

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Sept. 4-6, 2008

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, September 4, through September 6, 2008. The following members participated: R.J. Gordy, Chairman; Howard Allen; Jim Christian; Philip Creighton; Larry Dent; Bob Introne; Bob Lybarger; Lisa Noble; Andy Porterfield; Mike Sauce; John Sheridan; K.P. Jones and Jerry Wannarka. Jim Julow, President; Jeff Dahnert, Vice President of Finance; Eric Prill, Vice President Marketing and Communications; Peter Lyon, Risk Management; Howard Duncan, Vice President Rally/Solo; Colan Arnold, Vice President Membership and Region Development; Terry Ozment, Vice President Club Racing; Ken Patterson, Chairman of the Stewards; and Bob Dowie, Chairman, Club Racing Board, also participated.

The Secretary acknowledges that these minutes are not in chronological order.

MOTION: To approve the minutes of the August 11th, 2008 meeting. (Allen/Lybarger)
PASSED, Unanimous.

PRESIDENT'S REPORT

Jim Julow reviewed recent changes in the staff at the National office. He reported on the status of the WC Vision activities. Club Racing entries appear to be down between 5% and 10%. Entries for the Runoffs are at 535, Solo National entries are nearing 1100.

FINANCE AND ADMINISTRATION

KP Jones reviewed budget recommendations from the Budget and Finance committee. Jeff Dahnert presented a financial report as of July 31, 2008.

RISK MANAGEMENT

Peter Lyon presented an overview of the current insurance market.

SOLO/RALLY and SCCA FOUNDATION

Howard Duncan reported on participation trends in the Rally and Solo programs. Participation in some programs are up slightly (Tour and Pro) others are down slightly. He indicated that the location of the 2009 Solo Nationals is still undecided.

MEMBERSHIP and REGION DEVELOPMENT

Colan Arnold reported that membership as of July was 49,906 which is up 294 since January. He also presented an overview of the 2009 annual waiver program, and convention planning activities.

MARKETING and COMMUNICATIONS

Eric Prill covered contingency programs, sponsorship and television agreements, as well as advertising programs.

CLUB RACING

Terry Ozment presented current participation trends. National participation for 2008 (9306 entries) is down 7% from 2007. Regional data is not complete for 2008. She reported on plans for the 2008 Runoffs, the Miata compliance program, the Chief Driver Instructor program, and the status of the GCR rewrite.

EXECUTIVE STEWARDS

Ken Patterson presented a proposal for the restructuring of Stewards Licenses, and reported on proposed revisions to the track review process.

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LIASION REPORTS

SOLO EVENTS BOARD LIAISON - Bob Introne, Lisa Noble, Liaison

BoD Vice Chairman, John Sheridan participated in the SEB conference call as the Du Jour or visiting Director in August.

SEB member Rick Myers from Howell, MI has taken the staff position in Region Development beginning September 2.

NATIONALS

Reminder: The SEB Town hall is Monday September 15 from 3:30 to 5:00 and the BoD Town Hall is on Tuesday, September 16 approximately one half hour after competition. Both events are scheduled to be held at the Liebler Pavilion at HPT. SEB Chair, Tina Reeves will be attending the BoD Town Hall.

Howard Duncan will be reporting on site options for the Nationals in 2009 and beyond. Local Topeka business community members may contribute toward the HPT track rental fee to encourage the event to stay in Topeka.

TIRE RACK NATIONAL TOUR and CHAMPIONSHIPS

Howard Duncan presented some draft ideas for the structure of Divisional, National and other Championship tour events. Comments from the SEB were favourable. Talk was that events such as these develop a more cohesive national sport.

MEMBER SERVICE/SATISFACTION

Permanent waivers are coming as are hard cards. Results of the latest member survey on Nationals were discussed. Track surface was number one priority followed by a central location and keeping the event together as opposed to two event locations such as an east/west. Surveyed were participants since 2006, about 75% responding, approximately 3000 members.

SEB STRUCTURE

The current year provides us with an excellent window of opportunity to consider the SEB restructure as we will potentially be losing several of the current SEB as they step down. Departing SEB members will be Ron Bauer, Chris Dorsey, Jason Isley and Rick Myers. This is part of the motivation for proposing the SEB reorganization at this time though the idea has been in the works since last year. The concept for a new SEB structure is in our briefing book. As this would require both an Ops manual and SEB rules change, the SEB hopes to get a general go-ahead from the Board for a buy-in on the concept before spending the time to develop the plan's specifics.

COMMITTEE REPORTS

Committee chairmen were notified that the SEB needs the final review of the 2009 rules in by October 15th.

Discussion of Fastrack proposals out for member input causing confusion as some members take these for the final proposal. The SEB is interested in increasing the transparency of the rule making process. The rules making process flow chart will be published again and these issues will be addressed at the Town Hall.

