

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | April 7, 2008

The Board of Directors, Sports Car Club of America, Inc. met via teleconference April 7, 2008. The following members participated: R. J. Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, Bob Introne, Bob Lybarger, Lisa Noble, John Sheridan, Mike Sauce, K.P. Jones and Jerry Wannarka. Jim Julow, President, Jeff Dahnert, Vice President of Finance, and Terry Ozment, Vice President of Club Racing, also participated.

MOTION: To approve the minutes of the March 3, 2008 meeting. (Lybarger/Dent) PASSED, Unanimous

PRESIDENTS REPORT

Jim reviewed the draft agenda for the May BOD meeting in Topeka. He presented an update on the Runoffs track selection process. He reported that membership has increased slightly.

TREASURERS REPORT

Jeff Dahnert reported that through February 2008 we were slightly behind budget.

OLD BUSINESS

NONE

NEW BUSINESS

A task force consisting of Jones (Chairman) Creighton and Dent, was formed to review the Club Racing Rules making process.

MOTION: To waive the provisions of GCR Section 3.9.1.F to allow Tyler Dahl to change his Region of record, from SOPAC to RMDIV. (Christian/Allen) PASSED Unanimous

MOTION: To offer lifetime memberships to all past and future Hall of Fame inductees. (Sheridan/Noble) PASSED Unanimous

MOTION: To allow Scott Tucker and Ed Zabinski to count two national finishes in ST as finishes in T1 for purposes of qualifying for the 2008 Runoffs. (Creighton/Jones) FAILED Unanimous

MOTION: To approve the following changes to the GCR, effective immediately, as recommended by the Club Racing Board. (Christian/Wannarka)

1. Replace 8.1.4 with:

8.1.4. Rules Interpretation

To obtain a determination on the legality of a vehicle or component without filing a formal protest, a ~~competitor~~ 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 sections 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 Court of 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

CONTENTS

| | |
|-----------------------------|-----------|
| BOARD OF DIRECTORS | 1 |
| Board of Directors Minutes | 1 |
| CLUB RACING | 4 |
| CRB Minutes | 4 |
| Technical Memorandum | 9 |
| Technical Bulletin | 10 |
| Runoffs Supplemental Regs | 14 |
| Runoffs Officials | 19 |
| Runoffs Schedule | 21 |
| COURT OF APPEALS | 22 |
| SOLO | 23 |
| SEB Minutes | 23 |
| Nationals Supplemental Regs | 25 |
| RALLY | 30 |
| RoadRally Board Minutes | 30 |
| RallyCross Board Minutes | NONE |
| QUICK LINKS | 33 |

- Existing track and/or configurations will be reviewed annually by the Executive Stewards using a checklist provided by the National Office.
- New track and/or configurations will be reviewed by a track reviewer selected from a list approved by the SCCA at the expense of the region and/or track. The reviewer will use a checklist provided by the National Office.
- Previously approved/decommissioned track and/or configurations will be addressed on a case by case basis under a. or b. above at the discretion of the National Office.

2. Remove verbiage from the third bullet point of Section 5.4.1 (page 17 of Dec 2007 Operations Manual).

5.4.1. Executive Stewards

Appointment: One per Division, selected by the Area Director(s) for each Division, upon advice from the Chairman of the Steward's Program and final acceptance by the Board of Directors at their November meeting. Term to begin January 1 of the following year.

Duties: Those set forth in the SCCA Club Racing General Competition Rules, and responsible to the Chairman of the Stewards Program as follows:

- o Maintain close liaison with Chairman of the Stewards Program in the supervision, training and licensing of Stewards within his/her Division, and in the implementation of national level programs.
- o Maintain a roster of Senior, National, Divisional, Stewards-In-Training and National Series Chief Stewards in his/her Division.
- o Monitor the condition of each racing facility in the Division ~~and work with the National Office to coordinate track reviews for the Division~~, ensure that current disaster plans are on file at the National Office for each facility that an event is conducted on.
- o Review and pre-approve Supplemental regulations, race schedules, and entry forms for race sanction requests prior to submission to the Club Racing Department.
- o Assign all Stewards and approve other key officials for each National, Regional, Driver's School, or Restricted Event held in the Division in accordance with the GCR.
- o Delegate any or all duties of the Executive Steward to Deputy Executive Steward(s).
- o Serve as advisory resource for Club Racing Board on GCR operational issues.
- o Maintain full responsibility for licensing all Stewards in their Division, except National Series Chief Stewards.
- o Nominate a sufficient number of National Chief Stewards in their Division to be National Series Chief Stewards. Nominations shall be made no later than October 1 of the year prior to effective date, and shall be made to the Chairman of the Stewards Program.

MOTION: To adjourn. (Allen/Wannarka)

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | March 4, 2008

The Club Racing Board met by teleconference on April 1, 2008. Participating were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were and Jim Christian, Jerry Wannarka, BoD Liaisons; RJ Gordy, BoD Guest; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 08-05, the following decisions were made:

PROPOSED RULE CHANGES OR CAR RECLASSIFICATIONS

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. Comments may be e-mailed to crb@scca.com.

GCR

Item 1. Change the first paragraph of item 6 from the March *FasTrack* as follows:

All cars shall be equipped with an accessible sampling port/valve/device located in a fuel line between the fuel tank or fuel cell and the carburetors or fuel injection system *or in an unused carburetor port* to allow safe acquisition of a fuel sample. If possible, the port/valve/device should be located outside the engine compartment. The sampling port/valve/device will be installed and used by the competitor to obtain the sample without fuel leaking, spraying or squirting. Siphoning of fuel directly from the fuel tank or fuel cell or removing a hose or line is not allowed.

Formula/Sports Racer

Item 1. Effective 11/1/08: Change selected portions of section 9.1.1.D.2.e, amended in *Technical Bulletin 08-02*, as follows:

Minimum weight with rings and pin: ~~525~~ 485 grams

Grand Touring

Item 1. Effective 11/1/08: Change section 9.1.2.E.1.a.1 as follows:

~~All cars shall use a single Holley Model 4150 carburetor, restricted to~~ Any modular 4bl carburetor may be used with a maximum of a one and eleven-sixteenths (1-11/16) inch throttle bore and 1-1/2" SAE bolt pattern, unless alternate carburetion and/or dimensions are specified in the GTCS.

Item 2. Effective 11/1/08: Change section 9.1.2.F.4.b.12 as follows:

A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except as follows:

- GT2: ~~where~~ a front splitter may extend up to three (3) inches.
- GT3: a front splitter may extend up to two (2) inches.
- In all classes, the spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted ...

Item 3. Effective 11/1/08: Change section 9.1.2.F.4.b.13 as follows (portions omitted remain unchanged):

A spoiler or a Club Racing specified rear wing for GT2 and GT3 may be fitted to the rear of the car. Note: O.E.M. rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification form.

If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following:

(Existing sections 9.1.2.F.4.b.13.a-d)

If a Club Racing specified wing is used (GT2 and GT3 only), it shall comply with the following:

- E. Specifications: Unmodified single element Liebeck airfoil #1LD104E scaled to a chord length of 10.75 inches.
 - The maximum cross-sectional tolerance of the wing profile is 0.060 inch.
 - In GT2 only, a maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing.
 - The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs.
 - GT2: The maximum width of the entire wing assembly (wing element, endplates, Gurney tab (GT2), and mounting hard-

ware) is 68.00 inches but no wider than the rear body width including fender flares.

- *GT3: The maximum width of the entire wing assembly (wing element, endplates, and mounting hardware) is 64.00 inches but no wider than a total of 2.00 inches beyond the rear body width including fender flares.*

F. Wing mounting:

- *GT2: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.*
- *GT3: The entire wing assembly must be mounted at least 4.00 inches below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.*
- *GT2 and GT3: The trailing edge of the wing assembly must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork measured at vehicle centerline.*
- Two wing mounting posts must be used, with each one located between 8"-20" inboard from end of wing. The exposed portion of the wing mounting posts shall not exceed 85 square inches each. Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in measurement.
- The maximum wing angle from horizontal is 30-degrees.

American Sedan

Item 1. Effective 11/1/08: Change section 9.1.6.D.1.g.1 as follows:

Cam timing, timing chains, ~~gears~~, woodruff keys, dowel pins, and sprockets are unrestricted. Double row chains may be substituted for single row chains. *Timing belts and timing gears are prohibited, unless fitted as original equipment.*

Spec Miata

Item 1. Effective 11/1/08: Change the second paragraph of section 9.1.8.C.7.i as follows:

To improve driver exit through the window area, the driver vent window and ~~vertical~~ vent window supporting *frame* may be removed as a pair. If removed, ducting may be in the passenger side vent window only.

Item 2. Effective 11/1/08: Change section 9.1.8.C.6.d.m as follows:

*The front track shall not exceed 1450mm. The rear track shall not exceed 1465mm for the 90-97 model years and 1475mm for the 99-05. ~~Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound.~~ Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. *If spacers are used they shall be no greater than 13mm and equal on all four corners (i.e., no offset stagger side to side).**

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

None

NEW CAR CLASSIFICATIONS

ITA – Honda Accord EX (94-97)

EP – Dodge Neon ACR (01-02) with Level 2 prep

EP – Mazda MX-5 (06-08) with Level 2 prep

HP – Fiat X-1/9 1500 with Level 2 engine prep and Level 1 suspension prep

HP – Honda Fit (07-08) with Level 2 prep

T2 – Ford Mustang – add the 2008 model year

REFERRED or TABLED

GCR

1. Increase the wall thickness of cars over 2,700 lbs (Myers). Tabled for further research.

2. Allow a multi-piece main hoop (Dietz). Tabled for further research.
3. What were the reasons for the sound changes (Perrault)? Tabled for further discussion with the Executive Stewards.
4. Allow 1.625" x .083" tubing (Febles). Tabled for further discussion.
5. Novice permit changes (Ruse). Tabled for further discussion.
6. Review cage requirements (Stavely). Tabled for further discussion.

Grand Touring

1. GT – Allow alternate suspension type for rear/mid-engine cars prior to MY 1990 (Sanchez). Tabled for further research.
2. GTL – Allow wings and splitters (3 letters). Tabled for further discussion.

Improved Touring

1. ITA – Classify the 02 Neon ACR (Ochoa). Tabled for further research.
2. ITB – Classify the 99-00 Mazda Protégé (Buck). Tabled for further research.

American Sedan

1. Allow alternate Edelbrock heads and intake (Bailey). Tabled for further research.
2. Classify the T1 Steeda Cobra R (Bodle). Tabled for further discussion.

Touring/Showroom Stock

1. SSB – Allow suspension package for the Camaro (3 letters). Tabled to research spring rates and availability.
2. SSB – Allow alternate sway bars and springs for the Mazda6 (Franco-Trujillo). Tabled for receipt of sway bar parts.
3. SSB – Allow the Spec Miata kit for the 99-05 Miata (Mead). Tabled for further research.
4. SSB – Allow the suspension kit for the Mustang (Gittings). Tabled for receipt of parts.

Spec Miata

1. Allow 94-97 cars 4.3:1 gear ratio and add 25 lbs (Henry). Tabled for further discussion.
2. Allow two clamps on the sway bars (Henry). Tabled for further discussion.

NOT RECOMMENDED

GCR

Require track safety lights (O'Donovan). The requirements differ among the tracks, and the use of lights is already allowed as needed (GCR 6.11.3).

Formula/Sports Racing

FB – Require a safety shield between the engine and driver (Smith). Experience in other motorcycle-engine classes indicates there is no need for such shields.

Grand Touring

1. GT – Allow hood bulge where needed and remove spec line allowances (Patten). The rules are adequate as written.
2. GT1 – Allow the 13B Mazda a turbo (Jung). Forced induction is not allowed.
3. GT1 – Allow alternate wing mount and height with weight reduction (Jung). The rules are adequate as written.
4. GT1 – Allow a weight break for 12" rotors (Jung). The rules are adequate as written.
5. GT1 – Allow two additional hood louvers (Jung). The rules are adequate as written.
6. GT1 – Reduce the weight of the RX-7 13B to 1,720 lbs (Jung). The weight is appropriate.
7. GTL – Add the Honda D15 and D16 blocks (Maloney). We will not consider building mixed architecture engines, such as 3-valve 1600 cc.
8. GTL – Classify the 1.8 L VW SOHC in the Dodge 024 (Coffin). Engines are only classified with bodywork from the same manufacturer or corporation.

Improved Touring

1. IT – Rescind the removal of “for purpose of obtaining any competitive edge” (Ellis-Brown). The rule is adequate as written.
2. ITB – Reclassify the Pinto to ITC (Laird). Your request is centered around your desire to change run groups, not with a specific problem in classification of your car. Please contact your local race committees with your issues, as it is outside the scope of the CRB.

Production

1. FP – Rescind the Lotus Seven adjustments (Strittmater). We wish to monitor the performance of the car.
2. FP – Reclassify the Nissan NX 2 K to FP (Pearson). We have made changes to the EP class and wish to monitor the results.

American Sedan

1. Allow alternate transmission gears (Sarvis). The current rules are adequate as written.
2. Allow gear drives (Weaver). This is inconsistent with class philosophy.
3. Allow manual brake system with modified pedal mounting (Miller). This is inconsistent with class philosophy.
4. Add rev limiters to AS engines (James). This is inconsistent with class philosophy.
5. Suggested Mustang weights (Himes). The weights are appropriate as listed.
6. Allow 17” wheels (Walther). This is inconsistent with class philosophy.
7. Allow alternate material windshields (Werth). This is inconsistent with class philosophy.

