiel). This is inconsistent with the class philosophy.
11. HP – Assist 1300 Spitfire (Crisenbery). Based on the previous year's results, the car is competitive as classed. We will continue to monitor the car's performance.
12. HP – VW compression ratio (Pitts). Adjustments have been made in HP. We will continue to monitor the car's performance.
13. HP – VW brakes (Pitts). Wholesale substitution is inconsistent with the class philosophy; on a case-by-case basis and where

it is evident that parts are no longer available or cannot be serviced, we will consider a substitution of particular components (preferably from other cars made by the same manufacturer).

14. HP – Help the Spridget (Blust). Adjustments have been made in HP. We will continue to monitor the car's performance.

### **Touring/Showroom Stock**

1. T3 – Reduce the BMW Z4 weight (Leithauser). The car is at the correct process weight. We will continue to monitor the car's performance.
2. SSB – Help the Miata (Rigoli). The requested cams will not fit. Computers are not interchangeable.
3. SSB – Reduce the Solstice weight (Siebert). This would give the Solstice an increased advantage at tracks other than Road America.

### **NO ACTION REQUIRED**

### **Formula**

1. F/SR – Carbon/ceramic brakes input (multiple). Thank you for your input. The CRB has withdrawn the request based on member input.
2. FF – Bodywork changes (multiple). Based on member input, the BoD passed the rules changes as modified.
3. FF – Ford Motorsports proposal (Wolfe). Thank you for your input.
4. FV – Formula Vee meeting input (Galuardi). Thank you for your input.
5. DSR – Weight input (van Rossum). Thank you for your input.

### **Grand Touring**

1. GT3 engine table comments (multiple) Thank you for your input. Please see TB 09-12

### **Improved Touring**

1. IT – ITAC support (Gray). Thank you for your input.
2. IT – IT process input (Spikes). Thank you for your input.
3. IT – BMW engine swap (Gerrity). If there is no VIN number, this can be done.
4. IT – ITAC public communication (Knestis). Thank you for your input.

### **Production**

1. P – Allow Spridget trans (Futcher). Any non-sequential transmission with the proper number of speeds may be used in level one cars.
2. P – Post tent meeting input (multiple). Dry sumps will continue to be considered on a case-by-case basis. Rods have been re-issued for comment.
3. HP – Rules input (Hafkenschiel). New fuel rules will be in effect in 2010.

### **Touring/Showroom Stock**

1. T/SS – Thanks for the competition adjustments (Leithauser). Thank you for your input.
2. T/SS – Eligibility (Czascki). The BoD addressed this item.
3. T3 – 2010 National Class (Dryden). The BoD addressed this item.
4. SSB – Mazda MX-5 reliability – There is no history on the stock clutch problem.

### **Spec Miata**

1. Opinion on parity (Daniels). Thank you for your input.
2. Sealed engines (Mathes). Thank you for your input.
3. Valve specs (Ott). Thank you for your input.
4. Runoffs data input (Post). Thank you for your input.

## CLUB RACING MEMORANDUM

The SCCA will no longer be using the crb@scca.com email address to submit letters to the Club Racing Board. A new letter submission and tracking system has been implemented. The new system will reduce the time required to process letters, allow you to track your letter, and give you the opportunity submit your email address for direct notification from the Club Racing Board.

CRB requests can now be submitted at [www.crb-scca.com](http://www.crb-scca.com).

## CLUB RACING TECHNICAL BULLETIN

**DATE:** November 20, 2009

**NUMBER:** TB 09-12

**FROM:** Club Racing Board

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

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

All changes are effective 12/1/09 unless otherwise noted.

### Formula

#### FA

1. In Table 9.1.1.A.2.a, Line I (13B), Req'd Restrictor, change 36mm SIR to 38mm SIR.

#### FC

1. Update section 9.1.1.B.4.d as follows: "Only Ford Zetec ZX3 blocks with block numbers #RFYS4G6015AA, or #RFYS4G6015AD or #RFYS4G6015AE are permitted."
2. Correct 9.1.9.B.4.h as follows: Any three-stage oil pump with a maximum of two scavenge stages is allowed. The maximum scavenge rotor dimensions are ~~1.375~~ 1.600 inches in diameter and ~~1.600~~ 1.375 inches in length. The minimum pressure rotor dimensions are ~~0.863~~ 1.600 inches in diameter and ~~1.600~~ 0.863 inches in length.

#### FF

1. Insert the following paragraph at the beginning of 9.1.1 D.7: "For the purposes of this section, bodywork includes all panels external to the chassis/frame and licked directly by the air stream. This includes panels above or below the floor pan, and the bottoms of any side pods."

#### FM

1. Clarify 9.1.1.F.9.C as follows: ~~C. The use of any impregnating material in the drivetrain is expressly prohibited. REM Isotropic® or REM type treatments are not allowed.~~ Polishing of driveline components is permissible through either conventional mechanical polishing techniques or by way of chemically assisted systems such as the REM Isotropic finishing system. Coatings are not permitted.

REM® and other polishing treatments have become a standard part of driveline component manufacture. It now costs more to obtain some non-treated components and the life of treated components is significantly longer. To ease the transition for FM competitors currently using unpolished components, Taylor Race Engineering (TRE) has offered to polish gears and driveline components in current use for 40% off the normal retail cost. This will be a one-time offer to each competitor, and will include the 10 currently used gear sets and other Formula Mazda components sent to TRE in a single batch before February 28, 2010.

2. Change all references in section 9.1.1.F to "Star Race Cars" or "Star Race Cars part #" to "Moses Smith Racing". [Moses Smith Racing has purchased the rights to the standard Formula Mazda cars, parts and name.]
3. Correct Section 9.1.1.F.5.D as follows: Competitors may use adjustable rev chip (MSD Moses Smith Racing part # 080-135).
4. Correct section 9.1.1.F.11.E as follows: ~~Koni P/N 71-34-48-000-0 Koni part # 72-34-48-000-0.~~
5. Change section 9.1.1.F.16.A as follows: ~~Only 1700 pound KEP or 2300 pound KEP pressure plate permitted.~~ Only a 1700 Pound KEP, 2300 Pound KEP, or Stage 2 KEP (Moses Smith Racing part # 060-104) All Steel Pressure Plate is permitted and must be used unmodified. [The original pressure plate is no longer available. The replacement is the KEP Stage 2, all steel plate.]
6. Add the following to section 9.1.1.F.7.J: Replacement Water Pump, Mazda part number 8AF2-15-010B may be used.
7. Clarify section 9.1.1.F.7 by adding the following: Two functional belts must be used to drive the alternator and water pump.

### Grand Touring

#### GT1

1. Clarify the first paragraph of 9.1.2.D.8.k.1 as follows: A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to two (2.0) inches. *The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper.* The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches

above the ground.

- Clarify 9.1.2.D.8.a.4 as follows: Trans Am approved bodywork and wheelbase specifications are allowed unless otherwise specifically prohibited by these rules. Trans Am bodywork shall be in a configuration that is approved for past or present Trans Am competition. *If body panels do not have the official Trans Am bodywork approval decal, the competitor is allowed to present a receipt of purchase from the manufacturer or it's agent for verification.*

### GT2

- Cars – Panoz Esperante GTS, p. 290, Add to the notes as follows: Alternate rotor Brembo #09-A026.13 and #09-A026.23 allowed. Revised brackets or spacers are permitted to relocate the calipers.