Tina Reeves comments to the BoD, "I guess I would tell the BoD that some members are prematurely stressed about the proposals we have been publishing. We do however appreciate the input. Let them know we expect to hear the disapproval of the members, it helps us to design better rules for them."

SAFETY

Efforts to develop a direct communication path to solo chairs, publication of articles in both The Safety Belt and SportsCar were talked about as ways to heighten awareness of safety issues for finish line designs.

TIME TRIALS ADMINISTRATIVE COUNCIL LIAISON - Lisa Noble

Director Howard Allen participated in the TTAC conference call as the Du Jour or visiting Director in August.

TTAC has approval from Club Racing VP Terry Ozment to proceed with planning a PDX during the 2009 National Convention in Las Vegas. This would be similar to events we have had in the past such as the Phoenix Convention's Bondurant sessions.

They will also be participating in a Convention seminar about how to mix and match Club racing events. This will focus on helping Regions hold several events in a weekend.

OLD BUSINESS

MOTION: As reflected in the results of the SCCA tire test, to change GCR section 9.1.8.6.c.1 to read "All cars shall use the Hoosier SM6 (205/50R15)." Effective November 1, 2008. And to authorize staff to negotiate a contract between SCCA Inc. and Hoosier tire. (Christian/Noble) FAILED, Abstaining, Sauce, Noble, Lybarger. Not voting, Jones

MOTION: To change GCR section 9.1.8.6.c.1 to read "All cars shall use the Toyo R888 (205/50R15)". Effective November 1, 2008. And to authorize staff to negotiate a contract between SCCA Inc. and Toyo tire. (Gordy/Creighton) FAILED, Voting NO, Christian, Introne, Allen, Dent, Lybarger. Abstaining, Noble, Sauce, Not voting, Jones

MOTION: To change GCR section 9.1.8.6.c.1 to read "All cars shall use either the Toyo R888 (205/50R15) or the Hoosier SM6 (205/50R15)". Effective November 1, 2008. And to authorize staff to negotiate a contracts between SCCA Inc. and Toyo tire and Hoosier Tire. (Introne/Lybarger) FAILED, Voting NO, Gordy, Porterfield, Allen, Dent, Creighton. Abstaining, Wannarka, Sauce. Not voting, Jones

MOTION: To change GCR section 9.1.8.6.c.1 to read "All cars shall use the Toyo R888 (205/50R15)". Effective November 1, 2008. And to authorize staff to negotiate a contract between SCCA Inc. and Toyo tire. (Gordy/Creighton) PASSED, Voting NO, Christian, Introne, Allen. Abstaining, Noble, Sauce, Lybarger. Not voting, Jones

NEW BUSINESS

MOTION: To accept the 2009 Solo Rules changes as submitted by the Solo Events Board.(Noble/Introne) PASSED, Unanimous

GENERAL

ITEM 1) Add a new subsection of 1.3.2:

"Course workers must be standing at all times when any competition cars are on-course during the event."

SCCA Fastrack News March 2008

ITEM 2) Move 2.2.0 to 1.3.2 and change the first sentence:

"Cell phones, video cameras, and still cameras are not permitted at course worker positions or other locations within the course area..."

SCCA Fastrack News March 2008

ITEM 3) Change 3.7.H:

"For National championship, National Tour, and Divisional competition, current official SCCA required decals must be displayed on each side of the vehicle in a prominent location. For Divisional, Tour, and National Championship events, one official SCCA-approved National sponsor identification logo must be displayed in an upright position, in a prominent location on each side of the vehicle. Further information is contained in Appendix F."

SCCA Fastrack News October 2007

ITEM 4) Change the first part of Section 4.9:

"If in *three* (3) consecutive years..."

SCCA Fastrack News March 2008

ITEM 5) Replace the first sentence of 12.9:

"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.*"

SCCA Fastrack News May 2008

SAFETY

ITEM 6) Replace the contents of Appendix E subsection V.E:

"Effective 1/1/09, following an initial one-year licensing as a SSS, the SCCA Licensing Department shall issue a renewal application every three (3) 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 (1) continuing education seminar and serve as a SSS at five (5) events. The DSS shall be responsible for confirmation of participation in the continuing education process. The renewal date is the same as membership renewal."

SCCA Fastrack News July and August 2008

STOCK CATEGORY

ITEM 7) Add to 13.9:

"Additional battery hold-down hardware may be added. It may serve no other purpose."