Touring/Showroom Stock

1. T – Allow an accusump for all cars (Hahn). We will consider the parts on an as-requested basis.
2. T1 – Allow an alternate ABS electronic brake controller (Barrick). We would like further information.
3. T2 – Allow an alternate radiator for Mitsubishi Lancer Evo (Moses). We will consider this when the parts are received.
4. T2 – Add the 08 350Z Nismo to the current spec line (St. Clair). The car is too dissimilar to the currently classified model.
5. T3 – Allow the Cobalt a 245 tire (Childs). The Cobalt is competitive as classified.
6. T/SS – Classify the diesel VW (Mathes). We will consider this upon receipt of the VTS.
7. T/SS – Require drivers to compete at the Runoffs in the car they qualified in (Hahn). The rules are adequate as written.
8. SSB – Allow the suspension package for the Z4 (Dryden). We have made adjustments to the class and wish to monitor the results.
9. SSB – Change the Z4 restrictor to 56 mm (Dryden/Tippens). We have made adjustments to the class and wish to monitor the results.
10. SSB – Allow a limited slip differential and the BMW sports package (Tippens). We have made adjustment to the class and wish to monitor the results.

Spec Miata

1. Allow the standard rebuild procedures (Drago). The rules are adequate as written.
2. Allow superseded parts (Disque). The rule is adequate as written and addressed by the OEM/OEM equivalent rule.
3. Give the 94-95 and 96-97 cars the same restrictors (Henry). The specifications are appropriate.

Previously Addressed

Addressed in Technical Bulletin 08-04 or the April 2008 FasTrack:

GT3 – Fix BMW discrepancies (Valdez).

Addressed in Technical Bulletin 08-03 or the March 2008 FasTrack:

SSB – Help the Mini Cooper S (Cullen).

Addressed in Technical Bulletin 08-02 or the February 2008 FasTrack:

T2 – Allow the SRT-4 a larger tire (Childs).

Addressed in Technical Bulletin 08-01 or the January 2008 FasTrack:

AS – Change the weight of the Mustang to 3,280 lbs (Melley).

No Action Required

GCR

1. Runoffs input (3 letters). Thank you for your input.
2. Fuel input (4 letters). Thank you for your input.
3. Support for new fuel table (8 letters). Thank you for your input.
4. Opposition to new fuel table (3 letters). Thank you for your input.
5. Opposition to “close up” language (Hobbs). Thank you for your input.
6. Rules interpretation request input (Allen). Thank you for your input.

Formula/Sports Racer

1. FC – Support for FC changes (Andersen/Cohn). Thank you for your input.
2. FC – Opposition to FC changes (108 letters). Thank you for your input.
3. FC – Thank you (8 letters). Thank you for your input.
4. FS – Support for Formula First (47 letters). Thank you for your input.
5. FS – Opposition to Formula First (13 letters). Thank you for your input.
6. FV – Opposition to adjustable cam gears (Craft). Thank you for your input.
7. FV – Continued rules adjustment input (Galuardi). Thank you for your input.
8. FV – Support for track measurement cleanup (17 letters). Thank you for your input.
9. FV – Opposition to track measurement cleanup (3 letters). Thank you for your input.
10. FV – Emulsion tube input (4 letters). Thank you for your input.
11. FV – Opposition to removal of droop horns (Maloney). Thank you for your input.

Grand Touring

1. GT1 – Clarify the LS1 engine allowance (Sloma). The stock manifold is the only restriction.
2. GT1 – Reconsider the changes to the ACP bodywork (Canney). Thank you for your input.
3. GTL – Performance data (Dentici). Thank you for your input.
4. GTL – Adjustment consistency input (Patten). Thank you for your input.

American Sedan

1. Allow alternate GM heads, and remove Ford weight increase (Kopp/Schepergerdes). We are continuing our research of alternate heads
2. Opposition to engine rule changes (7 letters). Thank you for your input.
3. The proposed changes are confusing (Post). Thank you for your input.
4. Support for GTO in AS (Brannon). Thank you for your input.
5. Opposition to engine and steering column changes (Warning). Thank you for your input.
6. Support for T2 cars in AS (Kesselman). Thank you for your input.
7. Opposition to T2 cars in AS (James). Thank you for your input.
8. T2 cars input (Bailey/Brannon). Thank you for your input.

9. Upset with direction of AS (Varat). Thank you for your input.

Touring/Showroom Stock

1. T2 – Opposition to EVO springs (Peters). Thank you for your input.
2. SSB – Thank you for helping the Mini (Davis). Thank you for your input.

Spec Miata

1. Clarify the legality of alternate tie rods (Disque). OEM tie rods are allowed.
2. Support for spec track (7 letters). Thank you for your input.
3. Opposition to spec track (Clements). Thank you for your input.
4. The spacer issue needs more research (Zandbergen). Thank you for your input.
5. Spacer input (3 letters). Thank you for your input.
6. Spec tire input (4 letters). Thank you for your input.

Resumes

AS – Jon Davies – Thank you for your resume. We will keep it on file.

AS – Jerry Hartman – Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL MEMORANDUM

DATE: April 20, 2008

FROM: Club Racing Technical Services Department

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Spec Miata Compliance Program Update

Following BOD approval for the program in December, the Spec Miata Compliance Program is now in full swing. The team has made its first compliance visit to San Francisco Region for their Double National and plans to travel to an additional 9 -14 events in 2008 based on input from the SM community, Executive Stewards, and the participation levels during the remainder of the season.

The list of desired measurement tools has been created and are in the process of being purchased; starting with an additional whistler, used for measuring compression ratio, which is currently on loan to an SCCA region for its event.

Plans are coming together for the first SM tech inspector training seminar, to be held in Topeka, Kan., in July. This seminar will focus on training at least one tech inspector from each division on the ins and outs of the cars, tools available, and general impound and inspection procedures. Following this on-site seminar, the training materials will be distributed to region tech personnel throughout the country.

This is shaping up to be a great season and with our team traveling to Regional and National events across the country we look forward to meeting you.

CLUB RACING TECHNICAL BULLETIN

DATE: April 1, 2008

NUMBER: TB 08-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/08 unless otherwise noted.

GCR

1. Appendix B – Glossary, change the definition of cooling system, p. 114, to read as follows: Cooling System – those components directly associated with the cooling of an engine, including any hoses, fans, pumps, radiators, internal engine passages, galleries, coolant retention components and coolant entry and exit points, etc.
2. Appendix B – Glossary, add a definition for a lubrication system to read as follows: Lubrication System – those components directly associated with the lubrication of an engine, including hoses, pumps, heat exchangers, internal engine passages, galleries, lubricant retention components and lubricant entry and exit points, etc.

Formula

FA

1. Section 9.1.1.A.2.b, FA engine table, p. 178, line I, correct the specs to read as follows: Notes: any BD series iron or alloy cylinder block and alternate crankshaft permitted with a max. displacement of 1615cc.
2. Section 9.1.1.A.2.b, FA engine table, p. 179, line V, correct the specs to read as follows: Notes: Alternate crankshaft permitted.

FC

1. Change section 9.1.1.B.3.ee, p. 197, to read as follows: Only modifications or additions specifically covered by these regulations are permitted. All engine components not covered by these regulations shall remain completely standard and unmodified. When a system is specified to be “unrestricted” (e.g. paragraphs r and t), the restrictions of this paragraph do not apply.

Grand Touring

GT1

1. Clarify section 9.1.2.D.8.k.2.F, amended in TB 08-03, by adding the following before the last sentence: Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in measurement.
2. Section 9.1.2.E.1.c, p. 265, Corvette C6 (bodywork only) (05-), change the notes to read as follows: ** Bodywork from ACP only, 2" front splitter allowed. Effective 4/1/08 the front undertray and diffuser included in the ACP kit shall be replaced with an undertray compliant with the GT1 rules. The ACP front diffuser may be used until this date with a 50 lb. weight penalty. Effective 6/1/08 the rear fascia and diffuser included in the ACP kit must be replaced with bodywork compliant with the GT1 rules. The ACP rear fascia and diffuser may be used until this date with a 50 lb. weight penalty. Front and rear diffuser included in ACP kit shall not be utilized undertray must comply with GT1 rules.
3. Section 9.1.2.E.1.c, p. 264, add the Ford Fusion bodywork w/ 106" wheelbase.

GT2

1. Clarify section 9.1.2.F.4.b.13.F, amended in TB 08-03, by adding the following before the last sentence: Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in measurement.
2. Engines – FORD, p. 284, correct the 1993cc engine specs as follows: Engine Type: SOHC.
3. Engines – FORD, p. 284, correct the specs by deleting the 1997cc spec line in its entirety.
4. Engines – FORD, p. 284, correct the specs by deleting the 2980cc spec line in its entirety.
5. Engines – NISSAN, p. 289, change the specs for the 2960cc engine to read as follows: Weight(lbs): 2230 w/ 37mm SIR.

GT3

1. Engines – ACURA, p. 296, change the K20A series engine specs to read as follows: Fuel Induction: Unrestricted.
2. Engines – AUDI, p. 299, change the 1984cc DOHC engine specs to read as follows: Fuel Induction: Unrestricted.
3. Engines – HONDA, p. 301, change the EW series engine specs to read as follows: Fuel Induction: Unrestricted.
4. Engines – HONDA, p. 301, change the K20A series engines specs to read as follows: Fuel Induction: Unrestricted.
5. Engines – MAZDA, p. 302, change the MZR 1999cc engine specs to read as follows: Fuel Induction: Unrestricted.
6. Engines – NISSAN, p. 307, change the SR20DE/VE series engine specs to read as follows: Fuel Induction: Unrestricted.
7. Engines – SAAB, p. 308, change the 1985cc DOHC engine specs to read as follows: Fuel Induction: Unrestricted.
8. Engines – TOYOTA, classified in TB 08-03, change the 7AFE series engine specs to read as follows: Fuel Induction: Unrestricted.
9. Engines – VOLKSWAGEN, p. 310, change the 1984cc DOHC engine specs to read as follows: Fuel Induction: Unrestricted.

The following GT3 changes are effective 6/1/08. Effective 11/1/08 the following engines will be required to run a 31mm SIR at the lighter weight.

1. Engines – ACURA, p. 296, **Effective 6/1/08**, change the K24 engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
2. Engines – BMW, p. 298, **Effective 6/1/08**, change the 2302cc engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.

3. Engines – FORD, p. 301, **Effective 6/1/08**, change the 2189cc engine specs to read as follows: Weight(lbs): 2180 or 2080 w/ 31mm SIR.
4. Engines – FORD, p. 301, **Effective 6/1/08**, change the Duratech engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
5. Engines – HONDA, p. 301, **Effective 6/1/08**, change the K24 engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
6. Engines – MAZDA, p. 302, **Effective 6/1/08**, change the 2189cc engine specs to read as follows: Weight(lbs): 2180 or 2080 w/ 31mm SIR.
7. Engines – MAZDA, p. 302, **Effective 6/1/08**, change the MZR (2260cc) engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
8. Engines – NISSAN, p. 305, **Effective 6/1/08**, change the KA24E engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
9. Engines – NISSAN, p. 305, **Effective 6/1/08**, change the KA24DE engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
10. Engines – PORSCHE, p. 307, **Effective 6/1/08**, change the 2478cc engine specs to read as follows: Notes: Alt. 4 valve head #944 104 013 03 w/ 31mm SIR @ 2215 lbs or 33mm SIR @ 2315 lbs.
11. Engines – TOYOTA, p. 309, **Effective 6/1/08**, change the 2AZ engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
12. Engines – TOYOTA, p. 309, **Effective 6/1/08**, change the 2438cc engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.

GTL

1. Classify the BLMI 1147cc engine in GTL.
Add new spec line to GTCS, p. 314, Engines – BLMI, Engine Type: OHV, Bore x Stroke(mm): 69.34 x 76.2, Displ.(cc): 1147, Head Type: Iron, Non-crossflow, Valves / Cyl.: 2, Fuel Induction: Unrestricted, Weight(lbs): 1580.
2. Classify the Fiat 1300 engine w/ 1500 block in GTL.
Add new spec line to GTCS, p. 316, Engines – FIAT, Engine Type: SOHC, Bore x Stroke(mm): 86.0 x 55.5, Displ.(cc): 1290, Head Type: Alum, Non-crossflow, Valves / Cyl.: 2, Fuel Induction: Unrestricted, Weight(lbs): 1670.
3. Cars – LOTUS, p. 319, change the Elan S2, S4 (Rdstr, Cpe, Drophead) specs to read as follows: Notes: Windshield may be removed and a low front hoop roll cage may be fitted. ~~Weight 1600 lbs.~~
4. Classify the Nissan QG18DE engine in GTL.
Add new spec line to GTCS, p. 321, Engines – NISSAN, Engine Family: QG18DE, Engine Type: DOHC, Bore x Stroke(mm): 80.0 x 88.0, Displ.(cc): 1769, Head Type: Alum, Crossflow, Valves / Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 2050.
5. Classify the Nissan CA18 engine in GTL.
Add new spec line to GTCS, p. 321, Engines – NISSAN, Engine Family: CA18, Engine Type: SOHC, Bore x Stroke(mm): 83.0 x 83.6, Displ.(cc): 1809, Head Type: Alum Crossflow, Valves / Cyl.: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1920.
6. Classify the Nissan CA18DE engine in GTL.
Add new spec line to GTCS, p. 321, Engines – NISSAN, Engine Family: CA18DE, Engine Type: DOHC, Bore x Stroke(mm): 83.0 x 83.6, Displ.(cc): 1809, Head Type: Alum Crossflow, Valves / Cyl.: 2, Fuel Induction: 24mm SIR, Weight(lbs): 2050.

