

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | June 4, 2008

The Board of Directors, Sports Car Club of America, Inc. met via teleconference June 4, 2008. The following members participated: R. J. Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, Bob Lybarger, Lisa Noble, Andy Porterfield, John Sheridan, Mike Sauce, K.P. Jones and Jerry Wannarka. Jim Julow, President, Jeff Dahnert, Vice President of Finance, also participated.

MOTION: To approve the minutes of the May 8, 2008 meeting. (Sheridan/Dent) PASSED, Unanimous

PRESIDENTS REPORT

Jim reviewed progress on the contract for the Runoffs at Road America. He presented a proposal for incentives to be awarded to competitors with participation in multiple consecutive Runoffs.

TREASURERS REPORT

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

OLD BUSINESS

MOTION: To rescind the following motion made at the May, 2008 BoD meeting: That the CRB use existing procedures to implement class consolidation of CSR with DSR, and SSB with SSC or T3, effective October 13th 2008. (Creighton/ Sauce) PASSED, Voting NO, Noble, Sheridan. Abstaining, Wannarka, Jones

MOTION: To rescind the following motion made at the May, 2008 BoD meeting: That the CRB use existing procedures to structure National classes in the following manner by the 2010 competition year. SRF, SM, CSR/DSR/S2, GTL/GT3, FP/HP/GP, GT3/DP, GT2/GT3/BP, FF, T1/ST, T2, T3/SSB, SSC/SSB, FV, GT1, AS, FA/FB, FC, EP, F5, FE, FM. PA (Sauce/Creighton) PASSED Voting NO, Noble, Sheridan. Abstaining, Wannarka

MOTION: To rescind the following motion made at the May, 2008 BoD meeting: That for 2009 the Runoffs consist of 23 races for all 28 classes and for 2010, 21 races for 21 classes. (Dent/Lybarger) PASSED Unanimous

MOTION: To amend GCR 3.9.2E to read as follows: The number of races allowed in the runoffs shall not exceed 24, and may be less (effective 2009). (Jones/Lybarger) PASSED, Voting NO, Sauce, Christian, Sheridan, Allen

MOTION: To add GCR 3.9.2F as follows: Invited Runoffs Classes

Only those classes which have attained an average of 2.5 cars or better per event, as outlined in GCR 9.1.12, in the previous year of national racing activity, shall be invited to the following year's runoffs; effective for the 2009 runoffs, based on 2008 results. (Jones/Wannarka) PASSED Abstaining, Noble. Voting NO, Christian

MOTION: To allow Scott Tucker to count two national finishes in ST as finishes in T1 for purposes of qualifying for the 2008 Runoffs. (Creighton/Sauce) FAILED, Voting YES, Dent, Lybarger, Sauce, Creighton

NEW BUSINESS

MOTION: To approve Bob Eddy as Executive Steward for MidWest Division effective immediately. (Noble/Dent) PASSED Unanimous

MOTION: To approve the concept of the Runoffs Continuous Participation Rewards Program, and authorize staff to proceed with implementation for the 2009 Runoffs. (Sheridan/ Allen) PASSED Abstaining, Christian, Sauce, Noble

CONTENTS

BOARD OF DIRECTORS	1
Board of Directors Minutes	1
CLUB RACING	3
CRB Minutes	3
Technical Bulletin	7
Runoffs Entry Form	10
COURT OF APPEALS	11
SOLO	16
SEB Minutes	16
RALLY	NONE
QUICK LINKS	23

MOTION: To waive the provisions of GCR Section 3.9.1.F to allow Dan McKeever to change his Region of record, from SEDiv to RMDiv. (Christian/Jones) PASSED Unanimous

Motion: To approve Carla Heath as National Administrator of Timing and Scoring. (Wannarka/Dent) PASSED Abstaining, Noble

MOTION: To adjourn. (Porterfield/ Allen)

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD | SPORTS CAR CLUB OF AMERICA, INC. | June 3, 2008

The Club Racing Board met by teleconference on June 3, 2008. Participating were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were Jim Christian and Jerry Wannarka, BoD Liaisons; John Sheridan, BoD guest; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 08-07, 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. Effective 11/1/08: Change recommended item 3 as published in the February Fastrack with 5.7.3 as follows (5.7.1 and 5.7.2 remain as published in the February Fastrack):

5.7.3 Standards

A sound level instrument (meter) that meets American National Standards Institute (ANSI) S1.40-2006 Class 2 or better shall be used. The primary maximum standard for SCCA Sound Control shall be a sound pressure level of 103dB(A) "A" frequency weighted (dB(A)) measured on the fast response setting at 50 feet (+/- 2 feet) from the edge of the track pavement, and/or artificial markers indicating track edge. Lower maximum levels may be imposed at specific venues or events. These lower levels shall be noted in the Supplemental Regulations. All sound readings shall be truncated to the lower whole number. (Anything after the decimal point is ignored.)

Proper location and use of all test instrumentation is essential to obtain valid measurements. Operating manuals or other manufacturer's literature should be referenced for both recommended operation and precautions to be observed.

- 1. Acoustic calibration procedures should include extension cable influence.*
- 2. Field calibration shall be done at least every four (4) hours while in the operating mode.*
- 3. The microphone shall be 3.5 feet (minimum) above the ground surface, 2.0 feet (minimum) above the level of the roadway, no more than 6 feet above the level of the roadway, and two hundred (200) feet or more away from any tunnel or overpass through which the target vehicle passes. Whenever possible it is recommended (but not mandatory) that the microphone shall be located on the outside of the track between the race car and the outside perimeter of the racing facility, aimed into infield areas.*
- 4. Weather conditions should be recorded every hour when conditions are unstable, or otherwise every two (2) hours. Meteorological instruments to support sound readings include a barometer (capable of reading 0.1 inches of mercury recommended) and a thermometer, accurate to +/- 1 degree Fahrenheit (wet bulb thermometer recommended).*

Item 2. Effective 11/1/08: Change section 3.7.2 as follows:

The organizing region will send Official Race Results to the National Office Results (*printed or photocopied or via email*) within five (5) days of the event. Additionally, for national races, the organizing region will send one (1) copy (*printed or photocopied or via email*) to the appropriate Divisional Pointskeeper (including qualifying) within five (5) days of the event. Additionally, the organizers shall provide Official Race Results (printed or photocopied) for each entrant ~~either~~ during the event, or shall either mail photocopied results at the organizer's expense or e-mail results (*at the entrant's option*), within seven (7) days after the conclusion of the event.

Item 3. Effective 11/1/08: Change section 6.7.4.B as follows:

If the checkered flag is not displayed at the scheduled end of the race (in other words, if a race is one or more laps longer than scheduled), the race shall be scored as if it had ended at the scheduled length. *If the starter becomes aware that one or more cars have passed the finish line after the scheduled end of the race, the starter, with the concurrence of Timing and Scoring and the Operating Steward, may show the checkered flag immediately.*

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

The American Sedan Advisory Committee would like to notify the AS community of their intent to continue monitoring the class through the June Sprints. The outcome could result in final adjustments to class specs in the August Fastrack for the Runoffs.

NEW CAR CLASSIFICATIONS

1. 2008 Ford Focus in SSC @ 2,575 lbs (effective 1/1/09) with no rear brake upgrade
2. 74-78 Mazda RX-4 in EP @ 2,100 lbs *2,153 lbs. **2,205 lbs

REFERRED or TABLED

GCR

Accept COMMA licenses (Stephens). Tabled for further discussion.

Touring/Showroom Stock

1. T2 – Allow brake duct kit for the Solstice (Ziegler). Tabled for receipt of parts.
2. T3 – Approve alternate springs for the Subaru (Wannarka). Tabled for further research.
3. T3 – Classify the 2007-08 BMW Z4 3.0 si in T3 (Leithauser). Tabled for further research.
4. T3 – Allow front brake cooling (Quintones). Tabled for receipt of parts.