SCCA Fastrack News January, March, July, and August 2008

ITEM 8) Move from exclusion to SS:

Lotus Elise SC
Dodge Viper (08+)
Lotus Exige S
Porsche 996 Turbo

Move from DS to BS:

Acura Integra Type R

Move from DS to GS:

Chevrolet Cobalt SS Supercharged
Chevrolet Cobalt SS Turbocharged
Mazdaspeed 3

Move from GS to HS:

Honda Civic del Sol VTEC

SCCA Fastrack News July 2008

ITEM 9) Move from DS to GS as a group:

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

SCCA Fastrack News July 2008

STREET TOURING CATEGORY

ITEM 10) Remove 14.1.B, the allowance for removal of non-optional A/C components.

SCCA Fastrack News August 2007

ITEM 11) Change 14.2.F:

"Surface area of all splitters, spoilers, and rear wing (see section 12.9) shall not exceed 5 square feet in sum total."

SCCA Fastrack News June 2008

ITEM 12) Replace Section 14.6.A:

"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."

SCCA Fastrack News June, July, and August 2008

ITEM 13) In 14.12.3, remove the word:

"...single..."

Note: This will allow any forced-induction configuration.

SCCA Fastrack News March 2008

Change the last portion:

"...forced induction (turbocharged or supercharged)."

SCCA Fastrack News August 2008

ITEM 14) Change 14.12.4:

"Rims (wheels):

2WD (FWD or RWD):

Width - 9" maximum

Diameter and offset - unrestricted

AWD:
Width – 8”
Diameter and offset – unrestricted

Tires:
2WD (FWD or RWD):
Width – 265 mm maximum

AWD:
Width – 245 mm maximum”

SCCA Fastrack News March and August 2008

ITEM 15) Replace Section 14.12.7:

“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.”

SCCA Fastrack News June, July, and August 2008

ITEM 16) In 14.12.9, remove from the list of excluded cars:

Mazda RX-8

SCCA Fastrack News August 2008

ITEM 17) In 14.13, change second sentence to read:

“...and the maximum tire width is increased to 285 mm for FWD or RWD vehicles...”

SCCA Fastrack News August 2008

ITEM 18) Add from exclusion to class STU:

“BMW M3 (E46)”

SCCA Fastrack News March and August 2008

STREET PREPARED CATEGORY

ITEM 19) Replace 15.2.F with:

“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.”

SCCA Fastrack News July 2008

ITEM 20) Change 15.2.H to read:

“Airbags may be electronically disabled but not removed.”

SCCA Fastrack News June 2008

ITEM 21) Replace 15.6 BRAKES with the following:

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

- A. 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.
- B. “Safety brakere” 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 or 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)."*

SCCA Fastrack News July 2008

ITEM 22) Add new section after 15.10.G:

"Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

- 1) On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g. trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
- 2) On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by paragraphs 15.8.C, D, or G may be used, but not both.
- 3) On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
- 4) The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of 15.8.C. Intermediate mounting points (e.g. shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

Note: Many modern suspension designs known by other names actually function as double A-arm designs. These include the rear suspensions on 88+ Honda Civic/Integra, Neon, E36 BMW, and most 'multi-link' and are covered by 15.8.H.1."

SCCA Fastrack News April 2008

ITEM 23) Change 15.10.J to read:

"Engine mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. Hydraulic shock type rear engine locators, or bobble struts may be replaced by manufacturer's performance part or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type.)"

SCCA Fastrack News April and June 2008

ITEM 24) Insert after 15.10.K:

"Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:

- 1) Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
- 2) Radiator must mount to OE radiator mounts.
- 3) Fluid capacity /_and dry weight_/ of radiator must be no less than that of the standard part. Alternate radiators may serve no other purpose (e.g. to allow a cold air intake passage)."

SCCA Fastrack News January and February 2008

ITEM 25) Move from ASP to BSP:

"BMW M Coupe, M Roadster, and Z3 (6-cyl)" [on a separate line]

SCCA Fastrack News March 2008

"BMW M3 (E46)
Pontiac Solstice GXP and Saturn Sky Redline"

SCCA Fastrack News June 2008

ITEM 26) Consolidate the last two lines of the C4 Corvette listings in BSP into one which would read:

"Corvette C4 (84-96) all"

SCCA Fastrack News January and June 2008

ITEM 27) Move from CSP to DSP:

"Dodge SRT-4 "

SCCA Fastrack News April and June 2008

ITEM 28) Add to DSP:

"Subaru Legacy/Outback (1998-2004) 6-cyl (all)
Subaru Legacy/Outback (2005-present) 6-cyl (all)"

SCCA Fastrack News July 2008

ITEM 29) Move from DSP to FSP:

"Dodge Neon (2000-05)"

SCCA Fastrack News June 2008

"Ford Escort ZX-2"

SCCA Fastrack News January 2008

"Honda Civic (1999-2000)

Nissan Pulsar, NX2000, Sentra, & SE-R (1991-94) all"