Improved Touring

1. Section 9.1.3.D.5.b.1, p. 335, in order to clarify that stock remote reservoir shocks may be retained, change the section to read as follows: Shock absorbers may be replaced provided *that replacements (a) attach to the original mounting points, and (b) are of a non-remote-reservoir design.* ~~they attach to the original mounting points.~~ The number and type (e.g., tube, lever, etc.) of shock absorbers shall be the same as stock. The interchange of gas and hydraulic shock absorbers is permitted. ~~Remote reservoir shock absorbers are prohibited.~~ External adjustments of shock control shall be limited to two (2). No shock absorber may be capable of adjustment while the car is in motion.

ITS

1. Mercedes-Benz 190 E 2.6L 12V (87-93), p. 347, change the specs to read as follows: Weight(lbs): 2695.

ITA

1. Classify the 94-97 Honda Accord EX in ITA.
Add new spec line to ITCS, p. 353, Honda Accord EX (94-97), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm) / Displ.(cc): 85.1 x 91.0 / 2157, Valves IN & EX(mm): (I)34.0 (E)29.0, Comp. Ratio: 8.8, Wheelbase(in): 106.9, Wheel Dia.(inch): 15, Gear Ratios: 3.29, 1.81, 1.19, 0.93, 0.69, Brakes Std.(mm): (F)259 Vented Disc (R)228 Solid Disc, Weight(lbs): 2735.

ITB

1. Porsche 924 & Sebring (77-82), p. 365, change the specs to read as follows: Weight(lbs): 2495.

Production

1. Correct section 9.1.5.E.1.b.1, p. 394, by adding to the section as follows: *Carburetor jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed.*
2. Clarify section 9.1.5.E.1.g.3, p. 397, by adding the following to the end of the section: *Crankshaft main bearing cap girdles are unrestricted. Crankshaft main bearing caps can be more than one piece.*
3. Clarify section 9.1.5.E.2.g.3, p. 403, by adding the following to the end of the section: *Crankshaft main bearing cap girdles are unrestricted. Crankshaft main bearing caps can be more than one piece.*

EP

1. Classify the 01-02 Dodge Neon ACR in EP with Level 2 prep.
Add new spec line to PCS-B, p. 418-419, Dodge Neon ACR (01-02), Prep. Level: 2, Weight(lbs): 2000 *2050 **2100, Engine

Type: 4 Cyl SOHC, Bore x Stroke(mm): 87.5 x 83.0, Displ.(cc): 1995, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)33.3 (E)28.7, Carb. No. & Type: Fuel Injection, Wheelbase(mm): 2667, Track(F/R)(in): 62.3 / 62.4, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)257 Vented Disc (R)270 Solid Disc, Notes: Comp Ratio limited to 12.0:1, Valve lift limited to .500".

2. Classify the 06-08 Mazda MX-5 in EP with Level 2 prep.

Add new spec line to PCS-B, p. 424-425, Mazda MX-5 (06-08), Prep. Level: 2, Weight(lbs): 2450 *2511 **2573, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 87.38 x 83.06, Displ.(cc): 1999, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)35.1 (E)30.0, Carb. No. & Type: Fuel Injection, Wheelbase(mm): 2329, Track(F/R)(in): 63.0 / 63.2, Wheels(max): 16 x 7, Trans. Speeds: 5 or 6, Brakes Std.(mm): (F)289.6 Vented Disc (R)279.4 Solid Disc, Notes: Comp. Ratio limited to 12.0:1, Valve Lift limited to .500".

3. Porsche 914-4, p. 426-427, change the specs to read as follows: Weight(lbs): 1820.

FP

1. Opel GT, p. 440-441, change the specs to read as follows: Weight(lbs): 1900, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) auto type side draft w/ 36mm choke(s) on I.R. manifold, or fuel injection.
2. Opel Manta (71-75), P. 440-441, change the specs to read as follows: Weight(lbs): 1900, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) auto type side draft w/ 36mm choke(s) on I.R. manifold, or fuel injection.

HP

1. Classify the Fiat X-1/9 1500 in HP with Level 2 engine prep and Level 1 suspension prep.
Add new spec line to PCS-B, p. 456-457, Fiat X-1/9 1500, Prep. Level: 1/2 See Notes, Weight(lbs): 2070, Engine Type: 4 Cyl SOHC, Bore x Stroke(in): 3.40 x 2.52, Displ.(cc): 1498, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(in): (I)1.43 (E)1.31, Carb. No. & Type: (1) 40 DCNF w/ 32mm choke(s), (1) 32 DTMR or 32 DATRA, or fuel injection, Wheelbase(in): 86.7, Track(F/R)(in): 56.3 / 56.6, Wheels(max): 13 x 6, Trans. Speeds: 5, Brakes Std.(mm): (F&R)227 Disc, Notes: Comp. Ratio limited to 11.0:1, Valve Lift limited to .450:. Drive train Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Fuel cell may be located in front trunk.
2. Classify the 07-08 Honda Fit in HP with Level 2 prep.
Add new spec line to PCS-B, p. 458-459, Honda Fit (07-08), Prep Level: 2, Weight(lbs): 1900 *1948 **1995, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 73.0 x 89.4, Displ.(cc): 1497, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)27.65 (E)23.15, Wheelbase(in): 96.5, Track(F/R)(in): 61.5 / 61.3, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)261.6 Vented Disc (R)200.7 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve Lift limited to .390".

Showroom Stock

SSB

1. Acura RSX Type-S (02-04), p. 490, add to the specs as follows: Notes: Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003, permitted.
2. Acura RSX Type-S (05-06), p. 490, add to the specs as follows: Notes: Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003, permitted.
3. Chevrolet Camaro V-6 (96-02), p. 491, add to the specs as follows: Notes: Z-28 front sway bar – 30mm allowed.
4. Mazda6 s, p. 492, add to the specs as follows: Wheel Size(in) / Mat'l: 18 x 7 Alum, Tire Size(stock): 215/45.
5. Mini Cooper S (02-04), p. 492, add to the specs as follows: Notes: Factory limited slip from 05-06 Cooper S permitted.
6. Pontiac Firebird V-6 (96-02), p. 492, add to the specs as follows: Notes: Z-28 front sway bar – 30mm allowed.

Spec Miata

1. Section 9.1.8.C.1.i, p. 503, the camshaft specs for the Spec Miata class have been updated. The updated specs, labeled revision #2 are required effective 5/1/08.
2. Correct the last paragraph of section 9.1.8.C.4.b, amended in TB 08-03, to read as follows: *A metal or delrin plastic spacer as shown below may be added between the Mazda bump stop...*

Sports Racing

CSR

1. Section 9.1.9.A.2.a. CSR Engine Table, p. 519, change line E. 4 cycle Motorcycle-based engines (1400cc) to read as follows: Max Displ.(cc): 1450.

S2000

1. Change section 9.1.9.B.5.ee, p. 531, to read as follows: Only modifications or additions specifically covered by these regulations are permitted. All engine components not covered by these regulations shall remain completely standard and unmodified. *When a system is specified to be "unrestricted" (e.g. paragraphs r and t), the restrictions of this paragraph do not apply.*

Touring

T1

1. Ferrari 360 Modena & Challenge (00-02), p. 576, correct the Notes by deleting the second sentence as follows: ~~Rollage shall meet current T1 class specs.~~

Note: This is addressed in GCR section 9.4.G.8.

T2

1. Chevrolet Cobalt SS (2008), classified in TB 08-01, add to the specs as follows: Weight(lbs): 3050, Notes: 39mm Turbo Inlet Restrictor required.
2. Chevrolet HHR SS (2008), classified in TB 08-01, add to the specs as follows: Weight(lbs): 3050, Notes: 39mm Turbo Inlet Restrictor required.

- T3**
3. Ford Mustang Coupe GT & Shelby GT (05-07), p. 580, add the 08 model year.
 1. Honda S2000 (00-07), p. 583, correct the specs to read as follows: Gear Ratios: 3.13, 2.05, 1.48, 1.16, 0.97, 0.81, or 3.13, 2.05, 1.48, 1.16, 0.94, 0.76.
 2. Mazda Mazdaspeed Miata (04-05), p. 584, add to the specs as follows: Notes: Canton Accusump #24-026, Flex-a-lite install sandwich #3965, and related hoses, valve, and bracket allowed.



SUPPLEMENTARY REGULATIONS

Held under the 2008 General Competition Rules
#IDC-08-S

Online Registration at www.scca.com

- | | |
|-------------------------------|-------------------------------------|
| 1. Entries | 9. Pre-race Tech Inspection |
| 2. Driver Eligibility | 10. Impound & Post Race Inspection |
| 3. Tow Fund | 11. Decals/Patches |
| 4. Registration & Credentials | 12. Penalties/Protest/Appeals |
| 5. On-track Sessions | 13. Race Results |
| 6. Grid | 14. Rules of Operation/Pits/Paddock |
| 7. Start/Finish | 15. General Info |
| 8. Timing & Scoring | 16. Race/Driver Info. |

- 1. Entries:** All drivers shall be current Sports Car Club of America (SCCA) members in good standing, hold a current National Competition License and meet all criteria as listed under section 1 and section 2.
- 1.1. Driver Eligibility:** Drivers may enter as many classes as they wish and drive any car eligible for that class, provided they meet all driver eligibility requirements for each class entered.
- 1.2. One Vehicle, Multiple Classes:** A driver may enter one vehicle in more than one class at this event. The driver shall have qualified for each class entered per these supplemental regulations and the vehicle shall be capable of meeting all requirements and specifications for those classes. Separate entry forms and fees are required for each class entered.
- 1.3. Car Numbers:** 2007 Runoffs® participants will be given the opportunity to choose their 2007 car number in the same class in 2008. These competitors will have until 9:00 am, July 22nd, CDT to register thereby securing their 2007 number. All 2007 numbers not registered to a 2008 participant will be released and available to anyone. 2007 defending National Champions desiring # 1 should contact the SCCA Club Racing office for Number Assignment (see number 8.1 in the Supplemental Regulations).
- 1.4. Registration:** Online registration will be available at www.scca.com. Paper entry forms and fees (under same cover) shall be faxed to 785-232-7214 or mailed to:
- SCCA
Attention: Club Racing
P.O. Box 1833
Topeka, KS 66619
- All fields of the entry form shall be completed to be valid. The driver bio is optional. The entry fee shall accompany the entry form (see section 1.6).
- 1.5. Early Entry:** Paper or Online entries will not be accepted before 9:00 a.m., July 8th, 2008, CDT. Entries received prior to July 8 will be returned. Volunteer Registration will begin at 9:00 a.m. June 10th, 2008 CDT.
- 1.6. Entry Fee:** Online Early Bird entry fee is \$350 payable with Visa or Mastercard. Paper entry Early Bird entry fee is \$360 (US Funds) payable to SCCA, Inc. The paper entry fee includes a \$10 special handling fee. After midnight (CDT), Friday, September 5, 2008 (online, postmarked or dated by an express delivery service) the entry fee is \$550 for online or \$560 for paper entries.
- Note: An additional \$25 fee will be charged for checks returned for insufficient funds.
- 1.7. Cancellation and Refunds:** The cancellation deadline for a full refund is midnight (CDT) **Monday, September 15, 2008**. Driver/entrant may cancel by the following methods:
Fax: (785) 232-7214 U.S. mail (see section 1.4) E-mail: runoffs@scca.com
- Cancellations received between **Sept. 16 & Oct. 5 will be refunded the entry fee less \$175**. If your entry is not accepted for the Runoffs, you will automatically receive a full refund.
- 1.8. Entry Acceptance:** SCCA will not accept entries from drivers who do not meet the requirements of GCR Section 3.9.2.A. or 3.9.2.B. and the guidelines as set forth in these supplemental regulations.
- 1.9. Schedule Modification:** SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that does not have at least 30 entries by the Sept. 5th deadline may be combined with another class or classes for all sessions, including races.
- 2. Driver Eligibility:** Entries will be accepted for this 2008 Interdivisional Championship Event from those drivers who meet the following for each class entered:
- 2.1.** Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record and have been classified as a finisher in at least three (see GCR 3.9.2.A./B./C./D. GCR 6.7.2 and GCR 6.7.3).
- 2.2.** Shall have finished in the top ten (10) in their class in their division's 2008 National points standings.
- 2.3.** Shall have accumulated at least four (4) National Championship points in 2008.
- 2.4. Defending National Champions:** See section 3.9.2.B on page 20 in the 2008 GCR for requirements.
- 2.5.** If you are not sure you have sufficient points to qualify, send an entry anyway. If the entry is denied, your entry fee will be refunded in full. Drivers who believe their points accumulation totals for Divisional Championship standings and National Championship Runoffs invitations are in error, shall contact their Divisional Pointskeeper, before the entry deadline, for resolution. Only if satisfaction cannot be achieved at the Divisional level should a driver/entrant contact the National office for review of the matter.
- 2.6. Ties:** In the event of a tie for tenth place, the first consideration for breaking the tie will be the above Driver Eligibility, followed by GCR 3.9.1.C.
- 3. Travel/Tow Fund:** A Tow Fund will be collected and maintained by the SCCA during the 2008 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs.
- 3.1 Fund Determination:** A driver's payment will be determined by the following: Straight line mileage from the driver's permanent residence to Heartland Park Topeka (HPT). The address will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received before the receipt of the entry. Note: False representation of permanent residence may result in penalties as provided in GCR section 7.2.
- 3.2 Distribution of Tow Fund:** Tow fund will be paid to drivers who meet the following criteria: Top three (3) drivers with the highest points total in each class from each Division that attend the event (no tow money will be paid to drivers living closer than 200 miles) and the maximum mileage to be paid will be 2,100 miles. Shall enter on time and entry be accepted

to participate in the Runoffs. Shall complete registration, Tech inspection and be on-track at least once during the week. Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2.H). In the event there is an unbreakable tie within a class and Division (see GCR 3.9.1.C.) affecting Tow Fund payout, both parties will receive payment.