NOT RECOMMENDED

GCR

1. Mandate race groups (3 letters). Differing track configurations require different race groupings. It is not possible to write a single rule to encompass all of these, thus regions are allowed latitude in this regard.
2. Require a full yellow if a car stops on track (Ingle). There are many situations in which this would be unnecessary and inappropriate.
3. Require cars to follow the pace car if the lights are flashing (Ragaglia). There are too many operational difficulties to make this a mandatory procedure. If an organizing region needs to require this procedure, they may add it to their Supplementary Regulations. However, they would also need to ensure that every driver is aware of the procedure; the consequences of some cars following the pace car and others not could become a serious issue.

Grand Touring

1. GT1 – Reduce the weight of the RX-7 13B to 1,740 lbs (Jung). The car is classified correctly with larger engine choices available.
2. GT3 – Reduce the weight of the Audi GT3 TT to 1,900 lbs (Zlotkin). The car is specified appropriately.
3. GTL – Use chokes and rev limiters instead of SIRs (Gray). Single inlet restrictors will be used to equalize engines where inlet restrictors are required.
4. GTL – Clarify the exhaust routing (Arbogast). The rule is adequate as written.

Production

1. EP – Allow the Mazda RX8 a 9 inch wide wheel (Rivera). We will monitor the car's performance.
2. EP – Declassify the Caterham (Marvin). The car is classified appropriately.
3. HP – Increase compression to 12.0:1 of the Mini (Becker). The car is specified appropriately.
4. HP – Allow the Golf transmission on the Scirocco (Barrack). Alternate transmissions require a weight penalty in Production.
5. HP – Allow stock VW vented rotors for the Scirocco front brakes (Barrack). The brakes are appropriate for the weight of the car.
6. HP – Add 100 lbs to the 1296 Spitfire (Barrack). The weight is adequate as specified.

American Sedan

Adjust the T2 F-body weight to 3,530 lbs (Brannon). The car is specified appropriately.

Touring/Showroom Stock

1. T2 – Allow turbo shielding (Ziegler). Such shielding is inconsistent with the class philosophy.
2. T2 – Reclassify the Lotus Elise to T3 (Aubuchon). The car is correctly classified.

3. SSC – Allow an alternate sway bar for the Toyota Corolla XRS (Peele). The car is specified appropriately and would like to continue to monitor.
4. SSC – Allow 2 degrees of front negative camber (Peele). This is not allowed in SSC.

Spec Miata

Allow any thickness head gasket (Leithauser). The rule is adequate as written.

Previously Addressed

Addressed in Technical Bulletin 08-06 or the June 2008 FasTrack:

1. GT3 – Continue to restrict the 2.0 liter cars (Zlotkin).
2. GT3 – Reduce the weight of the Mazda 3189 cc by 200 lbs (Weaver).
3. HP – Increase the intake valve size of the Mini to 1.406 (Becker).
4. HP – Increase the exhaust valve size of the Mini to 1.219 (Becker).

Addressed in Technical Bulletin 08-05 or the May 2008 FasTrack:

5. FA/CSR – Allow a 36 mm SIR for the 13B peripheral port (Downing).
6. FV – Allow unrestricted grease, oil, etc. (Varacins).

No Action Required

GCR

Include previous wording with spec line changes (Linn). Thank you for your input. When possible, we will do this.

Formula/Sports Racer

FF – Clarify bodywork width behind the centerline of the back axle (Campbell). Section 9.1.1.D.7 is clear on the allowed maximum width and change in width aft of the rear axle centerline. The rules establish the absolute maximum width for bodywork for the entire car. The rules define in absolute terms (“shall not”) what is allowable aft of the rear axle centerline. The lateral section (vertical plane) through the rear axle centerline establishes a width at each horizontal section at that longitudinal location on the race car. Those axle centerline widths are the absolute maximum widths for each horizontal section (of the bodywork) aft of the rear axle centerline. Any horizontal section may become narrower, but cannot become wider, than it was at the vertical plane through the rear axle centerline.

Grand Touring

1. GT3 – GT3 rule change input (Jackson). Thank you for your input.
2. GTL – Do not add weight to the open top roadsters (Linn). Thank you for your input.
3. GTL – Spec changes should have at least a 6-month notice (Gray). This is not practical given the varying race seasons around the country.

Production

P – Allow modification of level 1 carburetors (Weber). Modifications are allowed based on drive train modification rules in section 1.A and 2.A.

American Sedan

1. Clarify the classification differences between the SS and Z28 (Corderio). Either car may be brought into AS with the T2 drive train.
2. Clarify the classification differences between the 5.7 L and 6.0 L GTO (Corderio). The 5.7 liter (LS1) and 6.0 liter (LS2) are both eligible with T2 drive train modifications at the specified weight.
3. Clarify if the T2 drive train rules include ancillary systems such as the cooling system (Corderio). See Tech Bulletin 08-06.

Touring/Showroom Stock

1. T3 – Add Brembo Brake Part Numbers to Mustang Spec Line (Smith). The Touring rules allow updating and backdating within the spec line.

2. SSB – SSB class disparity input (Mead). Thank you for your input.
3. SSB – SSB input (Scornavacchi). Thank you for your input.

Spec Miata

Track/wheel spacer/offset input (11 letters). Thank you for your input.

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: June 3, 2008

NUMBER: TB 08-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/08 unless otherwise noted.

GCR

1. Add a note to 4.4.3.A.1 p. 24: (Note: Divisional Licensing Chairmen and regions may issue Novice Permits without a prior medical review unless one or more of the conditions is present that require medical review as specified on the medical form.)
2. Change 9.2.1.G.1 p.104 to read: All formula cars registered or homologated with SCCA as of 1/1/1986 must have a front impact attenuation device meeting at least one of the following criteria:
3. Change 9.4.5.G.2 p.104 as follows:
Formula Vee and other formula cars using the VW sedan H-beam front suspension ~~may use the front crush structure specified in~~ must satisfy the requirements of section 9.1.1.C.3.A.10 or use any of the structures listed in section 9.4.5.G.1.
4. Add to Appendix C.2 p. 138, 13. Dielectric Constant has a tolerance of +0.2.

Formula/Sports Racer

1. Section 9.1.1.A.5.13 p.189 add as follows: Hoosier R45, ~~or~~ R45A, or R45B (SCCA Labeled) Compound.

Grand Touring

GT3

1. Engines – TOYOTA, p. 309, add to the 4AG specs: Bore x Stroke (mm) alt. stroke : 85.5mm, Weight (lbs): (1950 w/ alt. stroke). Change the specs to read as follows: Fuel Induction: ~~48mm w/42mm choke(s)~~ Unrestricted.

GTL

1. Engines – DODGE, p. 315, add to the 1715cc specs as follows: Bore x Stroke(mm): Alt. Bore: 81.0, Displ.(cc): 1780, Head Type: Alum, Non-Crossflow, Fuel Induction: 1780cc: 25mm SIR, Weight(lbs): 1780cc @ 1950.

Production

1. Correct section 9.1.5.E.1.b.1, p. 394, by changing the first sentence of the paragraph added in TB 08-05 as follows: **Carburetor jets, jet needles, metering rods** and needle valves are unrestricted.
2. Correct section 9.1.5.E.2.b.1, p. 400, by changing the second sentence as follows: **Carburetor jets, jet needles, metering rods** and needle valves are unrestricted.