### GT3

- Add the Toyota 2ZZ engine: DOHC 4 valve crossflow, bore 82mm, stroke 85mm, displacement 1796cc, fuel induction unrestricted, weight 1960.
- Add the 2006-2010 Honda Civic Si 2D and 4D body styles. Wheelbase: 2D Coupe: 104.3 inches, 4D Sedan: 106.3 inches. Notes: Hood Bulge Permitted, No Openings.
- In response to input from the GT3 community, various corrections were made to the previous versions of the proposed specification table. The chart below, and the explanation following it, present the method and results for determining the revised weights and intake restrictions. After taking into account all other factors, a 3% increase has been applied to all previous (or corrected) weights because the smaller displacement cars in the class have gotten too light for safety and in many cases it was too difficult to achieve those weights.

GT3 Engine Chart for Displacement and Weight

Displacement cc	weight	SIR mm	Displacement cc	weight	SIR mm	Displacement cc	weight	SIR mm
>2 valve			2 valve crossflow			2 valve non crossflow		
Up to 1499	1805							
1500-1599	1855							
1600-1799	1960		Up to 1800	1855		Up to 1800	1805	
1800-1999	2060	31	1800-1999	1960		1800-1999	1855	
2000-2199	2130	31	2000-2199	2060		2000-2199	1960	
2200-2399	2195	31	2200-2399	2130		2200-2399	2060	
Over 2400	2270	31	Over 2400	2270	33	Over 2400	2270	33

Note: Rotary and Boxer engines are handled separately.

This chart is based on a 147.5 HP/liter target for unrestricted engines with more than 2 valves, a +15% correction for 2 valve crossflow inefficiency, and an additional +10% correction for 2V non-crossflow inefficiency. Then, a sliding weight scale is applied to get target weight to HP ratios. SIRs are imposed to achieve a targeted 275HP maximum for 4 valve engines, with +15% correction for 2 valve crossflow engines and an additional +10% for 2 valve non-crossflow engines.

Unless a specific request is made to retain the AMC Gremlin and Spirit cars and their engines, the CRB plans to de-list those cars in 2011.

Item 1. Replace the GT3 specifications with the following table.

GT3 Cars - ACURA									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Integra	-93	2dr	FWD	96.5					
Integra	-94	2dr	FWD	101.2					
RSX	02/05/09	2dr	FWD	96.5/101.2					
Engines - ACURA									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
D16A	SOHC	75	90	1590	Alum, Crossflow	4	Unrestricted	1855	
B16A	DOHC	81	77.4	1595	Alum, Crossflow	4	Unrestricted	1855	

B18C	DOHC	81	87.2	1797	Alum, Crossflow	4	Unrestricted	1960	
B18B	DOHC	81	89	1834	Alum, Crossflow	4	31mm SIR	2060	
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mmSIR	2060	
K20A	DOHC	86	86	1998	Alum, Crossflow	4	31mmSIR	2060	
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2195	
<b>GT3 Cars - ALFA ROMEO</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
GTV 1750 / 2000	NA	2dr	RWD	92.5					
Sport Sedan	NA	2dr	RWD	98.8					
<b>Engines - ALFA ROMEO</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Fuel Induction</b>		<b>Notes</b>
	DOHC	80	88.5	1779	Alum, Crossflow	2	Unrestricted	1855	Alt. Head: 19510- 01053-04 (twin plug), w/ 100 lb. penalty.
	DOHC	84	88.5	1962	Alum, Crossflow	2	Unrestricted	1960	Alt. Head: 19510- 01053-04 (twin plug), w/ 100 lb. penalty.
<b>GT3 Cars - AMC</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
Gremlin	-78	2dr	RWD	96					
Spirit	-79	2dr	RWD	96					
<b>Engines - AMC</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Fuel Induction</b>		<b>Notes</b>
	OHV	95.3	88.8	2537	Iron, Crossflow	2	Holley 5210/2V Carter YF-1V,	2455	
	OHV	95.3	88.9	3805	Iron, Crossflow	2	Holley 500 CFM 2bbl.	2680	
<b>GT3 Cars - AUDI</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
TT Coupe	NA	2dr	FWD	95.6 / 97.3					
<b>Engines - AUDI</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Fuel Induction</b>		<b>Notes</b>
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	Unrestricted	1960	Alt. Eurospec Sports cyl. head may be used.
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	31mm SIR	2060	
<b>GT3 Cars - BMW</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
2002 / 2002ti/tii	NA	2dr	RWD	100.5/98.5					

318 Coupe (E36)	-92	2dr	RWD	106				
318i (E30)	83-91	4dr	RWD	101.2				
318i / 320i (E21)	77-82	4dr	RWD	100.9				
E46	0	2, 4dr	RWD	106.0 / 101.2 / 100.9				
Z3	NA	2dr	RWD	96.3				
<b>Engines - BMW</b>								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Notes
	SOHC	89	71	1767	Alum, Crossflow	2	Unrestricted	1855
	DOHC	84	81	1796	Alum, Crossflow	4	Unrestricted	1960
	DOHC	85	83.5	1895	Alum, Crossflow	4	31mm SIR	2060
	SOHC	89	80	1991	Alum, Crossflow	2	Unrestricted	1960
	DOHC	93	84	2302	Alum, Crossflow	4	31mm SIR	2195
<b>GT3 Cars - CHEVROLET</b>								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
Vega	NA	2dr	RWD	97				
Corvaire Coupe / Yenko Stinger	NA	2dr	RWD	108	Corvaire coupes may be modified to Yenko configuration. Non-tube frame track 59.7 (F), 62.9 (R). Rear wheel width: 8". Engine may be centered (side to side) to allow installation of alternate transaxle.			
Cavalier Z-24	NA	2dr	FWD	101.2				
<b>Engines - CHEVROLET</b>								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Notes
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	1960
	DOHC	88.9	80.3	1998	Alum, Crossflow	4	31mm SIR	2060
	SOHC	88.9	92.1	2287	Iron, Non-Crossflow	2	Unrestricted	2060
	OHV	87.4	74.7	2689	Alum, Crossflow	2	(2) Weber 40 IDT or IDA w/ 36mm choke(s) or (4) Rochester 7025023 & 7026026 1.5" 1 bbl carbs	2290
<b>GT3 Cars - CHRYSLER/DODGE/PLYMOUTH</b>								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
Neon	NA	2dr, 4dr	FWD	104				
Daytona / Laser	84-88	2dr	FWD	97				
Daytona / Laser	-89	2dr	FWD	97.3				
Horizon	NA	2dr	FWD	96.7				
Omni 024 / Shelby Charger	79-82	2dr	FWD	96.6				
Shadow	NA	2dr	FWD	97				
<b>Engines - CHRYSLER/DODGE/PLYMOUTH</b>								

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	DOHC	85	88	1997	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	85	88	1997	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	87.5	92	2213	Alum, Non-Crossflow	2	Unrestricted	2060	
<b>GT3 Cars - FIAT</b>									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
131 Coupe & Sedan, Brava	NA	2dr, 4dr	RWD	98					
<b>Engines - FIAT</b>									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	DOHC	84.1	89.9	1995	Alum, Crossflow	2	Unrestricted	1960	
<b>GT3 Cars - FORD</b>									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Capri	NA	2dr	RWD	100.8					
Mustang II	74-78	2dr	RWD	96.2					
Mustang	79-93	2dr	RWD	100.4					
Mustang	94-98	2dr	RWD	101.2					
Pinto	NA	2dr	RWD	94	Non-tube frame track: 60.52 (F&R). Spoiler: #D9FZ-6440555-A, End Pieces: D9FZ-6428010-A and D9FZ-6428011-A.				
Probe	NA	2dr	FWD	99.0/102.9					
<b>Engines - FORD</b>									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1960	
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted	2130	Alt. Head: SVO #M-6049-A230
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	86	94	2189	Alum, Crossflow	3	31mm SIR	2130	
Duratech	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2195	
<b>GT3 Cars - HONDA</b>									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Civic	88-91	3dr	FWD	90.6	Hood bulge allowed, no openings.				
Civic Coupe	92-95	2dr	FWD	98.4					
CRX	84-87	3dr	FWD	86.6	Hood bulge allowed, no openings.				
CRX	88-91	3dr	FWD	90.6	Hood bulge allowed, no openings.				
<b>Engines - HONDA</b>									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
EW	SOHC	74	86.5	1488	Alum, Crossflow	3	Unrestricted	1805	Alt. heads: #12100-PE3-000 or #12100-PE7-000.
D15B	SOHC	75	84.5	1493	Alum, Crossflow	4	Unrestricted	1805	
D16A	SOHC	75	90	1590	Alum, Crossflow	4	Unrestricted	1855	
B16A	DOHC	81	77.4	1595	Alum, Crossflow	4	Unrestricted	1855	
B18C	DOHC	81	87.2	1797	Alum, Crossflow	4	Unrestricted	1960	