3.3. Mailing of Funds: The National office will make every effort to make Tow Fund checks available after race results are official. Please see Driver Information for check availability. If checks are not available at the track Tow Fund checks will be mailed as soon as possible after the event. The name and address on the check will match that of the W-9 form each driver completed during registration prior to receiving check. A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 shall be completed using the Tax ID company name; the tow fund check will be issued to that named company. Federal Tax ID and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in tow fund.

3.4. Tow Fund Claim Deadline: All inquires regarding tow fund shall be made by December 15, 2008. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by December 15, 2008. No claims made after this date will be considered.

4. Registration and Credentials: All times are Central Time Zone.

4.1. Registration Hours

| | | |
|-----------|----------|------------------------|
| Thurs | Oct. 2 | 9:00 a.m. - 6:00 p.m. |
| Fri-Sun | Oct. 3-5 | 7:00 a.m. - 6:00 p.m. |
| Mon-Thurs | Oct. 6-9 | 7:00 a.m. - 5:00 p.m. |
| Fri | Oct 10 | 7:00 a.m. - 5:00 p.m. |
| Sat | Oct. 11 | 7:00 a.m. - 4:00 p.m. |
| Sun | Oct 12 | 7:00 a.m. - 12:00 p.m. |

4.2. Entry into Heartland Park Topeka: Drivers/entrants, crew and volunteers **without** transport vehicles or RVs may enter Heartland Park Topeka after registration hours by showing a current SCCA membership card and signing the HPT waiver. Participants shall report to Registration the following day to sign in and receive event credentials. HPT will supply SCCA with a list of people entering after hours each day. No race, transport vehicles or RVs will be allowed to enter after Registration closes for the day.

4.3. Hot-Pit Access: All crew members who need to be in hot-pit areas shall be listed as crew on the driver's entry form. SCCA shall provide a maximum of four passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile.

4.4 Only the driver or entrant may add/change free or overcrew names. The addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited. **WEEKEND SCCA MEMBERSHIPS ARE NOT VALID FOR USE DURING THE RUNOFFS.** Additional passes can be purchased from Heartland Park Topeka for \$40 each.

4.5. Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 7.2 Penalties.

4.6. Commemorative photos IDs will be available at the track for \$5.00 each.

5. On-track Sessions

5.1 Qualifying Sessions: During the first qualifying sessions Monday, Oct. 6th and Tuesday, Oct. 7th, a *white flag* will be shown on the first lap for each group at each staffed corner station as information for drivers regarding corner station location per GCR 6.11.2. E. Grid positions for the first qualifying session for each class will be by random number draw. The draw will be done on Sunday, October 5th and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session. This process is **NON-PROTESTABLE**. All cars not on the grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of the field.

5.2. Eligibility for a Race Start: To be eligible to start the race, all cars shall qualify within 120 percent of the average of the fastest three qualifying times for their respective class. The Chief Steward may issue waivers to cars qualifying outside of the required 120 percent at his discretion. Requests shall be made within 30 minutes of the posting of the grid. Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.

5.3. Hardship Sessions: Friday, Saturday and Sunday sessions will be for hardship only. Any competitor may request permission to participate in the hardship lap sessions; same day racers will have priority. Hardship laps are intended to allow competitors to check on the state of their car after repairs or adjustments have been made. Each competitor that wishes a hardship lap must request a pass for a hardship session from the Chief Steward or one of his designates prior to their race day. The pass must be presented to grid personnel prior to entering the track. The hardship lap will consist of a single traversal of the circuit from pit exit to the pit entrance. Markers will be placed on the track surface to remind competitors not to proceed past the pit entrance.

5.4 On-track Lights: Yellow lights are positioned on the bridge past Turn 9 (over tunnel). When displayed, these lights have the same meaning as the yellow flag per GCR 6.11.2.B.. The steady yellow will have the same meaning as a standing yellow. The flashing yellow will have the same meaning as a waving yellow.

5.5 "Doughnuts" or reckless driving is not allowed on the track, in the paddock or on HPT property at any time.

6. Grid

6.1 All cars shall enter the race track through the grid area located on the north end of the lower paddock. Cars shall be in position and the grid cleared of crew at the one (1) minute warning. Cars late to the grid shall enter the course from the grid through the pit lane. The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic.

6.2. With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying position and be released from the pit lane at the back of the field.

7. Start/Finish: **THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT.**

7.1. Pace laps: There will be two (2) pace laps at the start of each race. These two (2) laps do NOT count as race laps. The first pace lap will take the short course at Turn 1 (left) and the second pace lap will be a full course lap.

7.2. Wave Off: In the event of a wave off of the first racing lap, the grid will continue at pace speed until the green flag is displayed by the Starter.

Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black flagged and held up to one (1) minute in the pit lane. Other penalties may also be imposed (GCR 7.2).

- 7.3. **Length of Race:** Official track length is 2.5 miles; all races will be eighteen (18) laps or 40 minutes, whichever comes first. The 40 minute time limit will be in effect for all races commencing when the pole car crosses the Start/Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 6.7.3. The posted race times are green flag times.
- 7.4. **One Lap to Go:** A one lap to go sign with a number 1 will be displayed at the Start/Finish line indicating the last lap.
- 7.5. **Victory Lap:** Each class winner may take a victory lap per GCR 6.8.7.

8. Timing and Scoring: All corrections, i.e., name and/or sponsor changes/additions, shall be submitted to Timing and Scoring before 5:00 p.m. on the last day of qualifying.

- 8.1. **Car Identification Numbers:** Car numbers are available on a first-come, first-served basis. **2007 Runoffs Participants who register by 9:00 am CDT July 22nd will be able to retain their 2007 Runoffs number in the same 2008 class unless they chose to change numbers when register.** The official paper event entry form provides space to indicate six (6) possible numbers of your choice. The official online event entry form allows you to choose your number from the remaining available numbers. Permitted numbers range from 00 through 99. Defending National Champions have the right of refusal for car #1 in their respective class. If defending Champion refuses #1 it will not be assigned. **Changes to assigned numbers shall be made before 5 pm CDT September 15, 2008.** Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring. Illegible numbers may not be timed or scored. In addition to having numbers on the end plate, all Formula cars are encouraged to have numbers elsewhere on the car.
- 8.2. AMB TRANX 260 Transponders are required for all on-track sessions. All cars shall be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.
- 8.3. To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line. Team timing equipment shall be placed in the area designated at the split in the middle of the pit lane.

9. Pre-race Tech Inspection

- 9.1 **Tech Inspection Location and Hours:** Tech Inspection will be held at the Registration building in the morning and at the Tech Building in the afternoons. Tech Inspection is on a first-come, first-served basis during the following hours:
- | | |
|--|---|
| <u>Registration Building</u> (Express Tech only - see section 9.3) | <u>Tech Building</u> |
| Thurs, Oct 2 9:00 a.m. - 3:00 p.m. | Fri-Sun, Oct 3-5 8:00 a.m. - 6:00 p.m. |
| Fri-Sun, Oct 3-5 7:00 a.m. - 12:00 a.m. | Mon-Sun, Oct 6-12 7:45 a.m. - 6:00 p.m. |
- Note:** Tech Building will close by 8:00 PM CDT each day. Any inspections not completed by this time will be carried over to the next day.
- 9.2. **Rules of Tech:** The following shall be adhered to without exception: **No engines will be run in the Tech area at any time during the week, unless directed to do so by a Tech official. Push cars in and out of the area. Smoking is prohibited in the Tech area. Non-licensed minors and pets are prohibited from the Tech area.**
- 9.3. **Express Tech:** If your car does not need an annual Tech and its logbook has no unresolved notations, you are eligible for Express Tech and do not need to present your car for Technical Inspection. After you have registered, please bring the following items to Tech: *Vehicle logbook, helmet with a 2008 Club sticker, all Driver's suits to be used during the competition with official Club Racing patches on each suit and with the patches for any non-SCCA sanctioning body removed or covered, Tech sheet/vehicle declarations page (included in driver packet).*
- 9.4. **Full Tech:** If notations exist in the logbook, the car needs an annual Tech, or the helmet sticker is not found, the car and/or gear shall be presented at Tech. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing homologation shall have this accomplished prior to arrival at Heartland Park Topeka.
- 9.5. **Tech Stickers:** The Runoffs decals are your Tech inspection stickers and shall be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars and sports racers. In the event this placement is not possible, the Assistant Chief Steward of Tech will be responsible for the final placement of the Runoffs decals. No vehicle will be allowed to participate in this event without the Runoffs decals properly placed at **all times** during the **National Championship Runoffs** from Monday, October 6, 2008, through Sunday, October 12, 2008. A Runoffs decal will not be issued until your vehicle(s) has been approved by Tech officials.
- 9.6. **Inspection Purpose:** Tech inspection will concentrate primarily on safety. The Tech Inspector will note on the back of the Tech card any items observed during the course of this inspection as non-compliant with GCR eligibility and/or preparation limits. The driver shall sign the back of the Tech card to only acknowledge awareness that these discrepancies exist.
- 9.7. **Eligibility and Preparation Resolution:** The Chief Steward will resolve all matters of eligibility and/or preparation non-compliance no later than ninety (90) minutes after the final qualifying session on Thursday, October 9, 2008. In addition, any car impounded after its qualifying session that has a Tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.
- 9.8. **Two-way Radios:** All cars may employ two-way radios. You may be required to change frequencies if interference occurs with event officials and/or track communications. Operation of radios is prohibited on the following UHF frequencies: 462.0500, 462.15000, 463.67500, 464.3375, 464.80000, 466.1125, 468.67500, 469.800.
- 9.9. **Back-up Car Procedures:** Any additional cars and/or chassis that may be used at any time during the event shall be presented at Tech. The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class. The Chief of Tech shall inform the Chief Steward directly or through the Tech Steward. The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination before the substitution will be removed; the driver shall re-qualify, if another such session is available, or be grided at the rear of the grid if qualifying has been completed.
- 9.10. **Tire Rules:** Formula Mazda Tire Rule 9.1.1.F.14.(A,B,C,E) and SRSCCA Tire Rule 9.1.9.G.13. (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.
- 9.11. **Scales:** The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound. Scales are located in the Tech building.
- 9.12. **Grid and Pit Lane Tech:** Tech Inspectors may be conducting additional visual inspections of race cars on the Grid and on the Pit Lane. These inspections will be non-intrusive. Items not in compliance will be noted and the competitor will be directed to Tech at the end of their session for additional inspection.
- 9.13. **Stock OEM Components:** Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.

| | | |
|---|---------------------|---------------------------|
| 9.14. Fuel: All cars shall use fuel purchased from the track as follows: | | |
| Class | Octane | Leaded or Unleaded |
| SRF, Spec Miata, Showroom Stock, Touring, rotary engine, and cars permitted to use fuel per IT requirements | 100 | Unleaded |
| Remaining Production, American Sedan, GT, Formula, Sports Racers | 110, 112, or 116 | Leaded |

Competitors shall declare which fuel they are using. Mixing fuels of different octane is prohibited. These fuels shall be purchased from Heartland Park Topeka and will be tested in accordance with the official Runoffs fuel testing procedure. A copy of this procedure will be available in Tech. Before Monday's first session or if you have changed fuel types, at a **MINIMUM**, we recommend draining your tank/cell, then add a few gallons of your spec fuel, run the car and drain the tank/cell again. The track fuel pumps will be open Monday, September 29th through Sunday, October 12, 2008.

9.15. Fuel Testing: Fuel testing for compliance with section 9.14 of these supplemental regulations may be implemented during qualifying and post-race inspection. Fuel testing will be available to all competitors on a voluntary basis. The scheduled times for voluntary fuel testing will be posted at Tech.

9.16. Data Acquisition: SCCA Technical Staff and/or Club Racing Board members and their delegates may install data acquisition equipment in a competitor's car. This program is to assist the CRB in competition adjustments; participation is mandatory, not optional and is **NON-PROTESTABLE**.

10. Impound and Post Race Inspection: At the conclusion of each race, the first six (6) cars in each class shall proceed to the Tech area. Impound passes will be issued to the driver and three crew members of the impounded cars. Additional cars may be ordered to the Tech area at the discretion of the Chief Steward. Cars shall remain in the Tech area with a minimum of one crew member until released. Crew members may leave the Tech area after checking out with the Clerk of Tech.

10.1. At the conclusion of each qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his discretion.

10.2. Tech inspectors may employ non-intrusive measuring devices (P&G gauge, Whistler, etc.) throughout the week. These devices are used for a quick estimate of the measurement and do not ensure that the reading will be the same as that done during a detailed inspection, which may occur at a later time.