EP

1. BMW 325i/is (E30) (84-91) (excl. conv.), p. 418-419, change the Notes to read as follows: Comp. Ratio limited to 12.0:1, Valve Lift limited to .500". Trunk mounted fuel cell allowed.
2. BMW Z3 2.8L (97-00), classified in TB 08-03, correct the specs to read as follows: Block Mat'l: Iron or Alum.
3. Classify the Mazda RX-4 with Level 2 prep in EP
Add new spec line to PCS-B, p. 424-425, Mazda RX-4 (74-78), Prep. Level: 2, Weight(lbs): 2100 *2153 **2205, Engine Type: Rotary, Bore x Stroke(mm): 13B 6-port, Displ.(cc): 2616, Carb. No. & Type: (1) Nikki 4bbl carburetor w/primary chokes bored to match secondary chokes on a stock manifold or (1) Auto type 2 bbl w/ 38mm choke(s) on a "dual-y" manifold, Wheelbase(in): 99.0, Track (F&R)(in): 60.0 / 59.0, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)232 Disc (R)229 Drum, Brakes Alt.(mm): (F)227 Disc, Discs and Calipers from 79-85 12A RX-7, (F) 250 Disc, Discs and Calipers from 84-85 RX-7 GSL-SE, Notes: Level 1 dry sump, intake manifold porting permitted. Any 86-95 rotor housings permitted.
4. Mazda RX-7 (12A/13B) (79-85), p. 424-425, add to the specs as follows: Notes: Any 86-95 rotor housings permitted.
5. Mazda RX-7 (13B) (86-91), p. 424-425, add to the specs as follows: Notes: Any 86-95 rotor housings permitted.

HP

1. BLMI Austin/Morris Mini Cooper (level 1 suspension/level 2 engine), p. 454-455, add to the specs as follows: Carb. No. & Type: (1) 1.75" SU, Notes: Alternate intake manifold #CAM-6618. Change the specs to read as follows: Track (F/R)(in): 53.0 / 53.0.
2. Volkswagen Rabbit 1588 (includes Cabriolet / convertible), p. 460-461, change the Notes to read as follows: Comp. Ratio limited to 11.5:1, Valve lift limited to .450".
3. Volkswagen Rabbit 1715 (81-84) (excl. conv.), p. 460-461, change the Notes to read as follows: Comp. Ratio limited to 11.5:1, Valve lift limited to .450".
4. Volkswagen Scirocco 1457/1471, p. 462-463, change the Notes to read as follows: Comp. Ratio limited to 11.5:1, Valve lift limited to .450". Only the 1457cc engine may use fuel injection.
5. Volkswagen Scirocco 1588, p. 462-463, change the Notes to read as follows: Comp. Ratio limited to 11.5:1, Valve lift limited to .450".

6. Volkswagen Scirocco 1715 (81-84), p. 462-463, change the Notes to read as follows: Comp. Ratio limited to 11.5:1, Valve lift limited to .450".

Showroom Stock

SSB

1. Chevrolet Camaro V-6 (96-02), p. 491, add to the specs as follows: Notes: GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed.
2. Pontiac Firebird V-6 (96-02), p. 492, add to the specs as follows: Notes: GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed.
3. Mazda MX-5 / Miata Sport (99-00), p. 491, add to the specs as follows: Notes: Spec Miata front and rear sway bar permitted. Rear sway bar must use middle hole.
4. Mazda MX-5 / Miata Sport (01-05), p. 492, add to the specs as follows: Notes: Spec Miata front and rear sway bar permitted. Rear sway bar must use middle hole.
5. BMW Z4 2.5L (03-05), p. 490, change the first sentence of the Notes to read as follows: Throttle restrictor between throttle body and plenum is mandatory: .06" flat steel plate with one (1) ~~51.0mm~~ 53.0 hole.

SSC

1. Saturn SC2 Coupe (97-00), p. 496, change the specs to read as follows: Weight(lbs): 2475.
2. Saturn SC2 Coupe (01-03), p. 497, change the specs to read as follows: Weight(lbs): 2300.
3. Honda Civic Si (02-03), p. 495, change the specs to read as follows: Weight(lbs): 2500.

Sports Racer

CSR

1. Section 9.1.9.G.13 p.559 add to the section as follows: Hoosier R45, ~~or~~ R45A, or R45B (SCCA Labeled) Compound.

Touring

T1

1. Chevrolet Corvette C6 Coupe (05-07), p. 575, change the alternate thermostat part number listed in the Notes as follows: Lingenfelter Performance Engineering #L310055204 ~~Hypertech #1015~~.
2. Chevrolet Corvette (2008), classified in TB 08-01, **Effective on publication 6/20/08**, add to the specs as follows: Notes: Alternate GM oil pan #12630477 allowed.

T2

1. Acura TL Type S, (07-08), classified in TB 08-01, add to the specs as follows: Notes: H&R front springs #180-60-180, rear springs #120-60-320, and rear sway bar Progressive Technology #62.0110 allowed.
2. Chevrolet Cobalt SS (2008), classified in TB 08-01, change the specs as follows: Notes: ~~39mm~~ 38mm Turbo inlet Restrictor required.
3. Chevrolet HHR SS (2008), classified in TB 08-01, change the specs as follows: Notes: ~~39mm~~ 38mm Turbo inlet Restrictor required.
4. Pontiac Solstice GXP (07-08), p. 582, change the last sentence of the Notes as follows: ~~39mm~~ 38mm Turbo inlet Restrictor required.
5. Porsche Boxster S (00-03), p. 582, change the specs to read as follows: Weight(lbs): 2880.
6. Subaru Impreza WRX STi (03-06), p. 582, add to the specs as follows: Notes: AMS front and rear springs #AMS-SCCA01 allowed.

T3

1. Subaru WRX TR (06-07), p. 585, add to the specs as follows: Notes: Koyo Radiator #KOY-R2704, Mocal oil sandwich plate #OTSP1M18X, and Earl's oil cooler #22510ERL allowed. AMS front and rear springs #AMS-SCCA01 allowed.

ST

1. Chevrolet Corvette C6 Z06 (06-07), p. 586, **Effective on publication 6/20/08**, add to the specs as follows: Notes: Alternate GM oil pan #12611803.

CLUB RACING TECHNICAL MEMO

NUMBER: RM08-07
DATE: June 11, 2008
FROM: National Staff
TO: All Participants
SUBJECT: Willans Harness Labeling Misprint

Please note that Willans released a number of harnesses with misprinted labels. The affected batch numbers are between 4844 and 5182. See below for identification of the incorrect/correct version:

<u>Incorrect Version</u>	<u>Correct Version</u>
FIA B-108.T/98	FIA D-108.T/98
FIA B-109.T/98	FIA D-109.T/98
FIA B-110.T/98	FIA D-110.T/98
FIA D-112.T/98	FIA B-112.T/98



****ONLINE REGISTRATION AVAILABLE AT WWW.SCCA.COM****

- 1. Enclose entry fee of \$360 payable to SCCA Inc.; check, money order, Visa/Mastercard accepted. Entry fee includes a \$10 process fee
2. Mail entry form and fee to SCCA Runoffs, Attn: Club Racing, PO Box 1833, Topeka, KS 66601 or FAX (785) 232-7214. Faxed entries accepted with credit cards only. Online entries accepted with credit card only.
3. Entry must be officially postmarked, faxed or completed online no later than the DEADLINE date of Sept. 5, 2008.
4. Entry fee will be refunded if your entry is not accepted or if you withdraw in writing by Sept. 8, 2008. If you withdraw Sept. 6-Oct. 5, your entry fee minus \$175 will be refunded. No refunds will be issued after Oct. 5.
5. Entry fee for entries postmarked after Sept. 5, 2008 is \$560 (including \$10 processing fee.)

Heartland Park Topeka Held Under 2008 GENERAL COMPETITION RULES
SANCTION # IDC-08-S PLEASE PRINT CLEARLY
This information will be printed in the Driver Manual, Entry list and Tech Card.