B18B	DOHC	81	89	1834	Alum, Crossflow	4	31mm SIR	2060	
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mm SIR	2060	
K20A	DOHC	86	86	1998	Alum, Crossflow	4	31mm SIR	2060	
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2195	

#### GT3 Cars - MAZDA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
626	83-87	4dr	FWD	98.8	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
MX-3	NA	2dr	FWD	96.3	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
MX-5 / Miata	-5	2dr	RWD	89.2 / 91.0	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
MX-5	2006	2dr	RWD	91.7	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
MX-6	-88	2dr	FWD	99.0/102.8	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
RX-2	NA	2dr	RWD	97.3	
RX-3	NA	2dr	RWD	91	
RX-7	NA	2dr	RWD	95.3 / 95.5 / 95.7	Non-tube frame track: 63.2 (F), 62.8 (R).
RX-8	NA	2dr	RWD	98	
Protégé	NA	4dr	FWD	98.4	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".

#### Engines - MAZDA

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Notes	
B6D	DOHC	78	83.6	1597	Alum, Crossflow	4	Unrestricted	1855	
BP	DOHC	83	85	1839	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	1960	
MZR	DOHC	87.38	83.06	1999	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	86	94	2189	Alum, Crossflow	2	Unrestricted	2060	
MZR	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2195	Hood bulge allowed w/ no openings.
12A	Street Port			2292			Unrestricted (1) auto-type	2060	
12A	Bridge Port			2292			2bbl w/ 40mm choke(s).	2060	
12A	Peripheral Port			2292			37mm SIR	2250	
13B	Street Port			2616			Unrestricted	2250	
13B	Bridge / Peripheral Port			2616			37mm SIR	2250	
Renesis	Street Port			2703			Unrestricted	2250	
Renesis	Bridge / Peripheral Port			2703			37mm SIR	2250	

#### GT3 Cars - MERCURY

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

#### Engines - MERCURY

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Notes	
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1960	
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted	2130	Alt. Head: SVO #M-6049-A230

GT3 Cars - MITSUBISHI / EAGLE									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
Talon	NA	2dr	FWD	97.3					
Eclipse	NA	2dr	FWD	97.3					
Engines - MITSUBISHI / EAGLE									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Notes	
	DOHC	85	88	1997	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	85	88	1997	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	97.5	92	2213	Alum, Non-Crossflow	2	Unrestricted	2060	
GT3 Cars - NISSAN									
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes				
200-SX / S10	77-79	2dr	RWD	92.1					
200-SX / S11	80-83	2dr	RWD	94.5					
200-SX / S12	84-88	2dr	RWD	95.5					
200-SX SER	95-97	2dr	RWD	95.7 / 99.8					
240-SX / S13	NA	2dr	RWD	97.5	Hood bulge allowed, no openings.				
240-SX / S14	NA	2dr	RWD	99.4	Hood bulge allowed, no openings.				
240Z / 260Z / 280Z	NA	2dr	RWD	90.7					
280-ZX	-79	2dr	RWD	91.3					
300-ZX	NA	2dr	RWD	91.3 / 96.5 / 101.2 / 95.3 / 98.4 / 104.3 / 94.5 / 92.1 / 95.3 / 97.5 / 99.4 / 104.3					
350Z	NA	2dr	RWD	104.3					
710	NA	2, 4dr	RWD	98.4					
PL510	NA	2, 4dr	RWD	95.3					
Sentra SER Spec V	2002	4dr	FWD	95.7					
Engines - NISSAN									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Notes	
L18	SOHC	85	78	1770	Alum, Non-Crossflow	2	Unrestricted	1805 Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.	
L20	SOHC	85	86	1952	Alum, Non-Crossflow	2	Unrestricted	1855 Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.	
	SOHC	84.5	88	1974	Alum, Crossflow	2	Unrestricted	1960	
SR20DE/VE	DOHC	86	86	1998	Alum, Crossflow	4	31mm SIR	2060 High port (89-94) and low port (95-01) allowed.	
L20 w/ Z22 block	SOHC	87	86	2045	Alum, Non-Crossflow	2	Unrestricted	1960	
NAPZ	SOHC	87	92	2188	Alum, Non-Crossflow	2	Unrestricted	1960	
L24	SOHC	83	73.3	2380	Alum, Non-Crossflow	2	Unrestricted	2060	

KA24E	SOHC	89	96	2389	Alum, Crossflow	3	31mm SIR	2195	An SCCA approved F.I. kit of OEM origin is allowed. Contact the SCCA National Office for p/n's and specs.
KA24DE	DOHC	89	96	2389	Alum, Crossflow	4	31mm SIR	2195	
L26	SOHC	83	79	2565	Alum, Non- Crossflow	2	33mm SIR	2130	
L28	SOHC	86.1	79	2760	Alum, Non- Crossflow	2	33mm SIR	2130	
VG30	SOHC	86.1	83	2899	Alum, Crossflow	2	33mm SIR	2270	
<b>GT3 Cars - PONTIAC</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
Fiero	NA	2dr	RWD	93.4	May convert to front engine/rear wheel drive. If OEM engine location is used (rear engine) IRS weight penalty is waived. Air cleaner may protrude through engine hatch.				
<b>Engines - PONTIAC</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Fuel Induction</b>		<b>Notes</b>
	OHV	101.6	82.55	2677	Alum, Crossflow	2	33mm SIR	2270	
<b>GT3 Cars - PORSCHE</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
911 Coupe & Targa	-68	2dr	RWD	87.0 / 89.4	Windshield may be removed on Targa and a low front hoop may be fitted. Rear rim width: 8". Factory spoiler: #930-512-023-00 & 930-512-021-00 (or kit #930-512-901-01). No alternate materials or reproductions.				
914	NA	2dr	RWD	96.5	Top panels may remain if securely bolted or pinned. Windshield may be removed and a low front hoop roll cage fitted. (75-76) bumpers allowed.				
924	NA	2dr	RWD	94.5					
944	NA	2dr	RWD	94.5					
Boxster	NA	2dr	RWD	96.5					
<b>Engines - PORSCHE</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Fuel Induction</b>		<b>Notes</b>
	OHV	94	70.9	1968	Alum, Crossflow	2	Unrestricted	1960	Intake manifold: #021-129-705R. Cylinder barrels may be of alternate material. Alt. head: Type 1/Type 3. OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cylinder.
	SOHC	86.5	84.4	1984	Alum, Crossflow	2	Unrestricted	1960	Alt. Head: #933-104-302-50.
	SOHC	80	66	1991	Alum, Crossflow	2	Unrestricted	1960	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl. Alt Head: 911-104-302-OR (w/sealed injector port)
	SOHC	84	66	2195	Alum, Crossflow	2	Unrestricted	2060	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl.
	SOHC	84	70.4	2341	Alum, Crossflow	2	Unrestricted	2130	
	SOHC	100	78.9	2478	Alum, Crossflow	2	33mm SIR	2270	Alt. 4 valve head: #944 104 013 03 w/ 31mm SIR @ 2270lbs.