10.3. During post race impound, admission to the Tech area is restricted to authorized drivers, officials and crew members with proper credentials. (See section 10. Impound and Post Race Inspection)

10.4. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.

10.5. Any part found to be in non-compliance with the GCR specification book and/or supplemental regulations may be retained by the SCCA, Inc. and disposed of at a later date, at its discretion.

10.6. The first place car in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection: Removal of cylinder head for measurement of bore, stroke and valve size, where restricted by the rules for the class and category. A P&G gauge or other measuring device may be used in place of cylinder head removal at the option of the Chief Steward. Teardown will begin within 45 minutes following the conclusion of post race ceremonies. Teardown shall be completed within 4 hours, except for Showroom Stock, Spec Miata, Touring and AS. The Chief Steward may modify these procedures at his sole discretion.

10.7. Disabled Race Car Parking: Disabled cars will be parked adjacent to Tech. Removal of any automobile shall be approved by the Log Book Tech Inspector.

11. Decals and Patches

11.1 All GCR required decals and patches, as well as vehicle logbooks, are available in Tech.

11.2 All decals and patches required for Contingency programs will be available at Driver Information located at the base of the Scoring Building (Sunday, October 5th from 1-4 pm and 8am-5pm October 6-12, 2008).

11.3 GCR required driver suit patches will be checked during pre-race Tech inspection. Non-SCCA sanctioning body decals and patches shall be removed or covered on the driver's suit(s) and racecar. **NO DRIVER WILL BE ALLOWED ON THE PODIUM WITHOUT APPROPRIATE SCCA PATCHES ON THEIR DRIVER SUIT.**

12. Penalties / Protests / Appeals: Penalties will be as stated in GCR section 7.2, except as follows: Drivers may be excluded from competing in the following year's Interdivisional Championship Event. **Tow fund may not be paid to drivers/cars disqualified from the event.**

12.1. Protests: All protests shall be lodged at the Competitor Services Center, which is located in the Scoring Building. Driver advisors will be available to provide assistance. Protests shall be filed and will be heard in accordance with the provisions of Section 8.3 of the GCR except as follows: Anyone who may be involved in a protest and fails to be available for the Court hearing waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event. Protests against the validity of an entry or the eligibility of a driver, entrant or automobile, shall be lodged no later than ninety (90) minutes after the final qualifying session for the class of car being protested.

12.2. All decisions or penalties rendered by the Stewards of the Meeting may be appealed.

12.3. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions: Appeals shall be submitted to the Competitor Services Center. The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision. **A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.**

13. Race Results: Results will normally be posted within 30 minutes after the conclusion of each race at Drivers Information located at the north end of the Scoring Building. Upon completion of the event, each competitor will be mailed the final results book.

14. Rules of Operation/Pits/Paddock: Note: All fees listed below are set by Heartland Park Topeka.

TRACK ORDINANCE: Racing engines shall not be run after 10:00 pm or before 6:30am

14.1. Vehicle Registration and Rules of Operation: All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that shall be purchased at Registration for \$50. The sticker must be affixed to the registered vehicle along with car number and class. Note:

Vehicle passes for handicapped persons will not be charged. Vehicle passes will not be required for bicycles. **Bicycles are restricted to the paddock area only.**

- 14.2. Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts, other personal transportation and utility vehicles in the spectator areas are restricted to designated areas.
- 14.3. Speed limit is 10 miles per hour.
- 14.4. Only licensed drivers may operate pit vehicles.
- 14.5. Pit vehicles shall be used only for essential transportation and hauling.
- 14.6. Reckless and dangerous driving, speeding, or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 7.2 (Penalties).
- 14.7. For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility. The only race cars that will be allowed to be driven out of the facility will be the cars specifically used by competitors for day-to-day transportation (for example, Showroom Stock cars) or race cars going to the Engine Dyno located outside Gate C. Race cars are prohibited to be driven outside the paddock area (except as noted above). **REMEMBER, DRIVERS/ENTRANTS ARE RESPONSIBLE FOR THE ACTIONS OF CREW MEMBERS.**
- 14.8. Rules of the Pit Lane and the Grid: The following are **prohibited** from the Pit Lane and the Grid: Smoking, Skateboards, Roller skates/blades, Scooters, Children's tricycles, Motorcycles, all motorized two-wheeled vehicles.
- 14.9. **Shoes that cover the entire foot are required of those entering the Pit Lane area. Sleeved shirts are required in the Pit Lane.**
- 14.10. Pets are welcome at Heartland Park Topeka Topeka. Owners are required to keep their pets on a leash and clean up after them. HPT reserves the right to remove pets and owners who do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**
- 14.11. Posting of private classified For Sale signs is allowed in designated areas only. Heartland Park Topeka reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.
- 14.12. **Rules of the Paddock:** Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. **Violators will be fined and removed from the event.**
- 14.13. **OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS.** Special oil and fluid reclamation stations will be accessible throughout the garage and paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area and notifying HPT personnel immediately.
- 14.14. **Parking:** If you are participating in the Solo Nationals event and the Runoffs and wish to leave your equipment at HPT between events, you must notify Heartland Park Topeka (Ed Ozment at eozment@hpt.com or 800-43RACES or 785-862-4781) of your intentions so that arrangements can be made. Unless prior arrangements have been made with Heartland Park Topeka, teams arriving prior to Sunday, September 28th, 2008, may not have access to the facility. NOTE: Drivers/volunteers are permitted to stay over Sunday night, October 12, 2008, but need to vacate by 10:00 a.m. Monday, October 13, 2008.
- 14.15. **Reserved Parking:** Optional reserved paddock parking may be obtained through Heartland Park Topeka after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Heartland Park Topeka website, which will have all available spaces for reservation. All spaces will be \$100. Spaces range from 25x40 to 30x60. Each competitor may only reserve one (1) spot per entry. If you do not wish to reserve/pay for a parking spot, non-reserved free parking will be available on a first come first served basis starting at 12:00 PM CDT on Sunday, October 5th.
- 14.16. All vehicles shall be parked within your designated paddock spot. If the vehicle does not fit in this area, it shall be parked in designated overflow parking areas. Each entry will be issued one parking pass designated specifically for your paddock area. This pass will allow access to the paddock area only. Additional passes may be provided by HPT contingent on all vehicles fitting into the paddock space. All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed. If you have an oversized rig that will not fit in the sizes of the spaced noted in 14.15, contact Ed Ozment at HPT before you reserve your spot for assistance.
- 14.17. No enclosed trailer will be parked in any paddock area unless one or more race cars are inside. Motor homes with enclosed trailers may be in the paddock space if all vehicles fit in the assigned paddock space. There are designated areas for motor homes and trailers if they cannot fit within the designated paddock area. Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars.

15. General Information: Note: All fees listed below are set by Heartland Park Topeka.

- 15.1. SMOKING IS PROHIBITED INDOORS, as well as TECH, GRID, PIT LANE and WITHIN 20 FEET OF THE SCORING BUILDING MAIN ENTRANCE.
- 15.2. Camping: Overnight competitor camping in the paddock or track-side shall be in a legitimate, self-contained motor home. No exceptions. Overnight tent/non-self contained vehicle camping will be available in designated areas only. Bonfires or open fires are allowed in approved areas only. Outdoor cooking is allowed, but please keep safety in mind. Personal fireworks are not permitted on the grounds of Heartland Park Topeka. Please leave the grounds as you found them.
- 15.3. Motorhome spaces with electricity are available for \$150 and can be reserved through www.hpt.com. (There is no charge for motorhome spaces without electricity). There will be no working on race cars in the motorhome spaces with electricity. Electrical RV spaces are not to be used as competition paddock spots. Motorhomes have access to the dumping station outside the paddock behind Registration. Services such as dump and fill will be available for an additional fee. Once the team motorhome or trailer is parked in its assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal. Please make your own provision for electricity, such as a generator.

16. Race/Driver Information: Driver Information is located in the Scoring Building and is the "information center" for participants. A satellite driver information station will be located near Tech. Only qualifying times and race results will be available at the satellite location.

- 16.1. Driver Information includes the following: Qualifying times, Race results, Sound control reports, Protest and appeal results Messages and notification of parcel delivery. Paddock location of other participants may also be available.
- 16.2. All requests for public address announcements can be made at Driver Information. Please go to Driver Information with all of your questions before going to Heartland Park Topeka or on-site SCCA offices.
- 16.3. **Package Delivery:** Deliver all packages to: Heartland Park Topeka, 7530 S Topeka Blvd, Topeka, KS 66619. Packages should not be sent before September 29th, 2008. Packages **MUST** include name of recipient or team name or delivery will be refused. Packages may be picked up between 9:00 a.m. - 4:00 p.m. at the designated shipping and receiving area. All freight deliveries will be delivered to the maintenance building. No COD packages will be accepted. Packages not picked up will be returned COD only if requested by a competitor and a credit card is provided for handling. **NO RUNOFFS PACKAGES WILL BE ACCEPTED AT SCCA, INC HEADQUARTERS DURING THE EVENT.**



Race Officials

Race Administration

Marina Kraft, Nat'l Administrator

Chief Steward

Jim Averett

Dennis Dean, ACS

Registration

Chief Registrar

Rusty Goodale,

Nat'l Administrator

Asst. Chief Registrars

Asst. Chief - Operating

Barret Braun

Chuck Dobbs

Brian Holtz

Jim Rogaski

Laurie Sheppard

Tech Stewards

Skip Yocom, ACS Tech

Stewards of the Course

Cathy Barnard

Pace Car Drivers

R.J. Gordy

Howard "Duck" Allen

John Sheridan

Ric Green

Safety Stewards

Dan Miklovic

Stewards of the Meet

Ken Patterson- Chairman, MWDiv

Tom Brown, SWDiv

Mike Engelke, CENDiv

Steve Harris, GLDiv

Tom Hoffman, NEDiv

Joseph Hobbs, RMDiv

Norm Floyd, MWDiv

Barb Knox, SPDiv

Gary Meeker, NPDiv

Rick Mitchell, SEDiv

Annie Christian

R. David Jones

Glen Wilhelm

Linda Rogaski-SOM Administrator

Laura Stitch-SOM Administrator

Nancy Brown-SOM Administrator

Court of Appeals

Bob Horansky - Chairman

David Nokes

Dick Templeton

JoAnne Jensen, Alt. 1

Fred Cummings, Alt. 2

Sue Roethel - Secretary

Competitor Service Center

Mike Smith, Chief

Driver Advisors

Costa Dunias

Jack Kish

Barbara McClellan

Scrutineers

Chief Scrutineer

Toni Creighton, Nat'l Administrator

TV Liaisons

Dee Duncan

Pat di Natale

Timing and Scoring

Mark Waggoner, Nat'l

Administrator

Chief Timing & Scoring

Chief of Results

Asst. Chiefs

Starters

Chief Starter

Dee Greaves, Nat'l Administrator

Asst. Chief Starter

Larry Kurkowski

Keith Pfautz

Start Judge

Rich Lorenz

Bill Johnson

Flagging & Communication

Chief Flagging

Ann Hefty, Nat'l Administrator

Asst. Chiefs Flagging

Asst. Chief Communications

Doug Johnson

Pit and Grid

Chief Grid

Gayle Lorenz, Nat'l Administrator

Chief Pit

Janet Bruce

Emergency Services

Leo Baker

Course Marshal

Ken Ragan

Medical Safety/

Chief Race Physician

Jim Butler, M.D.