SCCA Fastrack News July 2008

ITEM 30) Move from DSP to FSP on separate line:

"Toyota Corolla GTS AE86 ('85-'87 RWD) "

SCCA Fastrack News January, March, and June 2008

ITEM 31) Add in FSP:

"Toyota Corolla GTS AE92 ('90-'91 FWD)"

SCCA Fastrack News January, March, and June 2008

ITEM 32) Combine SOHC and DOHC models in FSP onto a single line:

"Dodge/Plymouth Neon (1994-99) all"

SCCA Fastrack News July 2008

Change the Ford Escort-related listings in FSP to read:

"Ford Escort GT, Escort, & Tracer ('91-'96)

Ford Escort, Tracer, & ZX2 ('97-'02)

Ford EXP, LN7, Escort, & Lynx ('81-'90)"

SCCA Fastrack News April 2008

STREET MODIFIED CATEGORY

ITEM 33) Add new subsection in 16.1:

"OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than 15 sq. in."

SCCA Fastrack News March 2008

ITEM 34) Replace 16.1.I:

"Front hoods, engine covers, trunk lids and hatches not containing glass, 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. 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."

SCCA Fastrack News March, April, and July 2008

ITEM 35) Change 16.1.L, first paragraph (same as **ITEM 46** for Appendix A, Prepared Class X, item 1.c, first two paragraphs):

Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 square feet as calculated per section 12.9. The number of wing elements is limited to 2.

SCCA Fastrack News June 2008

ITEM 36) Add to 16.2 and Appendix A:

Cars running tires with a rated width of 275 or less on all four wheels may compete at a minimum weight 200 pounds less than their calculated weight per Appendix A.

SCCA Fastrack News March 2008

ITEM 37) In Appendix A, STREET MODIFIED CATEGORY, change subsection 3:

"These units will be classified on the basis of a piston displacement equivalent to 0.9 liters times the number of rotors plus the volume determined by..."

SCCA Fastrack News March 2008

ITEM 38) Change Appendix A under SM:

"AWD: 1800 lbs + 300 lbs/liter"

Under SM2:

"AWD: 1600 lbs + 300 lbs/liter"

SCCA Fastrack News March and July 2008

PREPARED CATEGORY

ITEM 39) Add 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."

SCCA Fastrack News March and July 2008

ITEM 40) Change 17.2.I:

"The driver seat may be replaced with a seat of any origin. All passenger seats may be removed or replaced with seats of any origin. *Driver's seat must remain on the stock side of the car and may not cross the centerline of the car. The seat may be relocated fore/aft by up to 12 inches based on the centerline of the original front and rear mounting points. Rear bulkhead of the driver/passenger compartment may not be removed to relocate seat and driver's seat may not extend rearward past the bulkhead.*"

SCCA Fastrack News March and July 2008

ITEM 41) Change 17.2.P.2:

"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 that 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 that the bodywork. *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."

SCCA Fastrack News March and July 2008

ITEM 42) Change 17.2.S:

"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."

SCCA Fastrack News July 2008

ITEM 43) Change 17.10.D:

"Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure. *Any throttle pedal may be used.*"

Change 17.10.K.4:

"Any clutch is permitted. *The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted. A mechanical linkage may be replaced with a hydraulic system. Any clutch pedal may be used.*"

SCCA Fastrack News March and July 2008

ITEM 44) Change 17.10.Q:

"Transmission

1. The stock transmission without modification may be used
2. Any *mechanical* shift linkage or mechanism for changing gears may be used, including use of lockout mechanisms. The shift lever opening in the body of the car may be altered to allow the installation of alternate shift linkage.
3. If a modified stock transmission, or a transmission from another source is used:
 - a. Any non-sequential manual transmission is allowed. Any automatic sequential transmission employing a torque converter is allowed.
 - b. *Hydraulic/electric shifting mechanisms may be modified in automatic sequential transmissions employing a torque converter.*
 - c. *Pneumatic, hydraulic, or electronically controlled shifting is not allowed for manual transmissions, except for electrically-controlled overdrive manual transmissions in cars which were originally equipped with them.*
 - d. *Gear ratios may be modified.*
 - e. *A functional reverse gear is not required.*
 - f. *The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or drive-shaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.*"

SCCA Fastrack News March and July 2008

ITEM 45) Change Appendix A, Prepared Class X, subsection 1.b to:

"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)."

SCCA Fastrack News March and July 2008

ITEM 46) Change Appendix A, Prepared Class X, item 1.c, first two paragraphs (same as **ITEM 35** for Street Modified 16.1.L):

"Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 square feet as calculated per section 12.9. The number of wing elements is limited to 2."