ENTRIES WILL NOT BE ACCEPTED PRIOR TO JULY 8, 2008.

DRIVER: License #: Exp Date: Region:
Address: City, State, Zip:
Phone: Home () Cell () Email:

CAR CLASS: Number Preference: 1: 2: 3: 4: 5: 6:
Assigned in order received. #1 is reserved for defending National Champion

Sponsor (Limited to 35 characters including spaces/punctuation):
ALL OF THE INFORMATION IN THIS SECTION MUST BE FILLED OUT IF REQUIRED FOR YOUR CLASS. PER SUPPLEMENTAL REGULATIONS 1.3., INCOMPLETE ENTRIES ARE CONSIDERED INVALID AND WILL BE RETURNED.

Car Make: Model: Year: Color:
Transponder: Logbook: Official Weight: Displacement:
Spec Page: VIN #: Homologation:
SS/T/SM F/SR

GCR Track (F&R): Alternate Heads (GT1/FC/S2): Yes No Wheel Width (GT1): 10" 12-13"
SS/P/GT
Wheel Size (GTL): 13" 14-15" IRS Penalty (GT2, 3, L): Yes No Fuel Injection (CSR/FA): Yes No
Drivetrain (DSR): Chair or Belt Other Engine Make (CSR/DSR/FA/F500):

Transmission:
GT1: Prod based 4 spd Sequential Neither GT2, 3, L: Sequential Sychromesh Neither
Prod: Stock Stock-Type Non Stock-Type FA: Sequential Non-Sequential

ENTRANT: Membership #: Exp Date:
(ENTRANT MUST BE DIFFERENT FROM DRIVER & MUST BE A SCCA MEMBER.)

CREW: Only Driver/Entrant may add/change crew. Overcrew passes will be available at the track. DO NOT LIST YOUR ENTRANT ABOVE AS CREW!

Free Free Free

EMERGENCY CONTACT: Phone #: This person is at track?

PAYMENT Check/Money Order # Visa/Mastercard: Exp

DRIVER BIO *Optional* - Please feel free to submit a media kit/press clippings with your entry or drop them off during the event at Driver Info in the Timing Bldg.

Date of Birth Age Hometown (City you want listed on results) Division
Occupation Single Married Spouse's Name
Children's Names and Ages Head Mechanic/Crew (if applicable)

RACING HISTORY Please be specific First time to the Runoffs? Yes No

When & how began racing
Other racing experience (i.e. Karts, Circle Track, AMA, Pro Racing)
Any series championships won (year/class/type/series)
Current track records held (include year, set, class)
Best Runoffs finish (position/class/year)
Top-Six Runoffs finishes Top-Ten Runoffs finishes
Unusual happenings during 2008 season

The Entrant agrees to permit the Sports Car Club of America Inc., SCCA Pro Racing Ltd. and their assigns (including but not limited to series sponsors, promoters/organizer of an Event), free of any charges duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the event(s) on any medium whatsoever for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Entrant further acknowledges and agrees that SCCA and/or SCCA Pro Racing may freely assign or license its rights to a third party.

It's agreed and understood that the undersigned driver and the car described above will appear at the above described race meet if the entry is accepted by the SCCA. The undersigned agree to compete under and be bound by the SCCA General Competition Rules and the Supplementary Regulations and certify that automobiles entered comply with provisions of the GCR. All participants must sign release agreements at registration.

I am a member in good standing of the SCCA and my Region and hold a valid SCCA National Competition License.

I am a member in good standing of the SCCA and my Region.

Driver's Signature

Entrant's Signature

COURT OF APPEALS

JDGMENT OF THE COURT OF APPEALS

Roger Glover vs. SOM, COA Ref. No. 08-03-NP

May 2, 2008

FACTS IN BRIEF

At the Gathering of Champions Double National Race at Thunderhill Raceway Park on Saturday, March 15, 2008, Chief Steward Richard Templeton filed a Request for Action (RFA) against Roger Glover (FA #21) and a second RFA against Edd Ozard (FA #1). The RFAs requested that the Stewards of the Meeting (SOM) review the body contact between the two cars at Turn 2 during Race Group 1 as Mr. Ozard was attempting to pass Mr. Glover. The Stewards of the Meeting (SOM) Clint DeWitt, Paul Helberg, Gary Pitts, and Skip Yocom, Chairman, heard testimony from both drivers, reviewed a corner worker report, and concluded both drivers were at fault under GCR 6.8.1. Both were issued reprimands. Mr. Glover is appealing his reprimand.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Fred Cummings, and Bob Horansky, Chairman, met on April 17, 24, and May 1, 2008 to hear, review and render a decision on the appeal. Dick Templeton, regular COA member, was recused from the deliberations and decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Roger Glover, including new witness statements and a video, received April 15, 2008.
2. Official Observer's Report and related documents, received April 15, 2008.
3. Email statement from Gary Pitts, received April 21, 2008.
4. Official Race Log of Group 4 Race, received April 18, 2008.
5. Copy of the RFA against Edd Ozard, received April 18, 2008.
6. Testimony by Skip Yocom, heard April 24, 2008.

FINDINGS

During the Group 1 Race on Saturday, March 15, 2008, after a long full course yellow period, racing resumed at Lap 5. FA #21, driven by Roger Glover, was in the lead followed by FA #1, driven by Edd Ozard. As they approached the left hand Turn 2, Mr. Ozard attempted to pass Mr. Glover on the left headed toward the apex. The cars made contact with car #1 ending up on top of car #21, and with both cars coming to rest off course. The SOM, after hearing statements from both drivers and a corner worker, concluded there was shared fault for this incident under GCR 6.8.1 (On Course Driver Conduct), and reprimand both drivers.

Later in the day, it was discovered that the 4th place car in the race had a video of the incident. The SOM viewed it but did not alter their decision.

Mr. Glover's appeal contends that Mr. Ozard did not get sufficiently along side him before the apex to be considered executing the pass, and that there was not shared fault. The video, provided as new evidence with his appeal, supports this contention. Additionally, recorded in the corner worker statement and race log was a statement of an attempted unsafe pass. An additional statement from DSR #13 driver Kevin Mitz, who was following Mr. Ozard into this corner, also supports the appellant's position.

DECISION

The Court of Appeals upholds Mr. Glover's appeal and overturns his reprimand. Mr. Glover's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Chris Keller vs. SOM, COA Ref. No. 08-04-NP

May 2, 2008

FACTS IN BRIEF

At the Gathering of Champions Double National Race at Thunderhill Raceway Park on Sunday, March 16, 2008, Chris Keller, driver of FF #1, filed a mechanical Protest against the car of Alex Schutte, FF #44, specifying 15 items to be checked for compliance. The disassembly and inspection processes, location, teardown bond and apportionment were negotiated and agreed to in writing by both parties. The engine and engine box were sealed. The protested cam was shipped to Jeremy Thoennes, SCCA Technical Services Manger, to be checked for compliance.

On Friday, March 21, 2008, the disassembly and teardown were conducted by Huffaker Engineering within the agreement under the supervision of SOM Gary Pitts and National Scrutineer Morris Hamm.

The Stewards of the Meeting (SOM) Clint DeWitt, Paul Helberg, Gary Pitts, and Skip Yocom, Chairman, received the inspection reports from Mr. Pitts, Mr. Hamm, and Jeremy Thoennes and on Tuesday, March 25, 2008, notified Mr. Keller and Mr. Schutte that the engine was found compliant on all 15 specified items.