Radio Tech

Nancy Foster

Sound Control

Chief Sound Control

Wayne Briggs, Nat'l Administrator

Asst. Chief Sound

Jason Briggs

E.B. Lunken

Victory Circle

Bonnie Wannarka

Geri Martinsen

Driver Information

Sue Cowan

Race Control Hospitality

Wilma Dunias

Club Racing Board

Bob Dowie - Chairman

Chris Albin

Stan Clayton

Dave Gomberg

Peter Keane

Russ McHugh

Lauri Burkons - Secretary

Jerry Wannarka - BoD Liaison

Jim Christian - BoD Liaison



Heartland Park Topeka Staff

Owners

Raymond and Nancy Irwin

Office Manager

Kim Adkins

Sales and Marketing Director

Chris Martin

Public Relations Director

Bri Paletta

Safety/Road Course Operations Manager

Ed Ozment

Operations Manager/Information Technology

Mike Casey

Facility Manager

Mike Walker

Registration/Ticketing Manager

Kathleen Casey

Emergency Dispatch

Dwight Cowan

Special Projects

Carl Lundquist

SCCA Board of Directors

Bob Introne - Area 1

Jerry Wannarka - Area 2

KP Jones - Area 3

Larry Dent - Area 4

Bob Lybarger - Area 5

Lisa Noble - Area 6

Mike Sauce - Area 7

Jim Christian - Area 8

RJ Gordy - Area 9

John Sheridan - Area 10

Andy Porterfield - Area 11

Phil Creighton - Area 12

Howard "Duck" Allen - Area 13

SCCA National Staff

President & CEO

Jim Julow

Vice President, Club Racing

Terry Ozment

Club Racing Events Manager

Wyndi McCormick

Club Racing Manager

Deanna Flanagan

Technical Services Manager

Jeremy Thoennes

Technical Assistant, Club Racing

John Bauer

Executive Assistant

Aimee Thoennes

Vice President Marketing

Communications

Eric Prill

Marketing Services Manager

Melissa Flesher

Marketing/Communications

Specialist

Jenny White

Public Relations Specialist

Erin Cechal

Vice President Member &

Region Services

Colan Arnold

Vice President Finance

Jeff Dahnert

Manager, Region Development

Mike Dickerson

Creative Director

John Steflik

Information Technology

Manager

Joel Lemon



Event Schedule

HEARTLAND PARK TOPEKA #IDC-08-S
HELD UNDER 2008
GENERAL COMPETITION RULES

| QUALIFYING / MEETINGS | | | | | ACTIVITY CALENDAR |
|----------------------------|--------------------|--------------------|--------------------|--------------------------|------------------------------------|
| 22 min. sessions | | | | | |
| | <u>MON 10/6</u> | <u>TUES 10/7</u> | <u>WED 10/8</u> | <u>THURS 10/9</u> | |
| | <u>QUALIFYING:</u> | <u>QUALIFYING:</u> | <u>QUALIFYING:</u> | <u>QUALIFYING:</u> | |
| 8:00 | T2 | SSB | F500 | SM | Sun. 10/5 |
| 8:30 | FM | CSR | T1 | FC | 5:30 pm* |
| 9:00 | EP | AS | HP | GT2 | Track Walk |
| 9:30 | T3 | FE | FF | GT3 | Mon 10/6 |
| 10:00 | SRF | FP | GTL | DSR | 6:00 pm* |
| 10:30 | FV | FA | S2 | SSC | Welcome Party |
| 11:00 | SM | GT1 | SSB | F500 | Liebler Pavilion |
| 11:30 | FC | T2 | CSR | T1 | Tues 10/7: |
| 12:00 | GT2 | FM | AS | HP | Drivers' Briefing |
| | | | | | 11-12 pm - For PM Qualifiers |
| | | | | | 1-2 pm - For AM Qualifiers |
| LUNCH- CRB MTGS | F/SR | GT/SM | PROD | SS/AS TOURING | 6:00 PM** |
| 1:30 | GT3 | EP | FE | FF | Volunteer Party |
| 2:00 | DSR | T3 | FP | GTL | TBD |
| 2:30 | SSC | SRF | FA | S2 | Wed 10/8: |
| 3:00 | F500 | FV | GT1 | SSB | 6:00 pm** |
| 3:30 | T1 | SM | T2 | CSR | Volunteer Party |
| 4:00 | HP | FC | FM | AS | TBD |
| 4:30 | FF | GT2 | EP | FE | Thurs 10/9: |
| 5:00 | GTL | GT3 | T3 | FP | 6:00 pm* |
| 5:30 | S2 | DSR | SRF | FA | VOLUNTEER OF THE YEAR PARTY |
| 6:00 | | SSC | FV | GT1 | DRIVERS WELCOME!! |
| | | | | | Liebler Pavilion |
| | | | | | Fri 10/10: |
| | | | | | 6:00 PM** |
| | | | | | Volunteer Party |
| | | | | | TBD |
| | | | | | Sat 10/11: |
| | | | | | 6:00 pm* |
| | | | | | Participant Party |
| | | | | | TBD |
| | | | | | Sun 10/12: |
| | | | | | 6:00 pm** |
| | | | | | Volunteer Party |
| | | | | | TBD |
| | | | | | *All times are approximate |
| | | | | | **Volunteer Parties start @ |
| | | | | | conclusion of days events |

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Steven Ott vs. SOM, COA Ref. No. 08-02-SW
April 10, 2008

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Texas Two Step Double National Race at the Texas World Speedway (TWS) on Sunday, March 9, 2008, Chief Steward Jim Averett filed a Request for Action (RFA) against Steve Ott requesting that the Stewards of the Meeting (SOM) review Mr. Ott's attempt to qualify a car without registering or entering the event in violation of GCR Sections 2.1.2., 2.1.3., and 2.1.5. The Stewards of the Meeting, Lee Carrico and Jack Marr, Chairman, held a hearing taking testimony from witnesses Steve Ott, Jim Averett, Chief Steward; Paula Taylor, Chief Registrar; and Jeff Moore, driver of car GT-2 #32. Lee Carrico, assigned as a Safety Steward for the event, was added as an SOM for this case as Chairman Marr determined that none of the assigned SOM would be available to completely hear and adjudicate the RFA.

At the conclusion of their hearing and deliberations, the Court found Mr. Ott in violation of GCR Sections 2.1.2., 2.1.3., and 2.1.5, and suspended his competition license through December 31, 2008. Mr. Ott appealed that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Richard Templeton, and Robert Horansky, Chairman, met on March 20, April 3, and April 10, 2008 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Steven Ott, which also included the participant section of Request for Action stating the SOM decision and penalty, received March 28, 2008.
2. Official Observer's Report and related documents, received March 28, 2008.
3. Supplementary Regulations for the event, received April 2, 2008.
4. E-Mail from Jack Marr, Chairman SOM for the event, received April 2, 2008.

FINDINGS

During their hearing, the SOM learned that on Saturday, March 8, 2008, driver Jeff Moore (GT-2 #32) decided that his car was not handling to his satisfaction and requested his "tech", Mr. Ott, to take it out for testing during one of the scheduled on track sessions for GT-2. That afternoon, Mr. Ott asked the Chief Steward if he could do so and was advised that he could if he registered for the event. Mr. Ott did go to registration, spoke with the Chief Registrar stating that the Chief Steward had approved this request, but did not register. The Chief Registrar advised the Chief Steward on Sunday morning of these facts. Chief Steward Averett asked Assistant Chief Steward Tom Brown to identify the driver of the car when it was brought to the grid for qualifying. Mr. Ott drove GT-2 #32 to the grid in proper driving gear and was prepared to take the car out during the session. When Mr. Brown found that the driver was Mr. Ott, he informed him that he could not take the car out on track and Mr. Ott returned to the paddock.

Mr. Ott was listed on Mr. Moore's entry form solely as the at-track emergency contact. Mr. Ott did not sign any SCCA waiver for the event. His admission to the track was based on a TWS track-issued armband received when he registered for the preceding non-SCCA track test day. Neither his membership card nor his license was made available to the race officials, although he was asked for his license by the SOM during the hearings. Neither were they presented when requested by the SOM at the time he was informed of their decision and penalty.

In his Letter of Appeal, Mr. Ott acknowledges that he was wrong in not registering for the event. However, he feels that the length of the suspension is excessive. Further, he feels that inasmuch as there were no injuries, and because he did not, in fact, enter the course, there was no harm, and, as a result, there was no foul. Finally, he questions the hearing process used by the SOM, since approximately eight Stewards heard evidence, but only two rendered the decision. He stated that he believes that it is reasonable to expect that those who hear the case should be involved in the decision.

The COA has determined that the two stewards who rendered the decision heard the entirety of the evidence and the hearing was conducted by the SOM in conformance with the GCR. Mr. Ott submitted no new or compelling evidence to substantiate his appeal.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Ott's competition license is suspended until December 31, 2008. In addition, the COA does not find Mr. Ott's appeal to be well founded and directs that his entire appeal fee be retained by SCCA.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | March 25, 2008

The Solo Events Board met by conference call March 25th. Attending were SEB members Rick Myers, Dave Whitworth, Tina Reeves, Jason Isley, Steve Wynveen, Erik Strelnieks, and Ron Bauer; Lisa Noble of the BOD, and Colan Arnold, 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 1/1/2009.

GENERAL

- Jason Tipple will remain the Great Lakes Divisional Solo Safety Steward through 2008.
- The following rule change proposal is submitted for member comment: Replace the first sentence of 12.9 with: "The area of a wing element shall be computed by multiplying the maximum chord (straight line distance from leading edge to trailing edge) by the maximum span (width). Curvature of the element (camber) and angle of attack when mounted on the vehicle will not affect the area measurement. The area for multiple-element wings will be the sum of the individual areas of each of the elements."

STOCK

- Brian Connors has been approved as SAC Chairman, and John Stimson as SAC Secretary.

MODIFIED

- The MAC has recommended the following wording, presently found in Section 12.9, be incorporated into Section 18, in conjunction with the change to 12.9 as above: "The area of a wing shall be computed by multiplying the width and depth of the wing without regard to the curvature of the wing. 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." Also add: "Section 12.9 does not apply."

NOT RECOMMENDED

- Stock: Steering wheel allowance changes (ref. 08-015)
- Stock: Shock bushing allowance changes (ref. 08-005)
- Stock: 997 GT3 to SS (remove from exclusion list) (ref. 08-156)
- Stock: Shock absorber access in Stock (ref. 08-018)
- Modified: FM weight and dimensional changes (ref. 08-040)

REFERRED TO COMMITTEE FOR FOLLOWUP

- SAC: Shock absorber reservoir access

TECH BULLETINS

1. General: Add the following sentence to the end of section 3.2 "Initial classification is inclusive of a new listing on an exclusion list." Note: it is intended that after the initial 12 month period, the formal rules season process must be followed in order to remove a car from the exclusion list and place it in a competition class.
2. Stock: the following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:

| | |
|-------------------------------|------------------|
| Audi RS6 | AS (ref. 08-138) |
| Mitsubishi Lancer Evolution X | AS |
| BMW 128i & 135i | DS |
| Chevrolet Malibu (all) | GS |
| Mini Clubman S | GS |
| Mini Clubman | HS |
| Saturn Astra | HS |
| Suzuki SX4 Sport | HS (ref. 08-054) |

3. Stock: The SAC has recommended that the new Corvette ZR-1 be added to the Stock exclusion list. The committee has noted that the 20" wheel specification is a deciding factor, and this car will be revisited when appropriate tires become available.
4. Stock: The SAC has recommended that the new Nissan GTR be added to the Stock exclusion list. The committee has noted that the 20" wheel specification is a deciding factor, and this car will be revisited when appropriate tires become available.
5. Stock: The following listing clarifications have been recommended by the SAC and approved by the SEB:
 - Current Super Stock listing for Corvette C5 ('97+) is modified to read "Corvette C5 (all)"
 - Current Super Stock listings for C6 Corvettes are consolidated to read "Corvette C6 (non ZR1)"
 - Current A Stock listings for C4 Corvettes are consolidated to read "Corvette C4 (all)" (Comment: this is being done to avoid confusion between the old ZR-1 and the new ZR1)
 - Current Super Stock listing of Elise ('05+) is clarified to read "Elise N/A ('05+)"

6. Street Modified: Per the SMAC, replace 16.1.M with the following: "Front splitters are allowed and shall be installed parallel to the ground (within +/-3 degrees fore to aft) and may extend a maximum of 6 inches from the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper/fascia as viewed from above."



2008 Solo National Championship

Heartland Park Topeka, Topeka, KS – Sep. 16-19, 2008

SR 1.5 Supplementary Regulations – pending Solo Events Board approval
“Held under the SCCA Solo Rules (SR)”

CONTENTS

- | | | |
|----------------------------|---------------------------|---------------------|
| A. GENERAL INFORMATION | G. PROTESTS & APPEALS | L. TROPHIES |
| B. REGISTRATION PROCEDURES | H. COURSE MARKERS | M. CLASSES |
| C. SAFETY | I. TIMING & SCORING | N. OFFICIAL RESULTS |
| D. ORDER OF RUNNING | J. DRIVERS' MEETING NOTES | O. APPENDIX A |
| E. TECH PROCEDURES | K. ENTRANTS AS WORKERS | |
| F. IMPOUND PROCEDURES | | |