	SOHC	104	78.9	2681	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	90	70.4	2687	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	100	88	2766	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	92	70.4	2808	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	95	70.4	2992	Alum, Crossflow	2	33mm SIR	2270	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl.
<b>GT3 Cars - SAAB</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
900	-79	2dr	FWD	99.4					
99E, CM, EMS, GL, LE	NA	2, 4dr	RWD	97.4					
<b>Engines - SAAB</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Fuel Induction</b>		<b>Notes</b>
	SOHC	87	78	1854	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	90	78	1985	Alum, Crossflow	2	Unrestricted	1960	
	DOHC	90	78	1985	Alum, Crossflow	4	31mm SIR	2060	
<b>GT3 Cars - SCION</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
tC	-5	2dr	FWD	93.7	May use any class legal Toyota engine.				
<b>GT3 Cars - TOYOTA</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
Celica	94-99	2dr	FWD	99.4					
Celica	00-05	2dr	FWD	102.4/93.7					
Celica Sport, Coupe GT, ST, Liftback GT	NA	2dr	FWD	98.3					
Corolla	NA	2, 4dr	FWD	94.5/102.4 / 93.7					
MR-2	-89	2dr	RWD	91.3					
MR-2	99-02	2dr	FWD	91.3					
Paseo	92-99	2dr	FWD	93.7					
Tercel	-91	4dr	FWD	95.3 / 93.7					
<b>Engines - TOYOTA</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Fuel Induction</b>		<b>Notes</b>
4AG	DOHC	81	77	1587	Alum, Crossflow	4	Unrestricted	1855	
4AG	DOHC	81	85.5	1762	Alum, Crossflow	4	Unrestricted	1960	
7AFE	DOHC	81	85.5	1762	Alum, Crossflow	4	Unrestricted	1960	Alternate heads 11101-16010 and 11101-16030. 2TG cyl. head allowed.
	OHV	85	78	1770	Alum, Crossflow	2	Unrestricted	1855	
1ZZ	DOHC	79	91.5	1794	Alum, Crossflow	4	Unrestricted	1960	
2ZZ	DOHC	82	85	1796	Alum, Crossflow	4	Unrestricted	1960	
3S	SOHC	84.2	90.1	1998	Alum, Crossflow	2	Unrestricted	1960	
20R	SOHC	88.5	89	2189	Alum, Crossflow	2	Unrestricted	2060	
2AZ	DOHC	88.5	96	2362	Alum, Crossflow	4	31mm SIR	2195	

	DOHC	95	89	2438	Alum, Crossflow	4	31mm SIR	2270	Alt. head: #11101-75015.
<b>GT3 Cars - TRIUMPH</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
GT6, GT6+ & Mk III	-74	2dr	RWD	83					
TR-250 / TR-6	NA	2dr	RWD	88	Windshield may be removed and a low front hoop roll cage fitted.				
<b>Engines - TRIUMPH</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Fuel Induction</b>		<b>Notes</b>
	OHV	74.4	75.9	1998	Iron, Non-Crossflow	2	Unrestricted	1855	
	OHV	74.4	95	2498	Iron, Non-Crossflow	2	Unrestricted	2130	
<b>GT3 Cars - VOLKSWAGEN</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
Beetle	98-01	2dr	FWD	98.9					
Corrado	NA	3dr	FWD	97.3					
Golf & GTI	NA	3, 5dr	FWD	97.3 / 98.9					
Jetta	NA	4dr	FWD	97.3					
Rabbit	75-84	3, 5dr	FWD	94.5					
Scirocco	NA	3dr	FWD	94.5					
<b>Engines - VOLKSWAGEN</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Fuel Induction</b>		<b>Notes</b>
	SOHC	79.5	86.4	1715	Alum, Non-Crossflow	2	Unrestricted	1805	Alt. Eurospec Sports cyl. head may be used.
	SOHC	81	86.4	1780	Alum, Crossflow	2	Unrestricted	1855	Alt. Eurospec Sports cyl. head may be used.
	DOHC	81	86.4	1780	Alum, Crossflow	4	Unrestricted	1960	
058, 06A, 06B	DOHC	81	86.4	1780	Alum, Crossflow	5	Unrestricted	1960	
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	Unrestricted	1960	Alt. Eurospec Sports cyl. head may be used.
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	31mm SIR	2060	
<b>GT3 Cars - VOLVO</b>									
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>				
122S	NA	2dr	RWD	102.5					
142 / 142E	NA	2dr	RWD	102.5					
242 / 244DL	NA	2dr	RWD	104					
S40	NA	4dr	FWD	100.4					
<b>Engines - VOLVO</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Fuel Induction</b>		<b>Notes</b>
	OHV	88.9	80	1986	Iron, Non-Crossflow	2	Unrestricted	1855	
B20	SOHC	92	80	2127	Alum, Crossflow	2	Unrestricted	2060	
B21	SOHC	96	80	2320	Alum, Crossflow	2	Unrestricted	2130	

#### GTL

1. Cars - Mazda, classified in TB 09-02, Add the following to all note sections except the RX-3 and RX-7: Rotary engine setback from

the front spindle centerline to the front spark plug is 4.5”.

2. Add the Toyota 2ZZ engine: DOHC 4 valve aluminum crossflow, bore 82mm, stroke 85mm, displacement 1796cc, fuel induction 24mm SIR, weight 2050.
3. Toyota 7AFE engine, add to Notes: Alternate heads 11101-16010 and 11101-16030.
4. Add the Nissan MR18DE engine: DOHC 4 valve aluminum crossflow, bore 84mm, stroke 81.1mm, displacement 1797cc, fuel induction 24mm SIR, weight 2050.
5. Engines – BLMI, 1275/1380/1399 p. 316, change the weights as follows: ~~1275@1569~~ 1730 1380@~~1648~~ 1809 1399@~~1708~~ 1869.

### **Improved Touring**

1. Clarify section 9.1.3.D.1.a.4 by adding a sentence after the first sentence: “All air must also pass through the stock air metering device, eg MAF, or AFM, etc if so equipped.”

### **ITR**

1. Mazda RX-8, classified in TB 09-02, change the weight as follows: ~~2985~~ 2850.

### **ITS**

1. Ford Mustang LX V-6 (94-98), p. 347, change the weight as follows: ~~2850~~ 2470.
2. Mazda RX-7 (13B) (86-91), p. 349, add the convertible to the spec line.

### **ITB**

1. Volvo 242/244 2.0 (1975), p. 371, change the specs as follows: trans ratios: 3.13, 1.99, 1.36, 1.00, .79, valve size (I) 44.0 (E) 35.0, Brakes 262 front vented, rear 280 solid.
2. Volvo 240 2.3 (83-85), p. 371, change the specs as follows: valve size: (I) 44.0 (E) 35.0, Brakes 262 front vented, rear 280 solid.
3. Volvo 242/244 2.1 (76-81), p. 371, add the 1982 model year, and change the specs as follows: valve size: (I) 44.0 (E) 35.0, Brakes 262 front vented, rear 280 solid.

### **Production**

#### **FP**

1. Porsche 914-4, p. 446-447, increase the choke size to 38mm.
2. Nissan/Datsun SPL 311/311-U, p. 444-445, add the 46mm H46 Hitachi/SU to the carb. No. & type column.
3. Austin-Healey Sprite Mk. II, III, IV MG Midget Mk I, II, III, IV & 1500 Healy, p. 438-439, ~~1275 @ 1680~~ 1275 @ 1630.
4. Triumph Spitfire Mk. IV & 1500, p. 448-449, ~~1296 @ 1730~~ 1275 @ 1680.