SCCA Fastrack News June 2008

ITEM 47) In Appendix A, Prepared Class C, change the third through sixth paragraphs:

"US-produced 4-cyl, 6-cyl, and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain stock. US-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 use on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) used shall be of a conventional design (Siamese intake ports, two valves per cylinder, all valves inline) direct replacement type."

SCCA Fastrack News July 2008

ITEM 48) This list of vehicles and the allowances was developed from limited preparation (Level 2) vehicles listed in the GCR under GP and HP. The goal is make these cars less expensive and easier to prepare, but allow them to be fully competitive with the cars currently in G Prepared.

The following vehicles will be classed in GP effective January 2009 with the vehicle preparation allowances as listed below. The listed allowances supersede the Section 17 rules where applicable.

*Make	Model	Disp. (cc)	Solo GP Min Weight	Wheels	Max Valve Size (I/E)	Induction
Fiat	124 Sport Coupe	1592/1608	1590/1610	13x6.5	1.64/1.43	(1) 40 DCNF w/32mm chokes
Ford	Festiva (78-80)	1598	1600	13x7	1.41/1.24	(1) 40 DCN, (1) 40 DCNF, (1) 40 IDF
	Festiva (88-93)	1324	1325	13x7	1.26/1.10	Fuel Inj or Carb
Honda	Civic Si (84-87)	1488	1490	13x6	1.07/1.30	Fuel Inj or Carb
	Civic 1.5 (88-91)	1493	1495	13x6	1.14/0.98	Fuel Inj
	CRX Si (84-87)	1488	1490	13x6	1.07/1.30	Fuel Inj or Carb
	CRX 1.5 (88-91)	1493	1495	13x6	1.14/0.98	Fuel Inj
Nissan/ Datsun	210 (79-82)	1397/1488	1400/1490	13x6	1.46/1.18, 1.38/1.18	(1) 40 DCNF, DCN, IDF w/28mm chokes
	PL510	1595	1595	13x7	1.65/1.30	(1) 40 DCN, DCNF w/32mm chokes or (1) 36 DCNVH
Porsche	914-4	1795	1795	15x7	1.61/1.34	Fuel Inj
Renault	Alliance/Encore 1.7 (84-87)	1721	1720	15X7	1.50/1.28	Fuel Inj
Suzuki	Swift GA 1.3 (89-94)	1298	1300	13x7	1.42/1.18	Fuel Inj
	Golf (GTI, GT, GL)	1780	1780	15x7	1.57/1.30	Fuel Inj
Volkswagen	Jetta (85-91)	1780	1780	15x7	1.57/1.30	Fuel Inj
	Rabbit (81-84)	1715	1715	14x7	1.34/1.22	Fuel Inj
	Rabbit GTI 8V (83-84)	1780	1780	15x7	1.57/1.30	Fuel Inj
	Rabbit 1588	1588	1590	13x7	1.34/1.22	(1) 40 DCN, DCNF w/32mm chokes or Fuel Inj
	Scirocco (81-84)	1715	1715	14x7	1.34/1.22	Fuel Inj
Volkswagen	Scirocco 8V (83-88)	1780	1780	14x7	1.57/1.30	Fuel Inj
	Scirocco 1457/1471	1471/1457	1470/1460	13x7	1.34/1.22	(1) 40 DCN, DCNF, IDF w/32mm chokes or Fuel Inj
	Scirocco 1588	1588	1590	13x7	1.34/1.22	(1) 40 DCN, DCNF w/32mm chokes or Fuel Inj.

Make	Model		Max. track F/R
Fiat	124 Sport Coupe	Comp. Ratio limited to 11.0, valve lift to .425"	56.7/55.4
Ford	Festiva(78-80)	Comp. Ratio limited to 11.0, valve lift to .450"	56.0/55.5
	Festiva(88-93)	Comp. Ratio limited to 10.5, valve lift to .450"	60.1/59.5
Honda	Civic/SI (84-87)	Comp. Ratio limited to 11.0, valve lift to .390"	58.8/59.1
	Civic/1.5 (88-91)	Comp. Ratio limited to 11.0, valve lift to .390"	59.8/60.0
	CRX/SI (84-87)	Comp. Ratio limited to 11.0, valve lift to .390"	58.8/59.1
	CRX/1.5 (88-91)	Comp. Ratio limited to 11.0, valve lift to .390"	59.8/60.0
Nissan/ Datsun	210 (79-82)	Comp. Ratio limited to 10.5, valve lift to .450" Alt. Diff assembly H165	56.0/54.7
	PL510	Comp. Ratio limited to 12.0, valve lift to .450"	54.5/54.5
Porsche	914-4	Comp. Ratio limited to 10.5, valve lift to .420" Cyl. barrels of alt. Mat. allowed	56.5/58.2
Renault	Alliance/Encore 1.7 (84-87)	Comp. Ratio limited to 10.5, valve lift to .450"	58.7/56.3
Suzuki	Swift GA 1.3 (89-94)	Comp. Ratio limited to 11.0, valve lift to .450"	58.4/57.4
Volkswagen	Golf (GTI, GT, GL)	Comp. Ratio limited to 11.5, valve lift to .420"	58.8/58.2
	Jetta (85-91)	Comp. Ratio limited to 11.5, valve lift to .420"	58.8/58.2
	Rabbit (81-84)	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2
	Rabbit GTI 8V (83-84)	Comp. Ratio limited to 12.0, valve lift to .420"	58.9/57.2
	Rabbit 1588	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2
	Scirocco (81-84)	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2
	Scirocco 8V (83-88)	Comp. Ratio limited to 12.0, valve lift to .420"	58.9/57.2
	Scirocco 1457/1471	Comp. Ratio limited to 11.0, valve lift to .450" only 1457 may use Fuel Inj	58.9/57.2
	Scirocco 1588	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2