Mr. Keller is appealing the determination of compliance, questioning the inspection process of the pistons, specifically for the presence of gas porting modifications and changing of the cam grinding on the piston skirt.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, JoAnne Jensen, and Bob Horansky, Chairman, met on April 10, 17, 24, and May 1, 2008 to hear, review and render a decision on the appeal. Dick Templeton, Chief Steward at the event and regular COA member, was recused from the deliberations and decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Chris Keller, including correspondence from Jay Ivey; citation from the Stewards Manual and Guidelines; material from a 2008 SCCA National Convention presentation on Mechanical Protest procedures; Witness Statements from Peter Nosler and Neil Porter (owner of FF #1); and various email exchanges between Gary Pitts and Peter Nosler as well as between Neil Porter and Gary Pitts, all received April 7, 2008.
2. Official Observer's Report and related documents, received April 7, 2008.
3. Email statement from Chief Steward Dick Templeton, received April 8, 2008.
4. Mechanical Protest and Witness Statement from Chris Keller, along with written statements reporting the results of the teardown from Gary Pitts, Morris Hamm, and Jeremy Thoennes, received April 7, 2008.
5. Statement from Alex Schutte, driver of FF #44, received April 7, 2008.
6. Statement from Jon Brandstad, owner of FF #44, received April 10, 2008.
7. Statement from Carl Schutte, entrant for FF #44, received April 15, 2008.
8. Email statement from Gary Pitts, received April 14, 2008.
9. Email statements from Gary Pitts and from Club Racing Vice President Terry Ozment, received April 7 and 14, 2008 respectively.
10. Testimony from Skip Yocom heard April 24, 2008.

FINDINGS

The engine and engine box sealing, disassembly and inspection were conducted properly and in accord with the GCR, with proper protocols, and with agreement among the parties. The engine was, in all 15 respects, found to be compliant. The compliant parts, with the exception of the cam, were returned to Mr. Schutte prior to the expiration of the appeal period.

The specific request for shipping the pistons to a third party for inspection was raised by Mr. Keller after the Protest was filed and bond posted, and is therefore beyond the scope of and not covered by the original Protest. It was Mr. Keller's responsibility to have outlined the particular process for inspecting the pistons during the negotiation of the disassembly and inspection and teardown bond.

It should be noted that the pistons were inspected, compared to a known compliant exemplar provided by Neil Porter, owner of FF #1, and were found compliant. All expected markings were present, no non-compliant modifications were evident, and all measurements were within specifications.

DECISION

The Court of Appeals denies Mr. Keller's appeal. The Court finds Mr. Keller's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

Judgment of the Court of Appeals
Rick Johnson vs. SOM COA 08-05-NP
May 29, 2008

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following National Race Group 2 at the Fluge Global Adventures National held May 4, 2008 at Portland International Raceway, Rick Johnson, driver of S2000 #25, protested William Bachofner, driver of S2000 #36, for violation of GCR 5.9.3 (failure to report to impound) and Oregon Region Supplementary Regulation 9b (Finishing Procedures). The Stewards of the Meeting (SOM) Jim Graffy, Tom Masterson and John Martinsen, Chairman, met and determined that the protest should be disallowed. Mr. Johnson is appealing that decision.

DATES OF THE COURT

The National Court of Appeals (COA) David Nokes, Richard Templeton and Robert Horansky, Chairman, met on May 22 and 29, 2008 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Mr. Johnson's appeal and accompanying documents received May 21, 2008.
2. Official Observer's Report and related documents including protest documents received May 21, 2008.
3. Verbal testimony from Howard Allen, Assistant Chief Steward/Operating at the event, heard May 22, 2008.

FINDINGS

The race group in question inadvertently ran one extra lap – 24 instead of the scheduled 23. Car #36 (Mr. Bachofner) was leading at the conclusion of lap 23, but had a mechanical failure soon after beginning lap 24. Car #36 pulled off course as the field passed him by.

At the conclusion of the race, car #36 was towed to its paddock space adjacent to the impound area. The driver did not report to impound because he thought he did not need to since he finished last in class and was not among the top three finishers in class. An Assistant Chief Steward, Tech was instructed to tell the driver of car #36 that he remained a finisher even though he had not completed the race.

Subsequently, the extra lap error was discovered and the results reverted to the previously scored lap per GCR 6.7.4.B; this made car #36 the winning car in S2000. The revised results were announced as the cars were being dismissed from impound. After being informed of his finishing position, car #36 was brought to impound where it was weighed.

The SOM determined that car #36 had not gone directly to impound but rather to his paddock space due to the actions of officials, and that the driver should not be penalized for the actions of officials. The SOM disallowed the protest, but considered it well-founded and returned Mr. Johnson's protest fee.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. GCR 5.9.3.C. clearly states that failure of a top-three finisher in class to report to impound may be penalized. The First Court acted within its powers and made a proper decision.

Mr. Johnson's appeal is well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Steve Sliwa vs. SOM, COA Ref. No. 08-06-SE

June 9, 2008

FACTS IN BRIEF

At the National Race at Daytona on Saturday, May 3, 2008, Carlos Lira (T2 #5) protested Steve Sliwa (T2 #71) for violating GCR 2.1.7 (unsportsmanlike conduct) and 2.1.8 (physical violence towards another participant) stating that Mr. Sliwa made gestures toward Mr. Lira and threw water bottles toward him in the garage area. The Stewards of the Meet (SOM) upheld the protest and suspended Mr. Sliwa's competition license for 6 months, followed by three-event probation, and assessed 6 penalty points against his license. Mr. Sliwa is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton, and Bob Horansky, Chairman, met on May 22, 29 and June 5, 2008 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Steve Sliwa, received May 22, 2008.
2. Official Observer's Report and related documents, received May 22, 2008.
3. Email statement to COA from SOMs Sandy Jung and Norm Esau dated May 24, 2008.
4. Email statement to COA from Russ Smith, Chairman SOM, dated May 28, 2008.

FINDINGS

On Saturday morning May 3, 2008, Steve Silwa protested three T2 cars for being fitted with noncompliant brakes. One of the cars protested by Mr. Sliwa was driven by Carlos Lira. Saturday afternoon there was an exchange between Mr. Lira and Mr. Sliwa as Mr. Lira and others drove by Mr. Sliwa's paddock. During this exchange, Mr. Sliwa allegedly threw a partially filled water bottle in the direction of the Lira party and made a gesture commonly interpreted to be disrespectful. The bottle fell on the pavement and did not hit anyone. Mr. Lira protested Mr. Sliwa for violating GCR 2.1.7 and GCR 2.1.8.

The facts are not entirely clear as there were no independent witnesses; all who testified were affiliated with one party or the other. Mr. Sliwa, however, did admit to throwing a partially filled water bottle in the direction of Mr. Lira and making a disrespectful gesture. No testimony was presented that indicated any other threat or unsportsmanlike conduct by Mr. Sliwa.

Mr. Sliwa did not appear before the SOMs on Sunday as requested so he could be informed of the SOM decision; instead he left the track before the protest hearings were completed.

DECISION

The Court of Appeals upholds the SOM decision but modifies the penalty by removing the 6 month suspension. The COA judged the penalty to be more severe than is warranted by the offense. The three race event probation stands, beginning with the receipt date by SCCA of Mr. Sliwa's competition license, and he will be assessed three penalty points. Mr. Sliwa's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Steven Gorriaran vs. SOM, COA Ref. No. 08-07-NE

June 9, 2008

FACTS IN BRIEF

At the Granite State National Race at New Hampshire Motor Speedway on Sunday, May 4, 2008, Chief Steward Peter Roberts issued a Chief Stewards Action (CSA), disqualifying Steven Gorriaran (SM #44) for non-compliant fuel found at post race impound in violation of GCR Paragraph 9.3.25.A (Fuel Standards). Mr. Gorriaran protested the CSA, and the Stewards of the Meeting (SOM) Tom Hoffman, Jim Poor, Bob Thomas and A. G. Robbins, Chairman investigated the fuel test results, observed a re-test, and disallowed the protest. Mr. Gorriaran is appealing this decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton, and Bob Horansky, Chairman, met on May 22, 29 and June 5, 2008 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Steven Gorriaran, including new witness statements, received May 22, 2008.
2. Official Observer's Report and related documents, received May 22, 2008.
3. Additional Email statement from Steven Gorriaran to SCCA dated May 20, 2008, received May 22, 2008.
4. Statements from A.G. Robbins, Chairman SOM, received May 27, 2008 and June 2, 2008.
5. Testimony of Tom Hoffman, SOM, heard May 29, 2008.
6. Statement from Bob Thomas, SOM, received May 29, 2008.
7. Statement from Peter Roberts, Chief Steward, received May 30, 2008.
8. Fuel test report from Chempro, Inc. received June 2, 2008.
9. Statement from Scott Dowd, Chief Scrutineer, received June 2, 2008.