#### **HP**

1. Renault Alliance 1.4, p. 458-459, Change Alliance to Alliance/Encore. Increase maximum wheel size to 13 x 7. Add to the carb. No. & type column as follows:
2. Renault Alliance/Encore 1.7 (84-87), p. 458-459, add to the carb. No. & type column as follows: “Weber 32 mm drt down draft carb”.
3. Add 100#s to 1488cc Honda powered cars in HP.
4. Honda CRX 1.5 (88-91), p. 456-457, change the intake and exhaust valve size as follows: (I) ~~29.0~~ 29.1 (E) ~~25.0~~ 25.1.

### **American Sedan**

1. Clarify section 9.1.6.D.4.d.7.d. Suspension Mounting Points: Pick-up points on the rear axle housing may be relocated. The removal and / or replacement of the rear suspension torque arm on GM F-body cars and the upper arm on Ford Mustangs is allowed. *Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location.*
2. Clarify section 9.1.6.D.4.b.1: Springs of any origin may be used, provided they are of the same number and type as originally fitted and that they ~~may~~ *must* be installed in the original location. *Coil over springs and shocks are prohibited, unless fitted as original equipment.*
3. Clarify section 9.1.6.D.4.d.5: Bushing material is unrestricted except that *bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). “Air”, foam or other soft materials that render the control arms ineffective, are strictly forbidden.* Control arm to spindle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified control arms must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose that that of retaining the bushing in the desired position.
4. Camaro & Firebird (98-02) Restricted Prep., p. 476, SS/WS6: ~~3580~~ 3530.
5. GTO (04-05) Restricted Prep., p. 479, ~~3630~~ 3530.
6. GTO (2006) Restricted Prep., p. 479, ~~3680~~ 3530.
7. Clarify section 9.1.6.D.1.m: ~~Solid, one-piece steel or stainless steel (no titanium/titanium alloy) intake and/or exhaust valves are permitted.~~ *Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted.* Valve and valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1 & 2.
8. Clarify section 9.1.6.D.5.e: 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 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.

*Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation, and shall not serve any other purpose. Two brackets or tubes, between the front roll cage cross tube, and the firewall may be added. These brackets or tubes must not serve any other purpose and are not considered roll cage attachment points.*

### **Spec Miata**

1. Clarify section 9.1.8.C.4.a.1 by adding the Bilstein part numbers to the existing Mazdaspeed part numbers as follows: Bilstein # B46-1488 front; B46-1489 rear.
2. Allow the 94-95 and 96-97 cars to update to the 4.30:1 rear axle ratio as found in the 99+ cars. Use of the 90-93 differential is not permitted. Effective date of 1-1-10 for both Regional and National events. The change would be required for National events on 6-1-10 and for Regional events on 1-1-11.
3. Mazda MX-5/Miata (94-95), p.505, change the weight as follows ~~2385~~ 2375
4. Mazda MX-5/Miata (96-97), p.505, change the weight as follows ~~2385~~ 2375
5. Clarify section 9.1.8.C.6.d by making the following change: "If spacers are used they shall be no greater than 13mm and equal on all four corners per axle."

### **Sports Racing**

1. In Table 9.1.9.A.2 Table, Line P, Req'd Restrictor, change 36mm SIR to 38mm SIR.

### **Super Touring**

1. Clarify section 9.1.4.2.B.4 by adding the following language: The Mazda 13B and Renesis rotary engines are permitted at 2600 lbs. The 13B may be street ported. The Renesis shall remain unported. The Mazda 12A Street Port is permitted at 2450 lbs. 12A induction: (1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold or (1) Auto-type 2 bbl w/ 38mm choke(s) on a "dual-y" manifold".

### **Touring**

#### **T1**

1. Dodge Viper RT-10/ RT-10 ACR & GT-S / GT-S ACR (96-02), p. 567, change the weight as follows: ~~3560~~ 3460. Add to the notes as follows: "May update to 03-06 Viper brakes."
2. Chevrolet Corvette C6 Coupe (05-09), add the Grand Sport to the spec line. Add the following note to the Wheel Size (inch) column: "(Grand Sport must comply with these wheel specifications.)" Add to the notes as follows: "C6 LS2 may upgrade to the Grand Sport brakes with no weight penalty."

#### **T2**

Ford Mustang Mach 1 (03-04), p. 587, change the weight as follows: ~~3480~~ 3230. Add the following to the notes: "Cobra R brakes are permitted with an additional 25 lbs added."

# COURT OF APPEALS

## JUDGMENT OF THE COURT OF APPEALS

**RANDI SNIDER vs. SOM, COA REF. NO. 09-27-NP  
OCTOBER 8, 2009**

### FACTS IN BRIEF

At the Double Regional races held at Infineon Raceway September 4 – 6, 2009, a Request for Action (RFA) was filed by Assistant Chief Steward-Tech, Larry Albedi, for a violation of GCR 2.1.4. (Reckless or Dangerous Driving) against Randi Snider, driver of SRF #48. The Stewards of the Meeting (SOM) Richard Raymond, Morris Hamm and Mary Lou Robson, Chair, held a hearing and investigated the RFA. The SOM awarded the penalty of a four race weekend probation and added completion of a SCCA Drivers School as a special condition for fulfillment of the Probation penalty. Ms. Snider is appealing their decision.

### DATES OF THE COURT

The Court of Appeals (COA) David Nokes, JoAnne Jensen, Alternate, and Bob Horansky, Chairman, met on September 23 and October 8, 2009, to hear, review, and render a decision on the appeal. Richard Templeton, regular member of the Court, recused himself as he was an official at the event.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Randi Snider, driver of SRF #48, received September 14, 2009.
2. Official Observer's Report and related documents, received September 21, 2009.
3. Verbal testimony from Mary Lou Robson, Chair SOM of the event, received September 23, 2009.
4. Email from Larry Albedi, Tech Steward, received September 22, 2009.
5. Email from Dick Clift, driver of SRF #35, received September 22, 2009.
6. Event Flagging and Communications Log and Notes, received October 6, 2009.

### FINDINGS

During the event, Ms. Snider was involved in the following incidents: Practice on September 4, 2009: "Spin and Continue" at station 6A; Qualifying on same date: "Spin and Continue" at stations 11 and 3A. Race on September 5, 2009: "Spin and Continue" stations 2, 4, 11 and 2 for the second time. An unsafe course reentry was also reported for the first spin at station 2. During the race, Ms. Snider was shown the Closed Black Flag twice during Race 1. During the qualifying session for Race #2 of the weekend, Ms. Snider had a "Spin, off and On" with an unsafe reentry reported from station 10, and was involved in a metal-to-metal contact with SRF #35 at station 4. Mr. Clift, driver of SRF #35, provided testimony to the COA that the minor contact was his fault.

In her Letter of Appeal, Ms. Snider requested that the COA nullify or greatly reduce her penalty for the following reasons. First, most of her spins were caused by rear brakes locking under heavy braking due to improperly adjusted brake bias; that her reentries after going off course were safe; that she obeyed the Closed Black Flags, by backing off the throttle for the remaining laps. Additionally, she stated that Tech Steward Larry Albedi lost his temper with her during their discussion of the incidents in Post-Race Impound, and that the Chief Steward should have handled the RFA, rather than Mr. Albedi.

The COA found that Ms. Snider was involved in numerous incidents where her car was not under proper control in four on-track sessions. Further, the Chief Steward has the authority under GCR 5.1. (Principal Officials) to delegate any of their duties to assistants, such as Tech Stewards. Finally, there is no corroborating evidence of a violation of GCR 2.1.7. (Unsportsmanlike Conduct) by any party in the Impound area.