1. Drivetrain Component Modification

A. General

1. Stock and permitted alternate components of the drivetrain can be modified by any mechanical or chemical means. Modification of a drive train component does not permit relocation of that component.
2. No material or mechanical extension can be added to any stock or alternate component unless specifically authorized by these rules. Repairs to a stock or alternate component are permitted provided the repair serves no prohibited function.
3. Stock and permitted alternate components of the drivetrain can have thermal barrier and friction altering coatings applied.

B. Induction System

1. All inducted air must pass through the venturi(s) of the carburetor(s). All single-carbureted cars may fit a permitted optional carburetor. Permitted optional carburetors are:
 - a. Weber 32 DGV/DGAV/DGEV
 - b. Weber 32/36 DGV/DGAV/DGEV
 - c. Weber 32/36 DFV/DFAV/DFEV
 - d. Weber 34 DAT/DATR/DATRA/DMTR
 - e. Holley-Weber 5200

The stock or permitted alternate carburetor must not be modified. Carburetor jets, needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock.

2. Stock or permitted alternate sidedraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor(s) orientation. The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25". For the purpose of these rules an isolator is a spacer.
3. Stock or permitted alternate downdraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot change the carburetor(s) orientation. Adaptors and spacers can have a bore larger than the throttle bore of the stock or permitted alternate carburetor(s). The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25". For the purpose of these rules an isolator is a spacer.
4. Fuel Injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. The inside dimensions of the throttle body casting/housing and all dimensions of the throttle butterfly must remain stock. The throttle butterfly shaft must not be relocated. The outside diameter of the portion of the throttle butterfly shaft located in the throttle body bore must be no smaller than stock. The contour of the interface between the throttle butterfly shaft and the butterfly must remain stock. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain stock. The mounting position and injection point must be stock. The original type of fuel injection

tion must be maintained (electronic, mechanical, electro-mechanical). In all other respects the fuel injection system is unrestricted.

5. All carburetors must retain the stock method of fuel distribution. Utilization or modification of a carburetor's components to effect an annular discharge configuration is prohibited.
6. The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified.

C. Cylinder head

The Cylinder Head can only be modified as follows:

1. To install an alternate camshaft, and/or adjustable cam gears.
2. To port match on the port mating surface to a depth of no more than one inch.
3. To facilitate the installation of permitted alternate components provided the modification serves no other function.
4. To achieve the maximum specified compression ratio by the machining of the deck surface.
5. To completely plug the holes resulting from the removal of EGR valves and air nozzles. The plugs must serve no other purpose.
6. To completely plug the stock fuel injection ports in the cylinder head, if the stock fuel injection is removed and carburetors are utilized. The plugs must serve no other purpose.
7. To utilize O-rings to replace or supplement a cylinder head gasket.
8. To fit valve seats. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.

D. Camshaft and Valve Gear

1. Camshafts are unrestricted. Any lifters, tappets/cam followers of the same type and diameter as stock are permitted. The interchange of hydraulic and solid lifters is permitted.
2. Camshaft timing chains, gears, belts, and sprockets are unrestricted provided that they are of the same type, and outside diameter as fitted stock. Single row or double row timing chains can be used. Adjustable timing gears are permitted.
3. A timing chain/belt tensioner can be added to an engine where a tensioner is not fitted as stock, provided that it acts upon the portion of the chain/belt that travels from the final cam sprocket/gear to the crankshaft. The timing belt cover can be removed.
4. Any ferrous (including stainless steel) material valves meeting the specified head and stock stem diameter can be used. Any ferrous valve springs of the same type as stock, can be used. Valve retainers, Spring retainers, lash Pads, valve keepers, seals and adjustment shims are unrestricted.
5. Pushrods are unrestricted. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. Valve rocker arms, cam followers, rocker ratios and rocker/follower ratios must be stock.
6. Valve guide material is unrestricted, but must have stock external dimensions.
7. Where maximum valve lift is specified, valve lift is measured at the valve with zero lash or clearance.