A. GENERAL INFORMATION

1. ENTRY REQUIREMENTS: SR 4.2.
2. **National Championship entrants' access to Heartland Park Topeka (HPT) begins Thursday, September 11 at 1:30 p.m.** through Saturday, September 20 at 9:00 a.m., 24 hour access. Quiet time must be observed 10pm – 6am. HPT ordinance: Racing engines shall not be run after 10:00 p.m. or before 7:00 a.m. Courses will be open for walking starting Monday, September 15, at 8:00 a.m. Paddock assignments will begin at 10:00 a.m. but access to assigned parking begins at 1:30 p.m.
3. **ProSolo Finale entrants access to Heartland Park, Topeka (HPT) begins Thursday, September 11 at 10:00 a.m.** ProSolo competitors are allowed early access for practice starts and will receive a temporary parking location. All ProSolo entrants will be required to vacate the temporary parking location by 6:00 p.m. Thursday, September 11.
4. This event is designated a spectator event. The general public will not have access to the course, staging, and grid areas and will not be required to sign the SCCA Release and Waiver form.
5. Prior to entering all SCCA participants must sign the SCCA Release and Waiver form and obtain a wristband. Wristbands will be your credential and required for access to the facility at all times. The wristband, signifying SCCA waiver signature, will be worn either on the wrist, on a SCCA photo ID or attached to the individuals exterior clothing from the waist up on the front of the body, in plain sight. A wristband can be obtained between 6:30 a.m. and 7:00 p.m. **If you do not have a wristband, you will not be allowed access to the facility.**
6. Please see Paddock Chief in the Registration area to confirm paddock parking space. This will enable the officials to locate competitors in case of an emergency.
7. The Tire Rack SCCA Solo National Championship schedule will be published in the Driver Information Book and at www.scca.com.
8. Changes to the supplemental regulations, run/work order and/or the safety plan will be posted at registration and at the information booth. It is the responsibility of each competitor to check for, and adhere to posted changes.
9. Other site restrictions required by the site owner such as "off-limits" areas, may be published separately, or posted on site and must be obeyed.
10. Rest rooms and shower facilities will be available. Trash containers and portable toilets will be provided. Do not obstruct the portable toilets. Blocking approach to toilets will obstruct use and prevent servicing. Do not use for trash.
11. During the event, Lost and Found items may be picked up/dropped off at the INFORMATION area in the TECH Building.
12. Scales will be available to the competitors during the event free of charge. Use of scales by competitors will be restricted when they are being used by Impound. Consult with the Chief of Impound if in doubt.
13. Fuel is available for purchase through HPT. Octane's available are: 100 unleaded, 110 leaded, 112 leaded. 24 hour access via credit card payment.
14. Oil, gas, and all fluids must be disposed of in proper containers. Special oil and fluid reclamation stations will be accessible throughout the garage and paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area immediately and notify HPT personnel.
15. Leftover tires/tire shavings and any other hazardous waste will not be abandoned at the site. The expense for disposal of identifiable tires will be billed to the owner.
16. No parking or working on cars on the roads in the paddock.
17. Do not poke holes in or otherwise damage the hard surface of the paddock and course areas for tent stakes or for any other reason. Violators may be fined and may be removed from the event. Plywood or some other similar material should be used to protect the blacktop surface when using jacks and or jack stands. Competitors should bring their own material.
18. Smoking is prohibited in any indoor facility including the Tech building.
19. **NOTE: All fees listed for site services and passes are set by HPT.** Motor home parking in the paddock: All motor homes must fit in the allowed paddock parking space. \$150 fee includes overnight stay and electricity. There is no fee for motor home camping without electrical hook-ups. Water (non-potable) is available near the registration bldg. Pumping is available near the registration bldg for an additional fee. There will be no delivery of water. To reserve a spot with electrical hook up, contact HPT @ 800-437-2237. Electrical hook up spaces are very limited. Parking outside the paddock at night is free.
20. All utility vehicles (golf karts, rented or personal, motorbikes, mopeds, scooters, 2, 3 & 4 wheelers. This does not include bicycles.) must display a vehicle pass (sticker) that may be purchased at registration (check-in) for \$50 (vehicle passes for handicapped persons will not be charged). The utility vehicle pass is good for the entire year. A utility vehicle is a motorized non-licensed non-registered vehicle. The sticker must be affixed to the registered vehicle along with car number and class.

No minors allowed on pit vehicles per HPT. The operation of motorized vehicles, whether gas or electric powered, such as but not limited to, golf carts and other personal transportation vehicles are limited to members that can present a valid driver's license. Drivers are reminded that Solo Rules section 9.1.c applies to golf carts, motorcycles, scooters, mini-bikes, and other forms of personal transportation.

21. Camping is allowed. Outdoor cooking is allowed, but please keep safety in mind. Fireworks are not permitted on the grounds of HPT. Please leave the grounds as you found them.
22. All parcels should be delivered to **HEARTLAND PARK TOPEKA, 7530 S. TOPEKA BLVD, TOPEKA, KS 66619** and **MUST** include name of recipient and may be picked up between the hours of 7:00 a.m. – 5:00 p.m. at the **DESIGNATED SHIPPING AND RECEIVING AREA**. All freight deliveries will be delivered to the maintenance building.

B. REGISTRATION PROCEDURES

1. Register on-line at <http://www.scca.com>, or send registrations to: SCCA, Solo Nationals Registration, P.O. Box 1833, Topeka, KS 66601-1833; phone (800) 770-2055, (785) 232-7656, fax (785) 861-1713.
2. Entries must be received by 4:00 p.m. CST, August 21, 2008 to avoid the \$75 late fee. A \$150 late fee will be assessed for entries received after September 5, 2008.
3. Cancellations received by 4:00p.m. CST, September 5, 2008 will receive a full refund. Cancellations received by 4:00p.m. CST, September 9, 2008 will receive a refund of half the entry fee paid. Cancellations made after September 9, 2008 will not receive a refund. Only a written withdrawal will be accepted via fax, letter or email. **No Exceptions.**
4. Registered competitors will receive tickets for both awards ceremonies. Extra tickets for Wednesday and Friday night banquets will be available with event registration or at Registration on a first come, first served basis. Those not registered for the event must purchase tickets for each awards ceremony they plan on attending. Competitors are to include the cost of any extra award ceremony tickets with their event registration. The cost will be posted on the entry form.
5. Car numbers will be issued on a first-come, first-served basis. Only one or two-digit numbers will be allowed (i.e. 0 through 99) where there is one driver in one car, in one class. Where there are two drivers in one car, in one class, the first driver must have a number 99 or lower; the second driver will be 100 plus the first driver's number (i.e. 30 and 130, 99 and 199). Second drivers must inform the registrar who the first driver of the car is to ensure correct number assignment. Drivers of the same car but in different classes may use the same car numbers. **Car owners must inform Registration or the Event Chair of the intent to run multiple classes with a single vehicle. Every effort will be made to accommodate this with the run/work order but it is not guaranteed.**
6. All competitors will receive a bar code at registration. The bar code must be placed on the left hand side of their helmet. One bar code per helmet. If you are sharing a helmet you must cover all barcodes except yours prior to arriving at the start line.
7. All drivers must bring to registration: Current valid driver's license, SCCA membership card, and Solo Rule book.
8. Minors: A minor release form must be presented at registration. Proper forms may be obtained from your local region prior to Nationals and will also be available at registration.
9. The hours of operation for registration and tech:

| REGISTRATION | TECH | | |
|---------------------|--------------------------------|--------------------|---|
| Saturday, Sept 13 | 9 - 11:30 a.m. & 1 - 4:00 p.m. | Saturday Sept. 13 | 3:00 – 6:00 p.m. |
| Sunday, Sept 14 | 9 - 11:30 a.m. & 1 - 4:00 p.m. | Sunday, Sept. 14 | 7:00 a.m. -1:00 p.m. |
| Monday, Sept 15 | 8 - 11:30 a.m. & 1 - 3:00 p.m. | Monday, Sept. 15 | 1:00 - 4:00 p.m. |
| Tuesday, Sept 16 | 7 - 8:00 a.m. & 1- 4:30p.m. | Tuesday, Sept 16 | 7:00 - 10:00 a.m. |
| Wednesday, Sept 17 | 10- Noon & 1 - 4:30 p.m. | Wednesday, Sept 17 | 1:00 - 4:00 p.m. |
| | Thursday, Sept 18 | | 7:00-8:00 a.m. by appointment only |
10. If an unforeseen delay, such as a breakdown while en-route, prevents arrival before 4:30p.m. Wednesday, contact Deena Rowland @ 1-800-770-2055 or Chief Steward to arrange on-site registration and tech.
11. SCCA members living in Canada are allowed to compete in the Canadian Automobile Sports Clubs (CASC) events in lieu of a SCCA Divisional Solo Championship or National Tour event as the prerequisite to competing in the SCCA National Solo Championship.
12. Entry is limited to 1250 competitors, based on the order of entry.

C. SAFETY

1. The safety program supporting the event is detailed in the event safety plan. A copy of this plan will be posted at registration. A copy of the plan may be obtained by contacting the National Staff or at the event information booth.
2. A speed limit of 15 MPH will be enforced at the event site including paddock and grid. Tire spins, rapid speed or direction changes, or other "abnormal/unusual" driving techniques are strictly prohibited throughout the HPT facility including the perimeter roads and the route between grid and the course. See Event Chairman for questions or problems.
3. Children and pets are allowed anywhere on the event site EXCEPT during active competition. During active competition, children under 12 and pets are not allowed in the grid, staging and course areas. Pet owners are required to keep their pets on a leash and clean up after them. HPT reserves the right to remove pets and owners that do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. You are responsible for your animal.
4. Drivers are responsible for the actions of their crew and guests. Waiver forms will be available at gate into site.
5. It is recommended that the refueling of cars in grid be accomplished with assistant and fire extinguisher.
6. Crosswalks will be designated between grid and staging. Pedestrians must give-way to cars moving to staging (start-line) and cars returning to grid from the course.
7. Course workers must be on their feet at all times while cars are competing.
8. Photographers desiring to enter a course area must be approved by the course safety steward and be accompanied by a spotter. A minor may not serve as a spotter.
9. Skate boards (motorized or manual, with or without stand-up handlebars or seat), roller blades and roller skates (motorized or manual) are prohibited from use in all areas of the event site. Intent: Skateboards, in any form, or name, with the basic function/ form of a skateboard. The Chief Safety Steward will make the determination of vehicles qualifying under this regulation. Any form of "personal transportation" must ride on pneumatic tires; and have some form of mechanical braking mechanism. Operators under the age of 16 must be seated. Special exemptions shall be granted by the Chief of Safety for any vehicle required for medical reasons. Top-heavy novelty vehicles, such as motorized bar stools, are not permitted. Final determination of vehicle eligibility, in all cases, shall be made by the Chief of Safety.

10. Pylons, tape, signs and/or other barriers will define "No Parking" areas near the course. Cars parked in such a manner that block or restrict defined driveways or entrances to course areas will be towed away without notice, at the expense of the vehicle operator/owner.
11. All incidents involving injury and/or property damage occurring on the event site, or felt associated with the event will be reported as soon as possible to the Event Chairman, Chief Steward, or Chief of Safety.

D. ORDER OF RUNNING

1. Competition will be on two successive days with one course run each day. Runs will be scheduled heats for Tuesday/Wednesday and heats for Thursday/Friday competition. (Heats will be assigned by car class). The run/work order will initially identify only the days each class will run. Heat assignments will be made once entry density and mix is known; approximately September 1, 2008. Specific run order within a heat is subject to change depending on entries. Correct run order will be posted the day of competition. In the case of extremely high or low entries, withdrawals or no shows, changes in the run/work order may be required.
2. During competition, the course will be open for walk-through only prior to the 3rd heat each day. The walk-through will be a maximum of 30 minutes. The timing captains will start the countdown clock.
3. There will be two grids for each course. Drivers are to report to the designated grid according to heat assignment found in driver's registration packet. If the car and driver are not in the specific grid spot when the first car of the heat is instructed to the start line they will lose a run/or runs depending on arrival time to grid. A diagram of the grid will be in the registration packet.
4. All drivers will be assigned a "home" space number for grid purposes where they may leave any necessary equipment (air tank, tools, etc). Grass areas surrounding grids may be used for equipment but support vehicles may be restricted from some areas. After each run all drivers will return to their "home." Do not block the access lanes between spaces. Dual Drivers will have the same grid position. All FJA and FJB competitors will be in a separate grid area.
5. The Chief of Grid shall have the discretion to determine the run order within each heat, balancing the conflicting goals of running in numerical order within class, fairness to drivers of both single-driver and two-driver, keeping entire classes together, and facilitating efficient event operation. All FJA and FJB competitors will complete their runs prior to the start of Heat 1 competition. No competitor in a class shall take a second run until all drivers in that class have completed their first run unless necessitated by reruns. After the completion of each run, vehicles must return directly to the grid. Vehicles are not permitted to depart the grid area for service. Each run of each heat is divided into two segments. Therefore, for a three (3) run heat there are six (6) segments (1a, 1b, 2a, 2b, 3a, and 3b).
6. A minimum of five minutes must have elapsed between runs for any car. This includes reruns or runs for another driver of the same car. A grid marshal will be specifically assigned to handle two-driver cars and will keep a time log to assure compliance with the five-minute minimum between runs. The time shall be measured from the time the car returns to grid until the time it leaves the start line.
7. Drivers must proceed from the grid to the start line when so directed by a grid official, or that run will be scored as a Did Not Start (DNS). Exception: Drivers of cars with mechanical difficulty shall have ten minutes after the car is scheduled to start to present a car at the start line. Drivers may take one mechanical delay per run. For this purpose, a rerun counts as a new run. Grid personnel will be notified of the mechanical difficulty, and will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run. Abuse of this allowance may be considered unsportsmanlike conduct and is protestable under 9.1.F.

E. TECH PROCEDURES

1. Tech inspection will be at the event site. There will be a single Tech inspection for the Test'n'Tune and Solo Nationals. Onsite Pro-Solo tech inspection will be accepted for Solo Nationals.
2. All drivers are required to state on the entry the brand of tire they run on. However, the tire brand to be used may be changed at Tech and will be verified during impound.
3. All tires, at event site and intended for use on Stock and Street Prepared category cars must be teched. These tires will be checked for compliance with 13.3.H at tech inspection; however these tires will not be marked. Tires are un-protestable for violation of section 13.3.H after the car makes its first competition run on said tire(s). There is no maximum number of tires which may be teched for each vehicle. It is the responsibility of the competitor for all additional tires acquired after tech inspection to be in compliance with tread depth and safety specifications outlined in 13.3.H. Any tire which fails tech inspection may be impounded by SCCA until the completion of competition.
4. Tech will check for compliance with 3.7 Vehicle Identification. (All required decals will be made available at tech.) Helmet bar codes are not required to complete the tech check.
5. The Tire Rack is the title sponsor for SCCA National Solo 2008, which includes the ProSolo National Series, Solo National Tour and the National Championship at Topeka. Participants in these events are required to run the title sponsor decal, which is a window decal that is to be used at the top of the windshield. Vehicles without windshields or with plastic windshields may place the decal on the front of the car. The Tire Rack SCCA Solo Nationals decal is required. This decal must be displayed on the upper half front fender between the center of the wheel opening and/or leading edge of door or just behind the leading edge of the door. For cars without fenders, decals must be on the nose and adjacent to the side number of the car. Two SCCA Solo decals (one on each side) and one SCCA decal (on the front of the car) is also required. Please make sure that both the windshield and the regular decals are in the correct location before you go to tech. Placement will be checked before the car passes tech. If you have special conditions requiring a possible alternate application for the windshield decal, please ask the National Staff.
6. Helmets must meet specifications and will be teched. Approved helmets must be teched before the driver's car can receive a tech sticker. Helmets that do not meet the requirements of the Solo rule Section 4.3.1 will be impounded by the SCCA until the completion of the event.