### DECISION

The Court of Appeals, after review of all of the information presented, upholds the decision of the SOM. The appeal was properly presented and the appeal fee, less the amount retained by SCCA, shall be returned to Ms. Snider.



# COURT OF APPEALS

## JUDGMENT OF THE COURT OF APPEALS

**MARK FROST VS. SOM, COA REF. NO. 09-28-GL**

**OCTOBER 20, 2009**

### FACTS IN BRIEF

At the Double Regional Race held at Mid-Ohio Raceway, September 5-6, 2009, Charles Campbell (SM #98) protested Mark Frost (ITA #75) for several violations of the GCR. One charge, violating GCR 6.2.2.J.1, (Improving Position on Pace Lap), was withdrawn by Mr. Campbell as it was the subject of a Chief Steward's Action (CSA) where Mr. Frost was penalized three finishing positions. The remaining charge for violating GCR 6.8.1. (On Course Driver Conduct) was heard by the Stewards of the Meeting (SOM) John Pfetzing, Fred McAninch, Debbie LaFond, and Ann Burke, Chairperson.

After completing their hearing, the SOM upheld the protest and assessed the penalty of three- race Probation to Mr. Frost. He is appealing that decision.

### DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton and Bob Horansky, Chairman, met on October 8 and 15, 2009, to hear, review, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mark Frost, driver of ITA #75, received by the COA October 8, 2009.
2. Official Observer's Report and related documents, received October 8, 2009.
3. Video's from Mark Frost, received October 13, 2009, and from Dennis Mathias, SM #88, per request of Mr. Campbell, received on October 14, 2009.

### FINDINGS

The SOM conducted a thorough hearing, interviewing several witnesses, plus the two drivers, and viewed the video from Mr. Frost's car. The Mathias video was not available to the SOM at the event.

In his Letter of Appeal, Mr. Frost makes several assertions: that first the protest was vexatious, that Mr. Campbell hit him in the "Keyhole" turn (Station #3), plus comments about his spin on the pace lap, a contact with a car at Station #11 later in the race and that the SOM decision also removed three Great Lakes Division Championship Series points from his record.

The Court of Appeals reviewed the evidence and documents received and agrees with the SOM that the great preponderance of evidence shows that Mr. Frost did not allow sufficient racing room, causing the contact to occur. The CSA for the pace lap incident was not protested by Mr. Frost; therefore it cannot be appealed and is not addressed by the Court in this decision.

### DECISION

The Court of Appeals upholds the SOM decision in its entirety. The COA finds that Mr. Frost's appeal was properly presented and his appeal fee will be returned, less the amount retained by SCCA.

# COURT OF APPEALS

## JUDGMENT OF THE COURT OF APPEALS

**Zack Skolnick vs. SOM COA Ref. No. 09-29-SE**

**November 12, 2009**

### FACTS IN BRIEF

At the Goblins Go Regional Race at VIRginia International Raceway, October 25, 2009, Clyde Kiser, Assistant Chief Steward (ACS), issued a Chief Steward's Request for Action (RFA) against Zack Skolnick for violation of GCR 2.1.3 and 2.1.7 (fraudulent act and unsportsmanlike conduct) for altering the weight of his underweight racecar and attempting to reweigh during impound. Mr. Skolnick was also disqualified from the race by a Chief Steward's Action (CSA) issued by Mr. Kiser for noncompliant weight as reported at post race impound. Mr. Skolnick was not yet aware of this CSA when he attempted to have his car reweighed with altered weight.

The Stewards of the Meeting (SOM) Walter Michael, John Willes, and John Nesbitt, Chairman, held a hearing, interviewed Messers. Alfred Matthews and Jeff Lengel, co-Chiefs of Tech, and Mr. Skolnick, and reviewed the Tech scale log. The SOM found Mr. Skolnick in violation of GCR 2.1.7, and penalized him one month suspension and six-event probation. Zack Skolnick appealed the decision stating that since he had already been disqualified at post race impound, the fact that he left impound, added weight, and returned to impound was irrelevant and should not result in additional penalty. He also stated that he believed he was penalized because he left impound too early.

### DATES OF THE COURT

The Court of Appeals (COA), JoAnne Jensen, Alternate, Dick Templeton, and Bob Horansky, Chairman, met on November 5 and 12, 2009, to hear, review, and render a decision on the appeal. David Nokes recused himself from this action.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Emailed Letter of Appeal from Jon Skolnick dated October 26, 2009.
2. Emailed Letter of Appeal amendment from Zack Skolnick dated November 2, 2009.
3. Official Observer's Report and related documents, received October 28, 2009.
4. Emails from John Nesbitt, dated October 29 and November 2, 2009.
5. Email statement from Clyde Kiser, dated October 29, 2009.
6. Email from Ginny Condrey, Registrar, dated October 30, 2009.

### FINDINGS

Mr. Skolnick's car was properly and repeatedly weighed during post-race impound and found to be underweight by 12 pounds. Mr. Skolnick drove his car from impound to retrieve his vehicle logbook and when he returned, he requested that his car be reweighed. Reweighing was performed resulting in a new, compliant weight. The car was found by Messers. Matthews and Lengel to contain tools and water bottles whose combined weight accounted for the new, higher weight. Mr. Skolnick testified to the SOM that he had placed these items in the car and that he added the weights in an attempt to meet legal weight so that he could retain his finishing position. His witness statement asserted that he had not weighed his car at the track before the race this weekend; however in his Letter of Appeal, his testimony to the SOM, and statements to Mr. Lengel during impound, he claimed to have used the track scales prior to the race and been compliant. The logs of scale activity did not list Mr. Skolnick as having used them during the weekend.

Mr. Skolnick was not penalized for removing his car from impound as his appeal alleges. Mr. Skolnick was penalized for asking to have his car reweighed after altering his car, claiming that the initial weighing performed at impound was incorrect. The COA finds this action a violation of GCR 2.1.7 (unsportsmanlike conduct).

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Skolnick provided no new evidence and his appeal fee will be retained by SCCA.

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD MINUTES** | Oct. 28, 2009

The Solo Events Board met by conference call October 28th. Attending were SEB members Tina Reeves, Dave Feighner, Donnie Barnes, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Lisa Noble 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

- Compliance checks are a recognized part of the Impound procedure. Regardless of the an individual competitor's opinion of the inspection or the outcome of these checks, it remains the competitor's responsibility to present a fully compliant car for competition.

Competitors are advised to recall SR Section 8.0, which states in part: "... it should be remembered that Solo events are sporting events, to be conducted in a sporting spirit; that all events are organized and managed by amateurs who cheerfully give their time and do their best, that the competitor may expect some imperfections of the organizers and of his fellow competitors; and that, to a reasonable extent, these things are part of the chances he takes in entering the competition."

In that spirit, it is expected that all entrants and their guests will conduct themselves in an appropriate manner at all events. Disrespect for event officials and members of the Protest Committee is considered unsportsmanlike conduct and is protestable under SR Section 9.1.

- 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.
- There will be a presentation on sound measurement and enforcement at the 2010 SCCA Convention.
- The SEB is recommending that Appendix I, Sound Measurement Procedures, be made mandatory at all National Solo events in 2010, including the Solo National Championships in Lincoln, with a specified limit of 100 dBA. This will be implemented via an addition to the event Supplemental Regulations.

## SAFETY

- In response to member input, the previously-published (April Fastrack) proposal to revise 2.2.M to require minimum viewing distances of no less than 100 feet has been withdrawn. Per the existing rule, Solo Safety Stewards may require additional distances where deemed appropriate. Course designers are reminded to take special care in laying out, and allowing ample room for, finishes and exit lanes.