E. Block and Cylinders

1. The block can be re-bored no more than 1.2mm (.0472 in) larger than the maximum dimension given on the specification line for that make, model, and displacement. A cylinder block from any model from the same manufacturer, which is of the same material and dimensionally identical throughout, except for non-critical bosses, is permitted. Oil passages can be re-routed, enlarged, restricted or plugged.
2. Cylinders or cylinder sleeves of any material can be fitted to the block.
3. Crankshaft main bearing caps and main bearing cap bolts are unrestricted.
4. The block can be machined to utilize o-rings to replace or supplement a cylinder head gasket.
5. Crankshaft oil seal(s) are unrestricted.

F. Pistons and Connecting Rods

1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons must be constructed of metal.
2. Stock connecting rods are required, but can be lightened and balanced.
3. Connecting rod bolts and nuts are unrestricted.

G. Crankshaft and Flywheel

1. Stock crankshafts are required. The Crankshaft can be lightened and balanced. Journal diameters can be a maximum undersize of 0.045 from stock diameter.
2. The direction of the crankshaft rotation must remain stock.
3. The use of any external crankshaft vibration dampener is permitted.
4. Any flywheel of stock diameter or larger can be used, provided it attaches to the standard or permitted alternate crankshaft at the stock location. Additional fasteners can be used. The diameter of the flywheel includes the diameter of the starter ring. Cars that are permitted a specific alternate transmission on the specification line can use a flywheel of stock diameter or larger for that alternate transmission.
5. Clutch assemblies, clutch linkage and release bearings are unrestricted. Carbon clutch components are prohibited.

H. Oiling System

1. Any mechanically driven oil pump can be used. Chassis components can be modified to allow installation of the oil pump. Dry sump systems are prohibited.

2. The oil pan/sump, scraper(s), baffle(s), windage tray(s), oil pickup(s), pressure accumulator(s) and oil filter(s) are unrestricted. The filter(s) and pressure accumulator(s) must be securely mounted within the bodywork. Oil lines are unrestricted. Oil Lines can pass through the driver/passenger compartment.
 3. Breather vents are unrestricted.
 4. No part of the oiling system can be connected to the exhaust system.
- I. Exhaust System
1. The exhaust header and exhaust system is unrestricted. Floor pans can be altered only to recess mufflers. No modifications can be made to the bodywork to fit any other part of the exhaust system.
- J. Other Engine Components
1. The use of alternate engine components which are normally expendable and considered replacement parts, such as fasteners, gaskets, seals, bearings, water pumps, etc., is permitted. Electrically driven water pumps are prohibited.
 2. Bushings can be installed where none are fitted as stock, provided they are concentric, and that the centerline of the bushed part is not changed.
 3. The addition of alignment aides, such as dowels, bolts or keys can be added to engine components.
 4. Other than the limitations in 9.1.5.E.1.f.2, engine drive pulleys are unrestricted.
 5. Engine steady bars are unrestricted.
 6. Engine mounts of alternate design and/or material can be used, but there can be no change to the engine's fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. Engine mounts must attach to the engine in their stock location.
- K. Transmission
1. The Transmission is unrestricted, providing that it is fit in the same basic location as stock. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gearshift mechanism is prohibited.
 2. All transmissions must have a reverse gear that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver-operated device for locking out the reverse gear can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.
 3. Shift linkage is unrestricted. The shift linkage opening in the transmission tunnel or tunnel cover can be modified to allow the installation of the alternate shift linkage.
 4. The transmission tunnel and tunnel cover can be altered to allow the installation of an alternate transmission and/or drive shaft. Cars equipped with a removable transmission tunnel cover as stock, can substitute the stock transmission tunnel cover with one of an alternate material.
 5. There is no weight penalty for the use of a stock transmission utilizing stock case, gear ratios and synchromesh style gear engagement. An alternate transmission that uses stock type, circular, beveled synchronizers, imposes a 2.5% weight penalty. An alternate transmission that uses a gear engagement mechanism different than stock type, circular, beveled synchronizers imposes a 5% weight penalty.
- L. Final Drive
1. Drive shaft(s) are unrestricted.
 2. Final drive ratio is unrestricted.
 3. Internal differential components are unrestricted. Electric control of the differential is prohibited.
 4. Substitution of the differential housing is only permitted on front engine/front drive or rear engine/rear drive cars through the use of an alternate transaxle.
 5. Axle shafts, bearings, bearing carriers, hubs, and universal joints/CV joints are unrestricted.
 6. Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components.
2. Suspension and Steering
- A. Ride height is unrestricted.
- B. Suspension Components
1. Suspension control arms are unrestricted, provided the quantity of these items remains as stock.
 2. Suspension bushings, bearings and ball joints are unrestricted.
 3. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.
 4. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in the stock location.
 5. Bump stops and bracketry are unrestricted.
- C. Suspension Mounting Points
1. Cars equipped with a McPherson strut/Chapman strut suspension can adjust camber and caster at the upper strut mounting point. The upper strut mounting point must remain on stock chassis structure. Slotted adjusting plates at the upper mounting point are permitted. The slotted plates must be located on the stock chassis structure. Material can be removed or added to the top of the strut tower to facilitate installation of the slotted adjuster plate, provided it serves no other purpose.