F. IMPOUND PROCEDURES

1. The intent of impound is to assure competitors have complied with the specifications listed in the SCCA National Solo Rules and the Supplementary Regulations for this event per Section 6.10 of the Solo Rules.
2. Vehicles will be impounded on both days of competition in the assigned grid area. The driver of each vehicle or a designated representative must remain in the grid/impound area near the vehicle during the impound period. After each competitor's last run on each day, vehicles must return to their original grid position. The Chief of Timing may request impounded vehicles to be held until the results are audited.
3. After 3rd runs, Drivers of **FJA, FJB, Street Modified, Prepared, F125, and Modified** category vehicles will be directed to the scales as they exit the course before they return to grid. Two driver vehicles will be weighted after the 2nd driver competes.

However, the first driver of **FJA, FJB, Modified and F125** two driver cars must be at the scales at the time the 2nd driver arrives to also be weighed. Failure to go directly to the scales after the 3rd run could result in disqualification.

4. Impound officials will inspect cars during impound and may require removing wheels and/or components as part of the inspection procedure. Competitors are responsible for performing these procedures as required and for using proper equipment (e.g. jack stands to safely support a raised vehicle). Competitors are responsible for having appropriate rules and documentation of specifications available. All vehicles required to be weighed, will be weighed both days.
5. Competitors may observe, but must not hinder Impound inspectors in any way.
6. Impound will not act on hearsay information regarding suspected non-compliant concerns provided by competitors. The decision whether to act on competitor-provided information is solely at the discretion of the Chief of Impound.
7. Vehicles under protest will remain in impound with other vehicles until the class is released. They will be escorted by a designated impound or protest committee official to another location as instructed by the Protest Committee.
8. All weights and measurements taken by impound will be available for all competitors to inspect after (not during) the weighing procedure. Competitors are reminded not to interfere with Impound officials as they work.

G. PROTEST & APPEALS: SR Rule 8

1. Protest and Appeal forms will be available from the Chief Steward, Operating Steward, Chief of Protest, Chief of Impound and the Chairman of the Appeals Committee. Protests may be filed with the Protest Committee or the Chief Steward and (except for protests from the Chief of Impound or the Chief Steward) must be accompanied by the appropriate protest fee in cash, traveler's checks or approved credit card.
2. Bonds (if required by SR 8.3.3) are due in cash, traveler's checks or approved credit card.
3. Appeals may be filed with the Chief Steward, the Chairperson of the Appeals Committee, or the Chief of Protest. The appropriate fee in cash, traveler's checks or approved credit card must accompany the Appeal (Chief Steward excepted).
4. The decisions of the Protest Committee may be appealed, but not protested. Only the original protester, protestee, or Chief Steward may file an appeal.
5. Refusal of an entrant or driver of a protested car to allow inspection under the terms established by the Protest and/or Appeals Committee(s) shall result in immediate disqualification and may result in exclusion from competing in the **2009 Tire Rack SCCA Solo National Championship**.

H. COURSE MARKERS

1. Directional pylons (pylons which are laid on their side) are for informational purposes and do not count if hit. Directional pylons placed directly adjacent to a penalty pylon must be obeyed or a DNF will result. Directional pylons not adjacent to a penalty pylon are for informational purposes only and do not result in a DNF if not followed. If a directional pylon displaces a penalty pylon, the penalty pylon will be assessed.
2. A penalty will be assessed for each displaced course entry and exit pylon.
3. The course will be lined on both sides, weather permitting. Crossing a line incurs no penalty.
4. Drivers observed driving at substantially less than normal competition speeds for the purpose of spotting slightly misplaced course markers to earn a re-run will be referred to the Operating Steward for action. Such conduct is considered unsportsmanlike and an unnecessary delay of the event.

I. TIMING & SCORING

1. The total score will consist of the best-timed run from each course, combined to create one time.
2. Scores will be posted in the designated area near each grid. See the Chief of Course or Chief Steward to resolve problems. The names of these Chiefs will be posted on the same bulletin boards as the times. **THE TIMING & SCORING VEHICLES ARE OFF LIMITS FOR COMPETITORS, CREW AND SPECTATORS**, unless invited to enter by an event official.
3. After the completion of each heat, times will be posted at the Information Area.
4. One bar code per helmet. If sharing a helmet, all bar codes except the one belonging to the driver at the stage lane, must be covered. Barcodes are easily covered by blue painters tape. **FAILURE TO COVER EXTRA BARCODES MAY RESULT IN DISQUALIFICATION OF RUNS.**

J. DRIVERS MEETING NOTES

1. There will be no drivers' meeting. Changes to the Supplemental Regulations, Safety Plan, and other items of information as well as the names of all event officials will be included in the packet of material provided at on-site registration, or posted at Registration and at the Information Booth. **IT IS A COMPETITOR'S RESPONSIBILITY TO CHECK AT REGISTRATION AND THE INFORMATION AREA FOR CHANGES TO THE SUPPLEMENTAL REGULATIONS**

K. ENTRANTS AS WORKERS: SR Rule 6.1

1. All competitors are required to work the event. Qualified replacements may be used as substitutes in worker assignments. However, workers must notify the Chief of Course or Chief of Specialty for approval prior to the substitution. Failure to comply with Rule 6.1 SR or properly perform assigned duties will result in additional work assignments or disqualification, as executed by the Event Officials.
2. Early work assignments that offset a normal work assignment must be pre-approved by the Event Chairman and Chief of Workers. These assignments must be extremely limited to prevent loss of critical support during the event. Serving as a volunteer prior to the event is greatly appreciated and a key element in success of this event. However, this does not automatically offset a normal work assignment.
3. The use of cell phones is prohibited while working course.
4. Worker Check-In will be located at the Information area in the TECH building. Workers will then report to their respective Chiefs (i.e., timing to Chief Timing, impound to Chief Impound) before the beginning of the last run of the heat prior to their assigned work heat for a brief instructional session and assignment. First heat workers will report at 7:30 a.m. Failure to report on time will result in an additional work assignment after the finish of the last heat on that day. Not complying with these rules will result in disqualification.

L. TROPHIES & AWARDS

1. Trophies will be awarded on Wednesday and Friday nights. They will not be mailed. If you leave the event early, appoint someone to receive your award.

2. The Event Chairman and SEB Chairman will determine awards such as the "Worker Challenge," "Hard Luck", "Sportsmanship", etc., based on observations and competitor input. Nominations for these awards may be submitted at the Information Area.

M. CLASSES

1. All Open, Ladies classes as defined by the 2008 Solo Rules.
 2. FSAE and FSAEL will run as a supplemental class.
 3. FJA and FJB (8+ only) will run as supplemental classes.
- No other Supplemental Classes are approved for this event.

N. OFFICIAL RESULTS

1. Official results will be mailed to competitors within two weeks of the final disposition of all protests and appeals.

ROADRALLY BOARD MINUTES

RRB MINUTES | Feb. 9, 2008

The RoadRally Board (RRB) met in person on Saturday, February 9, 2008 in San Antonio, Texas.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Lois Van Vleet and Jim Wakemen, Jr.

Chairman Poirier called the meeting to order at 3:30 pm CST.

On motion duly made and seconded the January 2008 minutes were APPROVED.

Fees

Region sanction fees were discussed and it was proposed that after the USRRC that fees become \$3.00 per car per event per 24 hour period.

National sanction fees are proposed at \$10.00 per car with a minimum of \$200.00 per day, \$500.00 for 3 days and \$100 per day after 3 days.

Championship points

To qualify for championship points in the 2009-2010 points year it is proposed that there be a 5 entry minimum.

It is proposed that regions be fined if results are not reported to the points keeper.

Determine champion consistent with rallycross & solo

It is proposed that the USRRC be a "shoot-out" wherein a national champion competitor must defend his/her points lead at the United States Road Rally Championship.

Board Liaisons

RoadRally Board liaisons for the 2008 national rally events volunteered and were appointed.

Regional events in the Arizona Border region were discussed. A warning letter will be sent to the region rally organizer and to the region executive advising them that clear efforts must be made to get the number of entries up to a reasonable and acceptable level or further sanctions will be withheld.

Next Meeting

The next meeting of the RRB will be via conference call on Wednesday, March 5, 2008 at 7:30 PM Central Time.

ROADRALLY BOARD MINUTES

RRB MINUTES | March 5, 2008

The RoadRally Board (RRB) met via conference call on Wednesday, March 5, 2008 at 7:30 PM Central Time.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Lois Van Vleet and Jim Wakemen, Jr. Also attending were Division Rally Stewards.

Chairman Poirier called the meeting to order at 7:30 pm CT.

On motion duly made and seconded the February 2008 minutes were APPROVED.

Division stewards to meet regularly

Jim Wakemen, Jr. introduced the division stewards and explained that regular meetings via conference call will be held. The division stewards discussed various issues that each has observed. It was noted that the issues are similar across the country.

Region events

Previous minutes have identified concerns with the regional program in a region. In addition National rallies produced by the same region raised concerns about safety. A passage control was placed on the exit ramp from an interstate highway and DIYCs were placed on an interstate causing competitors to stop on the shoulder of the interstate.

Concern was voiced because the organizer and the rallymaster have considerable experience in SCCA rallies. In addition, the inspection procedure applied by the safety steward was questioned and it was suggested that the safety steward's license should be withdrawn.

Investigation is continuing and will be discussed at the next meeting of the RRB.

Next Meeting

The next meeting of the RRB will be via conference call on Wednesday, April 2, 2008 at 7:30 PM Central Time.

ROADRALLY BOARD MINUTES

RRB MINUTES | April 2, 2008

The *RoadRally* Board (RRB) met via conference call on Wednesday, April 2, 2008 at 7:30 PM Central Time.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Lois Van Vleet and Jim Wakemen, Jr., Duck Allen, Board Liaison, and Pego Mack, National Rally Manager.

Chairman Poirier called the meeting to order at 7:36 pm CT.

On motion duly made and seconded the February 2008 minutes were APPROVED, the Town Hall, and March 2008 minutes were amended and APPROVED.

Position open on RRB

Chuck Edwards resigned from the RRB effective after the USRRC. Applicants are solicited from the SCCA rally community.

Disciplinary Review Committee

The RRB moved to form a Disciplinary Review Committee to review the actions of three members at a recent event.

Sanction fees

Revised sanction fees were adopted and will be sent to the Board of Directors for approval.

Beginning with rallies in the competition year that begins after the USRRC sanction fees will be \$3.00 per car per regional event per 24 hour period, and **\$10.00 per car per National event with no minimum.**

The USRRC will be \$500 for a three day event. For all other regional multi-day events and National multi-day events that may offer cash awards the organizer should call the National Rally Manager, Pego Mack, at the SCCA National Office.

It was noted that the sanction fee for social events will remain unchanged and that charity events will continue to not be charged a sanction fee. The up front \$10 fee will be eliminated.

Division stewards conference call

Jim Wakemen **announced the first Division Stewards** conference call will take place at 7:00 PM on April 19, 2008. The stewards will be notified and the conference call telephone number will be furnished.

Photo contest

The RRB approved the new photo contest. Rick Beattie furnished draft announcements of the contest, and SCCA members will be solicited to participate.

Rally of the Year Awards

The Gervais Award for best National Course Rally, and the National Tour Rally of the year award, are currently voted on by only those competitors who have participated in at least 4 events. The RRB voted to draft a rule change proposal requiring competitors to have participated in at least 3 events.

ROADRALLY BOARD TOWN HALL MINUTES

RRB MINUTES | February 9, 2008

The RoadRally Town Hall meeting was held on Saturday, February 9, 2008 in San Antonio, Texas.

Chairman Poirier called the meeting to order at 3:30 pm CST. The RoadRally Board was present and was introduced by Chairman Poirier.

Division RoadRally Stewards

Bruce Bettinger was recognized for his service to RoadRally and to SCCA. Bruce is retiring as Mid-West Division Steward.

Jim Wakemen, Jr. will host regular conference call meetings of Division Stewards.

Championship points structure

Weakness/strength of fields was discussed as was non-submittal of regional results.

GTA Events

GTA stands for Game, Tour, Adventure. Is this still a relevant name?

Should GTA events remain as part of the national championship?

USRRC

The Oregon region will host the 2008 event on October 17, 18, 19. (**note dates changed to Oct 31- Nov 2**)

Bids for 2009 and future years are being accepted.

It could be preferable to make the USRRC the RoadRally Championship event to align it with the way that Solo National and SCCA Racing champions are determined.

Open forum

Weekend memberships were discussed and all were reminded that the fee is per car – not per person – and is due if a car contains one or two non-members. Charity rallies do not have to pay the non-member fee.

Discussions were varied and included:

- Ways to increase attendance at events including the town hall
- Concerns that weekend memberships may reduce attendance
- Seemingly unfair practices in a region
- Enhanced roles by Division Rally Stewards

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=11083>

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