## RECOMMENDED TO THE BOD

- Items 2 and 3 in last month's list of SEB recommendations to the BOD are being withdrawn, per the PAC and SEB. This subject will be addressed in a future change proposal
- Per the SAC, the recommended proposal to move the BMW 335i from FS to DS (SEB minutes Item 14) is corrected to read "BMW 335i ('07-'10), 335i xDrive ('07-'10), and 335d ('09-'10)". (ref. 09-416, 09-497). In addition, this was intended as a **2011** proposal and should not be implemented for 2010.
- Per the SAC, Item 13 in the list of SEB recommendations to the BOD should have reflected the following: The Boxster ('97-'04) (986 chassis) (non-S) should be shown as moved from AS to CS. The Boxster S ('00-'04) (986 chassis) will stay in the new BS.
- Per the SPAC, Item 29 in last month's list of SEB recommendations to the BOD should have been of the following form:
- Change the first sentence of 15.9 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.9 as specified herein."
- Change the first sentence of 15.10 to read: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein."
- Per the SPAC, Item 32 in the list of SEB recommendations to the BOD is corrected to read as follows:
- Move the Subaru WRX non-STi ('08-'10) from ESP to BSP onto the same line as the '08-'10 WRX STi and the '09 Impreza GT, new listing to read: "WRX ('08-'10), WRX STi ('08-'10) & Impreza GT ('09-'10)". Also clarify the WRX listing in ESP to read "WRX ('00-'07)

## STOCK

- The following class listing change proposal is published for member comment:
- Move from GS to HS, Dodge/Plymouth Neon 2.0L ('00-'05). (ref. 09-651)

## STREET PREPARED

- The SEB approved the addition of Nate Whipple to the SPAC.
- An additional opening is anticipated on the SPAC for 2010. Interested member should submit their qualifications in writing to the SEB via the National Office.

## PREPARED

- Based on data collected at the 2009 Solo National Championships, the PAC and SEB are seeking feedback on adjustments to the X Prepared weight formula in Appendix A, subsection 9.b (proposed changes shown in italics):

RWD: *1275* lbs + 200 lbs/liter

FWD: *1275* lbs + 150 lbs/liter

AWD: *1275* lbs + 250 lbs/liter

- Cars with engine located behind driver: +20 lbs/liter
- Cars equipped with traction/stability control: +25 lbs/liter
- Cars equipped with active/reactive suspension: +100 lbs
- Cars equipped with ABS: +50 lbs

Explanation: The proposed adjustment would increase minimum weights for all XP cars by 75 lbs. The intent of this adjustment would be to provide a greater percentage of eligible cars with a reasonable opportunity to reach the minimum weights. The proposal also reduces the adjustment for traction control to 25 lbs/liter. Feedback on other Prepared class minimum weights is also welcomed.

## MODIFIED

- The following rule change proposal has been recommended by the MAC and is published here for member comment:
- Add as a new 3<sup>rd</sup> sentence in subsection C.2.m in Appendix A, Modified Class F, as follows: "A reverse gear is not required." (ref. 09-486)
- The MAC is considering the possibility of allowing Legends cars (e.g. per [www.600racing.com](http://www.600racing.com)) to compete in class F Modified. Specifications of these cars are as follows:
  - Wheelbase: 73.00 in (1,854 mm)
  - Overall Width: 60.00 in (1,524 mm)
  - Overall Length: 10 ft 6 in (3,200 mm)
  - Height: 46 in (1,168 mm)
  - Engine: Yamaha 1250cc (sealed)
  - Horsepower: 122 hp (91 kW)
  - Weight: 1,300 lb (590 kg). with driver
  - Tires: 205/60R13 BF Goodrich Tires Comp TA HR4
  - Wheels: Width: 7" / Diameter: 13"
  - Suspension: Coil Over with Bilstein Shocks
  - Frame: Full Tubeframe with Integral Rollcage
  - Harness: FIA approved Five-Point

Membership feedback is requested on this possibility, and on details of additional allowances which might be permitted for these cars. Such allowances might include tires, wheels, engine substitutions, limited-slip differentials, and/or suspension changes. (ref. 09-528)

## KART

- The KAC is investigating the possibility of amending FJA weights with a small increase for all ages, depending in part upon findings within the general karting community. (ref. 09-640)

## NOT RECOMMENDED

- Mod, Nissan Skyline JDM classification (ref. 09-422). *Comment:* The MAC notes that this car does not meet the fundamental eligibility requirements of 18.1, and is concerned about the precedent of making an exception to those requirements without careful consideration of all reasonable alternatives.
- ST, remove E36 from exclusion list (ref. 09-537)
- ST, aftermarket clutches, flywheels (ref. 09-546)

- ST, steering wheel allowances (ref. 09-529)
- ST, Toyo R1R (ref. 09-572)
- ST, catalytic converter locations (ref. 09-540)
- ST, high-flow catalytic converters (ref. 09-588)
- ST, weight-based tire and wheel allowances (ref. 09-559)
- ST, rename classes (ref. 09-616) *Comment:* the STAC plans to propose a reorganization of ST classes which should address class naming issues.
- ST, wider tires (ref. 09-574)
- ST, allow fender flares (ref. 09-492)
- ST, Corvette C4 in STR (ref. 09-654)
- ST, limit RPM (ref. 09-589)
- FJ, additional engines (ref. 09-646). *Comment:* the KAC believes there are enough engines available for the FJ classes.
- FJ, on-board starters (ref. 09-517). *Comment:* the KAC and SEB are investigating possible alternative solutions.

## TECH BULLETINS

1. Stock: Per the SAC the following new listings, effective immediately upon publication, are added (ref. 09-551):
 

Kia Forte & Koup 2.0L	HS
Kia Forte & Koup 2.4L	GS
Kia Optima	HS
2. Stock: The BMW Z4 sDrive 35i is covered by the current listing for the Z4 non-M, which is in the 2009 AS moves to BS for 2010.
3. Street Touring: The previously-published clarification provided by the STAC (October Fastrack, TB #4) is corrected to read as follows: "The '06-'10 BMW E90 M3 is added to the STX exclusion list in Appendix A, but is eligible for STU." (ref. 09-424)
4. Street Touring: Add to the end of the first paragraph of 14.10.J: "All components between the engine and the mounting structure are considered to be part of the motor mount assembly and therefore comprise the motor mount." (ref. 09-588)
5. Street Touring: The Stock class option package conversion rule (13.0, third paragraph) applies in the Street Touring classes. (ref. 09-634)
6. Street Touring: The following new listing, effective immediately upon publication, is added to the new STR class list of eligible models: "Pontiac Fiero (all)"
7. Prepared: Per the PAC the following new listings, effective immediately upon publication, are added:
 

Toyota Yaris	EP
Nissan/Datsun 720 2WD ('80-'86)	EP
8. Prepared: Per the PAC, the following is added to the Prepared Class X section in Appendix A, as a new subsection 7.a (re-lettering the following subsections accordingly): "a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted."
9. Modified: In Appendix A, under Modified Class F subsection E.1 in the second paragraph, the sixth sentence should read as follows: "Any single carburetor (*regardless of the number of venturis*) is permitted." (ref. 09-338)

# ROADRALLY BOARD MINUTES

**RRB BOARD MINUTES** | Oct. 28, 2009

The *RoadRally* Board (RRB) met via conference call on Monday, November 2, 2009.