FINDINGS

Following the Group #1 race for SM on Sunday, May 4, the fuel of the top three finishers was tested at impound. Two of the three cars were found not in compliance having DC readings above 15, and were disqualified by Chief Steward Peter Roberts at approximately 10:30 am. Both drivers protested. One driver later withdrew his protest. The protest by Steven Gorriaran, SM #44, was heard by the SOM who called for and observed a retest, which was performed at approximately noon on a second drawn fuel sample. It too was found noncompliant. The SOM disallowed the protest.

A fuel sample was also retained and, under SCCA direction, was sent to an independent laboratory (Chempro) for analysis. The COA noted the results of the Chempro laboratory report on the analysis of the fuel from car #40. The report indicated no unexpected properties of the fuel, but due to the time delay from the time the sample was drawn to the receipt of the sample for testing, as well as the unknown shipping situation, the COA did not consider this information pertinent to this decision.

Mr. Gorriaran's appeal is based on the contention that several violations of the fuel testing procedure were evident. His appeal contained documentation of the hourly weather and temperatures in Loudon, NH for the race morning, showing that the maximum temperature was 45 degrees under light rain. A copy of the calibration certificate for the HDE Model G-01 used for the test showed that the meter was three months beyond the required annual re-calibration date. Also included in the appeal was a statement and documentation from Precision Fuel Testing, the supplier of the HDE G-01 Fuel Analyzer, regarding the need for annual recalibration, and the inaccuracy of readings below 50 degrees. Precision Fuel also emphasized the importance of the fuel being tested, as well as the cyclohexane zeroing fluid temperatures, being within 5 degrees of each other in order to obtain accurate readings.

The COA noted that the published repeatability specification of the G-01 analyzer is 0.1. The three readings taken immediately after the race had a variation of 0.8, as did the three additional ones taken later. There was no evidence of any temperature measurements taken to assure the fuel and zeroing fluid were within the prescribed range.

DECISION

The Court of Appeals upholds Mr. Gorriaran's appeal and overturns his disqualification. The environmental temperatures during testing, meter calibration, and other deviations from the prescribed test procedure raise questions about the validity of the tests. Mr. Gorriaran's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD | SPORTS CAR CLUB OF AMERICA, INC. | May 31-June 1, 2008

The Solo Events Board met in Kansas City May 31-June 1. Attending were SEB members Dave Whitworth, Tina Reeves, Steve Wynveen, Erik Strelnieks, and Donnie Barnes; Lisa Noble of the BOD; and Howard Duncan, Brian Harmer and Doug Gill 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

For 2008, SCCA wants to emphasize the importance of Solo site acquisition. During the National Convention, with support of the National Staff, the Site Committee announced the "SITE REWARD PROGRAM". Any Region that obtains a new Solo site will be refunded up to \$200 of the sanction fee for the first event at the new site. Also, any Region may nominate a member who has done outstanding work with site acquisition and some of the best of these will be awarded free membership at their next renewal date. Contact Nancy Downing at the National office to submit your application for a reward.

The previously-published proposal regarding tire heating (6.11) has been withdrawn.

- The SEB is seeking nominations from the membership for the Driver of Eminence and Solo Cup awards. These awards will be presented at this year's Solo National Championships in Topeka.
- Vacancies on the SEB are anticipated for 2009. Interested members are invited to submit their qualifications in writing to the National Office.
- A Divisional Solo Events Steward is needed for the Central Division. Duties of this position are outlined in Introductory Section I.3 of the Solo Rules.
- The SEB has appointed a National Appeals Committee (NAC), per Section 10.4 of the Solo Rules. The current members are Art Trier (Chair), Paul Brown, Neal Bellamy, GH Sharp, and Marcus Merideth (alternate). Members are reminded that the decisions of the appointed NAC are final, per Section 10.5.
- The SEB thanks Jamie Cicalese for his service to the Site Committee.

SAFETY

- The SSC has recommended the following rule change proposal, which is being published for member feedback:
Replace the contents of Appendix E subsection V.E. with: "Effective 1/1/09, following an initial one-year licensing as a SSS, the SCCA Central Licensing Department shall issue a renewal application every three years, pending completion of the appropriate number of events and continuing education as a Solo Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one continuing education seminar and serve as a SSS at five events. The DSS shall be responsible for confirmation of participation in the continuing education process. The renewal date is the same as membership renewal."
- Regions are reminded that the passenger rule (1.3.2.C) is not to be abused, and is intended to be used for instructional purposes.

TIRE RACK SOLO NATIONALS

- The SEB Town Meeting will be held Sunday of Nationals week, after the end of the warmup events, at the Pavilion at Heartland Park.
- Michael Feldpusch will be an assistant course designer for the 2008 Solo Nationals.
- Additional Impound inspection item proposals, possibly including displacement checks in Prepared, compression checks in SP, and valve cover removal and differential inspections in ST, were reviewed by the SEB.

STOCK

- Per the SAC, as new car technologies become available it is anticipated that classifications in Stock will follow. A class may as a by-product of improving technology become faster as time passes. (ref. 08-256)
- The previously-published rule change proposal regarding battery hardware is being recommended to the BOD. It is repeated here for reference purposes: Add to 13.9 as follows: "Additional battery hold-down hardware may be added. It may serve no other purpose." (ref.07-397)
- The following class listing change proposal has been recommended by the SAC and are being published for member feedback:

Move from GS to HS: Honda Civic del Sol VTEC (ref. 08-132)

- For 2009 the SAC proposes moving the following models to G Stock as a group:

Audi TT FWD
 Dodge SRT-4
 Dodge Caliber SRT-4
 Dodge Daytona IROC R/T
 Honda Prelude (97+)
 Mazdaspeed Protege
 Mitsubishi Eclipse (06+)
 Mitsubishi Eclipse Turbo AWD / Eagle Talon Turbo AWD
 Nissan Maxima (04+)
 Oldsmobile Calais W41
 Saturn Ion Redline
 Volvo S60R
 Volvo V70R

- For 2009 the SAC requests comments on the following independent class change proposals:

Cobalt SS Supercharged to GS
 Cobalt SS Turbocharged to GS
 Mazdaspeed 3 to GS
 Lotus Elise SC to SS
 Dodge Viper 08+ to SS
 Lotus Exige S to SS
 Porsche 996 Turbo to SS
 Acura Integra Type R to BS

- The SAC is going to propose changes for 2010 in an upcoming Fastrack. The final proposal is not completed but most classes will be affected by a designation change (class letters). A few classes will have significant proposals for the membership to consider.

STREET TOURING

- The following rule change proposals have been submitted by the STAC and are being published for member feedback:

- Replace Section 14.6.A (STS/STS2) with:

“Cross-drilled and/or slotted brake rotors may be fitted (same size/type/material as standard) provided all such voids are within the disc area, and comprise no more than 10% of that area.” *Comment:* This modifies the existing STS/STS2 allowance by limiting the amount of “swiss cheesing” for weight loss to amounts typical of off-the-shelf aftermarket tuner parts.