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

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

The Final October 5, 2009 RRB Minutes were approved. (Beattie)

## Proceedings

### 1. USRRC Town Hall Meeting Minutes topics discussed in La Crosse:

- Year End Championship Trophies – The consensus was for First place to have nice trophies, the rest get nice certificates.
- Combining the Course and Tour Series into one – It was pointed out that the combining of classes happened years ago and that there were still Tour rallies and Course rallies and eventually split again. Someone suggested doing one rally that included a Course, a Tour and a GTA (Chippewa Trail style).
- Combining the RRR's and RFO's – did not discuss
- Regional Programs – did not discuss
- Safety Stewards License Renewals – did not discuss
- USRRC being the premier event of the year – Some want it to remain a Series.  
Concerns: What happens to Lifetime Points, Gervais Award and Best Tour? Attendance versus Sponsorship? Someone suggested sponsors for the GTA program to grow the sport up to Tour and Course.
- GTA Rally in the USRRC – Safety concern having a GTA on a Friday (workday) and has too much traffic and locals. Some do not want it as part of the USRRC. Some do. Indy Region is very active in GTA's.
- 2010 USRRC Announcement – Washington DC Region, tentative for mid-October.

### 2. ITIS, Lead Car eBlast, One Page Instructions Request:

Discussion: All members received Rick Myers eBlast called 'Lead Car' announcement. English and Lanz commented back to Rick Myers on the link to ITIS not working and some spelling errors. Someone needs to work with Rick Myers on future additions and scheduling. Rick Myers wants a 'One Page, how to put on a *RoadRally*', to be an article in the next Lead Car eBlast. The Regional *RoadRally* Handbook on the website was referenced as a starting point for the one page article.

### 3. Consideration of new RRB Members:

Discussion: Kevin Poirier is leaving the RRB after his second term on the RRB. And Rick Beattie is resigning from the RRB as well as resigning as Chairman effective December 31<sup>st</sup>. The board did receive two resumes and after discussion they were approved to be invited on the board. Final approval will come from the BOD at their meeting in December.

### 4. RRB Responsibilities for 2010:

Discussion: 2010 RRB Assignments will be:

Chairman - Wakemen

Secretary - Van Vleet

Rules Committee Chairman - English

Communications/eBlast/Calendar – English

Divisional *RoadRally* Stewards Liaison - Lanz

### 5. Rules Committee Vacancy:

Discussion: J. Toney is resigning from the Rules Committee, effective December 31<sup>st</sup>, 2009. His position needs to be posted for applications.

### 6. Promotion – Manufacturer's Championship, Garmin:

Discussion: Can SCCA Marketing Department help us? A commission enticement to the person who makes the deal with the companies was suggested, for both *RoadRally* and *RallyCross*. The RRB is considering having members and non-board members to work together on a PR committee to develop a SCCA/Manufacturer's sponsor relationship. Lanz to post on the Yahoo *RoadRally* Group for committee volunteers.

### 7. Rule Changes, Rules Committee recommendations, Risk Management recommendations:

Discussion: Rule Change for the Historic Class (Appendix A) – adding a Halda Speed Pilot will be permitted. This needs to go to the December BOD's meeting for approval. A motion was made to allow Halda Speed Pilots. (Lanz/English) Risk Management recommendation was tabled until the December RRB meeting.

Discussion: Rule Change - RFO Chapter 24, Section C6 Average of Non-Max Scores – the Rules Committee does not want to change the wording in the current RFO's.

After much discussion the board agreed to leave it alone for now.

Discussion: Limiting the number of contestants. Rules Committee suggested making no changes because it is already covered in the RFO's.

Discussion: Rules committee recommended deleting reference to non-members paying a higher entry fee, but that a committee may charge an additional late fee of up to \$10. A motion was made to accept the Rules Committee recommendation (Poirier/Wakemen).

#### **8. 2009 Trophies:**

Discussion: Pego Mack reported there are 24 First Place Champions. Only the First Place Winners can purchase a jacket, at their own expense, from SPS per Pego Mack. A motion was made to award the first places winners with trophies and all others will be certificates. (Lanz/English)

#### **9. Photo Contest:**

Discussion: The Photo Contest has eight entries and at least 16 photos. Pego Mack will forward them on to the judges. The Photo Contest winners will be announced at the 2010 Convention.

#### **10. 2009 Regional, Divisional and Robert Ridges Awards:**

Discussion: The RRB received many names for the Ridges Award. A winner was picked and will be announced and presented at the 2010 Convention, along with the Regional and Divisional Awards.

#### **11. 2010 Convention Duties:**

Discussion: Beattie to contact the Las Vegas RE to see if they would be willing to help put on a Subaru/Road Rally event at the Convention. A Rally School at one of the seminars and RoadRally Saturday afternoon was suggested. Sasha agreed to do a "How to Start a Regional RoadRally Program" seminar on Friday. Wakemen will do the RR Jeopardy and Wheel of Fortune. Beattie will take the 2010 STRAP.

#### **Other Old Business**

Discussion: Lanz to send out a survey for Divisional Stewards and ask them for their best practices in their regions. Getting a dialog going would be a good thing and maybe getting some results for the 2010 Convention to present at the Regional RR Program seminar.

#### **New Business - none**

#### **Action items**

Van Vleet: Send Pego USRRC Town Hall Meeting Minutes to post.

#### **Next meeting**

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

The meeting was adjourned at 10:15 pm CST (English/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

## **RALLYCROSS BOARD MINUTES**

**RXB BOARD MINUTES** | Oct. 28, 2009

The RallyCross Board met via conference call Sept. 14. Attending were Bob Ricker, Chairman, Brent Blakley, Tom Nelson, Karl Sealander, Mark Utecht, Pego Mack (National Office), Howard Allen (SCCA Board of Directors Liaison) and John Sheridan (SCCA Board of Directors).

**1. Call to order** 8:07 pm CDT

**2. Additions/corrections to agenda**

Tom Nelson requested that the RXB address forming a Standing Court of Appeals (see New Business, below).

### **3. Minutes from August Meeting**

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

### **4. Committee Reports**

- a. RallyCross Safety Committee (Tom Nelson)

Nothing to report

- b. RallyCross Rules Committee (Mark Utecht)

Mark Utecht reported that only one comment has been received regarding car preparation rules, this being from Mike Byington requesting the tire size rule be stricken from the rules proposal. It was asked why, and after some discussion it was decided that no action be taken because of timeliness of the request, as it's too late to make changes for the 2009 RallyCross National Championship, and that it would set a bad precedent. Tom Nelson suggested getting more information. Mark Utecht will respond to Mike Byington explaining no motion was made and why. Mark Utecht motioned that the RXB present the car preparation rules as written to the BOD. Tom Nelson seconded the motion and the RXB passed the motion unanimously.

### **5. Old Business**

None

### **6. New Business**

Supplemental Regulations proposal from Pego Mack: Pego requested approval on several changes to the Supplemental Regulations for the 2009 RallyCross National Championship. Regarding the proposal of parade laps and changes to the course, the RXB decided the Supplemental Regulations should read: "Drivers will receive one parade lap per course. No parade laps will be given for minor course changes or alterations. Drivers will be verbally notified of course changes at the start line." Also the question of red flagging a competitor with a flat tire was discussed. The RXB decided to remove any mention of flat tires and red flags from the Supplemental Regulations, leaving the decision to the Safety Steward as to whether a run is a DNF or subject to a rerun if a competitor is red flagged for a flat tire.

Standing Court of Appeals: The RXB formed a Standing Courts of Appeals consisting of the following individuals (pending agreement from the proposed individuals): Bob Ricker and Tom Nelson from the RXB, Chad Ones and Hal Denham to be contacted by Tom Nelson, Bill Martin to be contacted by Brent Blakley, and Brent Carlson to be contacted by Mark Utecht. The final Standing Court of Appeals will be posted at the event.

Minimum Tire Pressure: Mark Utecht suggested the RXB draft a regulation requiring a minimum tire pressure at all RallyCross events. This proposal was tabled until a future meeting.

The meeting was adjourned at 9:32 pm CDT.

**Minutes prepared by:** Karl Sealander 9/20/2009



## 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>