- Replace Section 14.12.7 (STX/STU) with:

“Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and thickness) and made of ferrous material (e.g. iron). Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area, and comprise no more than 10% of that area.

Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard.

Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded to the axle/trailing arm/upright.

Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.”

Comment: This change is only for the existing STX/STU big brake allowance, and adds a restriction limiting ‘swiss cheesing’.”

STREET PREPARED

- The SPAC has submitted the following rule change proposals for member comment:

- Replace 15.6 with the following:

15.6BRAKES

Vehicles may only exceed the allowances of 13.6 as specified herein.

- Any brake line, single or dual master cylinder, vacuum brake booster, or brake proportioning valves may be used. This does not allow multiple separate cylinders, but does allow for any single, dual-circuit cylinder.
- “Safety brakers” and units such as the “Brake Guard System” are permitted.

- C. ABS braking systems may be disabled, but not removed; brake boosters may be removed, modified, substituted, or added.
 - D. Alternate brake rotors are permitted, subject to the following restrictions:
 1. Rotors must be ferrous metal except for standard parts. Aluminum rotor hats are allowed. Rotor dimensions (diameter and thickness) must be equal to or greater than standard parts. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors.
 2. Cross-drilled and/or slotted brake rotors may be used. Slots/holes are permitted only in the braking area of the rotor. Rotors featuring a drum-type parking brake in the hat area of the rotor may not be drilled/slotted in the parking brake area.
 - E. Drum brakes may be replaced with disc brakes. Disc brake rotors for such a conversion must be equal to or greater in diameter than the inside diameter of the standard brake drum. Changes to backing plates/mounting brackets/brake lines to accommodate this change are permitted but may serve no other purpose. Drum-to-disc brake conversions must be bolted, not welded to the axle/control arm/upright.
 - F. Air ducts may be fitted to the brakes, provided that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.
 - G. A functional, redundant emergency (parking) brake must be present.
 - H. Brake calipers may be replaced, provided the number of pistons is equal to or greater than the original number of pistons. Caliper mounting brackets may be replaced to accommodate this change, but may serve no other purpose. Alternate caliper brackets must bolt to the original caliper bracket mounting location(s).
- o Replace the content of 15.2.F with the following:

“The driver and front passenger seats may be replaced, with the following restrictions: Seats must be securely mounted per 3.3.3.B.2. The seating surface must be fully upholstered.

Any replacement seat must be a full back, bucket type automobile seat incorporating a functional headrest. Kart seats & low back dune buggy seats and other similar types of seat are expressly prohibited. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements.”
 - Per the SPAC, the previously-published proposal to move '94-'99 Neons to FSP has been amended to combine them onto a single line (SOHC and DOHC models) in FSP as follows: “Dodge/Plymouth Neon, 1994-1999, all.” This is being recommended to the BOD.
 - The following class listing change proposals have been submitted by the SPAC and are published for member comment:
 - o Move from DSP to FSP:

Honda Civic ('99-'00)
 - o Add to DSP (ref. 08-264):

Subaru Legacy/Outback 98-04 6-cyl (all)
Subaru Legacy/Outback 03-present 6-cyl (all)
 - o Move from DSP to FSP (ref. 08-214):

Nissan Pulsar/NX2000, Sentra & SE-R, 1991-1994, all

PREPARED

- The following rule change proposals have been recommended by the PAC and are being submitted for member comment:
 - o Change subsection 1.b under Prepared Class X in Appendix A to read as follows:

“b. Front hoods, engine covers, trunk lids, hatches, front fenders, rear fenders not part of chassis structure (unibody), front & rear facias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, and window washer nozzles may be modified, removed, or replaced. Fenders may be flared as per Prepared (17.2.L, 17.2.M), non-metallic fender liners may be modified, replaced, or removed. Body panels may be attached with removable fasteners (e.g. Dzus).”
 - o Add the following to 17.2.F after the third sentence:

“This requires a sealed firewall between engine and passenger compartment. This rule is for driver’s safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.” (ref. 08-163).
 - o Change 17.2.P.2 to read:

"It is a non-production rear spoiler which is mounted to the rear portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10 inches from the original bodywork in any direction. Alternatively in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch in such a configuration the spoiler may extend not more than 7.5 inches from the original bodywork in any direction. The spoiler may be no wider than the bodywork *<Phrase deleted>*. The use of endplates is prohibited. Spoiler endplates are defined as any vertical (or semi-vertical) surfaces attached in front of the spoiler which have the result of capturing and redistributing air (downforce) along all or any portion of the spoiler. The angle of attack is free. The spoiler may not function as a wing."

- o Change 17.2.S to read:

"The hood, hatchback, deck lid and fenders may be lightened or replaced by ones of alternate material, provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders can be replaced in their entirety. Cars with non-removable fenders can replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver's door window opening. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall, or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled." (ref 08-259)

- The following rule change proposal is recommended by the PAC and is being published for member feedback:

- o In Appendix A, Prepared Class C, change the third through sixth paragraphs to read:

"U.S. produced 4-cyl, 6-cyl and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain stock.

U.S. produced 4-cyl, 6-cyl and 8-cyl engines manufactured by a particular corporation may be interchanged with ones of similar configuration from the same corporation (e.g., a Chevrolet engine would be allowed in a Pontiac or a Ford 351W would be allowed in a Fox chassis Mustang). Corporate engine substitutions include induction systems and thus no weight penalty is incurred for using the OE induction from the substituted engine.

Similar configuration is defined as having the same number and arrangement (i.e. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part.

Alternate iron or aluminum cylinder heads may be used on U.S. produced 4-cyl, 6-cyl and 8-cyl engines. Any alternate cylinder head(s) used shall be of a conventional design (siamesed intake ports, two valves per cylinder, all valves inline) direct replacement type." (ref. 08-280)

- The PAC has recommended, based on member input, withdrawal of the previously-published proposal to weigh with driver (ref. 07-147).
- The PAC has recommended that the previously-published proposals regarding transmissions (17.10.Q), clutch and gas pedals (17.10.D and 17.K.4), and drivers' seats (17.2.I) be referred to the BOD for approval. (ref. 07-400)

STREET MODIFIED

- The SMAC has recommended, and the SEB has approved, the withdrawal of the previously-published change proposal regarding a new Section 16.1.I, non-metallic inner fenders. (ref. 07-423)
- The SEB has asked the SMAC to investigate possibilities for a new SM class focusing on FWD cars.
- The following previously-published rule change proposal has been reviewed along with relevant member feedback, and is being recommended to the BOD:

- o Replace the content of 16.1.I with

"Front hoods, engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, and window washer nozzles may be modified, removed, or replaced. This does not permit removal of the remainder of the window washer system. Fenders may be flared as per Street Prepared. Non-metallic fender liners may be modified, replaced, or removed." *Comment:* This proposal is intended to allow less expensive and more readily available ways for cars to achieve their calculated minimum weight. (ref. 08-093, 08-151, 08-162, 08-169, 08-171, 08-187, 08-204, 08-263)

- The previously-published SM and SM2 weight revision proposals have been amended per member feedback, and are being republished for review:

Under SM:

"AWD: 1800 lbs + 275 lbs/liter" changes to "AWD: 1800 lbs + 300 lbs/liter"

Under SM2:

"AWD: 1600 lbs + 275 lbs/liter" changes to "AWD: 1600 lbs + 300 lbs/liter"

MODIFIED

- The MAC has provided a proposal, being published here for member feedback, to replace 18.1.E as follows:

“E. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, wings, or sealing skirts may be added. No bargeboards, ramps, vanes, wickerbills, or other aerodynamic devices are allowed except as specified.
2. The hood, tub, roof, rear fenders, and rear deck are not permitted to be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams, and splitters, and may be widened to rear body width as specified in E.4.c below. Ramps joining the front fender flares to the splitter/spoiler/airdam assembly which are included as part of a SCCA-approved GT-1 front bodywork package are allowed.
3. Front Aero
 - a) The standard O.E. or a non-standard front spoiler or air dam may be used. A non-standard front spoiler is not permitted to protrude forward beyond the overall outline of the car as viewed from above, or aft of the forward-most part of the front fender opening, and shall not be mounted more than four inches above the horizontal centerline of the front wheel hubs.
 - b) The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork, or it may replace the bodywork it would otherwise cover.
 - c) The front spoiler may be no wider than the rear bodywork, measured as in E.4.c. below. The front spoiler may not function as a wing, and therefore must be installed such that air does not pass both over and underneath it. This may be accomplished by ensuring that the upper edge of the spoiler is in complete continuity with the bodywork above the spoiler. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Model T Ford, MG-TD, Morgan, and Lotus Seven. When these or similar vehicles use a full-width front spoiler, the car's spoiler/airdam is required to be vertical (between 80-100 degrees) for the lower 8" of its extent. The change in top view outline caused by these bodywork changes is allowed.
 - d) Front splitters are allowed but must be installed parallel to the ground (within +/- 3/16 inches fore to aft). For safety considerations, splitter edges shall be rounded for safety and be a minimum of 1/4" thick. Splitters may not be wider than, nor extend more than 6 inches forward of the top-view outline of the car.
4. Rear spoilers
 - a) If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the whole spoiler is set by one measurement at the lateral midpoint of the car. At that point; the spoiler may not extend more than 10 inches from the attachment point out to the outer or free edge. This sets the maximum height above ground at all other locations on the spoiler. The result may be a flat topped rather than contoured spoiler. Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4 inches from the original bodywork, measured as described above.
 - b) The spoiler may be no wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height.
 - c) Aerodynamic aids permitted in subsection E shall not function as wings. Therefore, the spoiler may not overhang the bodywork such that air passes both over and underneath it. If the rear spoiler overhangs the side of the car, the lower edge of the spoiler shall be supported by bodywork that will prevent air from passing underneath the spoiler. This may be accomplished by extending the spoiler to join the bodywork or wheel opening/fender flare beneath the overhang.
5. Diffusers are allowed at the rear of the car only and shall have no more than 25 inches front to back of expanding chamber. Vanes or strakes are allowed inside the diffuser. A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. The diffuser may protrude rearward beyond the top view outline of the car. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1 inch total deviation. No tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1cm below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules. Diffuser sideplates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground.
6. If the factory production car was supplied with tunnels or wings, they may remain, but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.

7. The use of front and rear spoiler endplates is allowed. Allowed area for each endplate is 100 sq in for rear trunk spoiler, 16 sq in for roof spoiler, and 36 sq in for front spoiler/splitter assembly. The spoiler angle of attack is free.”

F125 / FORMULA JUNIOR

- The KAC has provided the following additions to their previously-published proposals to add the Rotax Minimax and Micromax to FJA and FJB (respectively): The Minimax weight would be 275 lbs. The Micromax weight would be 245 lbs.
- The KAC is working on rule changes which would reduce or eliminate references within the rules to other sanctioning bodies.
- The KAC is looking at possible weight reductions for clutch karts.

NOT RECOMMENDED

- Stock, classing of Nissan 240SX (ref. 08-255)
- ST, seat belt receiver update/backdate (ref. 08-233)
- SP, rear seat removal (ref. 08-275)
- SP, C-clip eliminators (ref. 08-270)
- Prepared, bellypans (ref. 08-235)
- Prepared, SAAB 96 2-stroke in GP (ref. 08-232)

REFERRED TO COMMITTEE FOR FOLLOWUP

- SAC – Older cars in Stock classes
- STAC and SMAC – Class renaming for better consistency

TECH BULLETINS

1. Stock: The Stock category list of ineligible models, known as the exclusion list, will be relocated from the fourth paragraph of Appendix A – Automobile Classes into a separate list under the Stock Category heading. NOTE: This will not change its effect, but will make the list easier to find.
2. Stock: Add to 13.1 after the first sentence: “The addition of small holes for attachment hardware for authorized modifications is implicit (e.g. holes for fasteners to mount additional gauges, holes for brackets to mount shock absorber remote reservoirs, etc.). However, these holes may serve no other purpose.”
3. Stock: The clarification under “SHOCK BUSHINGS” on page 247 of the 2008 Solo Rules is to be incorporated into Section 13.5.B, such that a new second paragraph of that section will read: “For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g. via drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.” In conjunction with this, the second paragraph of 13.5.C is deleted. *Comment:* This revised wording eliminates ambiguity in the rules as they currently stand, when clarifications in Appendix F are taken into account. The intent is not to further expand stock class shock allowances.
4. Stock, errors and omissions: The GS Volvo listing “Turbo models (all)” is corrected to read “Turbo models NOC”.
5. Stock, errors and omissions: The GS “Volvo NOC” listing should be removed, since it conflicts with the correct “NOC” listing in H Stock.
6. Stock: The BMW M sedan is covered by the previously-published listing for the M coupe. (ref. 08-272)
7. Stock: The following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:

Audi S5 ('08+)	AS
Audi A5 ('08+)	DS
Pontiac G8 V6	GS
Pontiac G8 V8 & NOC	FS
Nissan Versa	HS
Scion xB ('08+)	HS
8. Stock: The DS listing for the Chevrolet Cobalt SS should read “Cobalt SS (turbo, supercharged)” (ref. 08-271)
9. Stock: The list of cars considered unsafe due to stability and CG issues, currently shown in the third paragraph of Section 3.1, is to be moved to Appendix A in a separate list at the beginning of the Stock category.
10. Street Touring and Street Prepared: All three pieces of a Miata motor mount (Engine Mount Rubber, Stopper Casing and Engine Bracket) are considered to be part of the “Engine Mount” in 14.10.J and 15.10.J.
11. Street Touring: The Kumho XS is not eligible for use at Divisionals, National Tours, and Nationals in 2008 per Section 13.3.
12. Street Prepared: The allowances of 15.10.W do not include “C-clip eliminators.” (ref. 08-270)

13. Prepared: Change 17.6.C to read as follows (*changes in italics*): "Addition, replacement, or modification of Anti-lock Braking Systems is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. *Sensors, control & proportioning valves, computers, and master cylinders are considered part of the ABS system and should be not altered nor relocated. Pedals, calipers, rotors, and brake lines can be replaced or modified.*" (ref. 08-237)
14. Prepared: Change 17.2.T to read: "All headlights, front parking lights, and front signal lights may be removed. *Headlight doors may be removed, replaced or modified. Any remaining* openings shall be covered with a wire mesh screen or panel of fiberglass, plexiglass, metal, or other nonflammable material. Ducts from headlights, *headlight doors*, front parking lights, and front signal lights ~~in the front of the car~~ may be used for ducting air to the engine, front brakes, and/or oil cooler(s). Any opening used for ducting may not be relocated. These ducts may pass through interior panels for this purpose. The cross section area of a single duct shall not exceed the cross sectional area of the original (single) headlight."
15. Prepared: Per the PAC, 17.8.B.4 is clarified to read as follows: "The manufacturer's original basic type of rear suspension (e.g. independent, live axle, MacPherson strut, A-arm, etc.) shall be retained, unless otherwise stated in Appendix A. Rocker arms and push-pull rods may be used to augment the rear suspension members." (ref. 08-052)

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>

2008 Runoffs Home Page: <http://www.scca.com/Runoffs>

SOLO

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

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

2008 Tire Rack SCCA Solo National Championships: <http://www.scca.com/event.aspx?hub=6&event=12143>

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>