2. All forms of suspension can adjust camber and caster by the use of shims.
3. Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment.
4. Suspension cross member/sub frame mounting bushing material is unrestricted.
5. Suspension pickup/pivot axis points can be reinforced but must remain in the stock location.

D. Springs and Shock Absorbers

1. Any springs or torsion bars can be used, provided the quantity and type of these items remains as stock. Springs and torsion bars must be installed in the stock location using the stock system of attachment. The use of tender springs is permitted, provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.
2. Shock absorbers are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted stock. Shock absorbers must be installed in the stock location using the stock system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.
3. MacPherson/Chapman struts must be installed in the stock location using the stock system of attachment. Remote reservoir strut dampeners are permitted. The mounting of the remote reservoir of a remote reservoir is unrestricted. No MacPherson/Chapman strut can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.
4. MacPherson/Chapman strut:
 - A. MacPherson/Chapman strut suspensions that are a two-piece spindle/bearing carrier and bolt on damper design, can replace the bolt on damper portion of the MacPherson/Chapman strut with any replacement damper.
 - B. MacPherson/Chapman strut suspensions that are a one-piece spindle/bearing carrier and strut tube design, can modify the stock strut tube in order to fit a replacement damper, coil spring and perch. The spindle/bearing carrier portion of the strut can be modified in order to fit an alternate strut tube and any replacement damper. One-piece design MacPherson/Chapman strut suspensions can gusset between the tube and spindle/bearing carrier portion of the strut for the sole purpose of strengthening the strut tube.
 - C. MacPherson/Chapman strut suspensions that are a one-piece spindle/bearing carrier and strut tube design that also incorporates an integral steering arm must retain the stock steering arm in its stock location.
 - D. MacPherson/Chapman struts that are a bearing carrier, cannot modify or replace the bearing carrier under the unrestricted bearing carrier rule in section 9.1.5.E.2.o.5.
5. All types of suspensions can modify the brake caliper mounting portion of the spindle/bearing carrier, if necessary to fit an approved alternate brake caliper.
6. Shackles or spacers/lowering blocks can be used with leaf springs to adjust ride height.
7. Spacers and threaded sleeves with adjustable spring seats can be used with coil springs. Coil-over threaded body shocks/struts are permitted if coil-over shocks/struts were fitted as stock.
8. Bump stops are unrestricted.

E. Steering

1. Steering system components can be reinforced by the addition of material and/or the addition of support to the stock component.
2. Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains.
3. The outer tie rod end can be replaced by a rod end. The rod end can be coupled to the steering system by a rod or threaded tube of unrestricted origin and material. The tapered hole in the steering arm on the outboard side of the tie rod (rod end) can be drilled or reamed to allow a bolt to be used to retain the rod end to the steering arm. The rod end can be moved up or down by the installation of spacers for the sole purpose of reducing bump steer.
4. The steering column is unrestricted. A collapsible type steering column is strongly recommended. The driver's normal seated position must not be relocated.
5. Cars equipped with power steering as standard equipment can modify, substitute, disable and/or remove the power pump, related hoses and mounting brackets..

3. Brakes

- A. Stock calipers must be retained. Cars fitted with integral hat brake rotors can convert to a two piece design hat and brake rotor. The alternate design hat must be made of ferrous or aluminum material. Alternate discs can be used, but must be made of ferrous material. Alternate drums can be used, but must be made of a ferrous or aluminum material. Alternate discs and drums must be the stock diameter, width and design. Brake rotors can not be cross drilled or slotted unless fitted as stock.
- B. Cars fitted with rear drum brakes, can convert to rear disc brakes. When converting from rear drum brakes to rear disc brakes:
 1. Rear brake rotors can be no larger in diameter than the largest permitted front brake rotor. Rear brake rotors must be solid and made of a ferrous material. Rear brake rotors can not be cross drilled or slotted.
 2. Rear brake rotor hats can be made of a ferrous or aluminum material.
 3. Rear calipers and mounting brackets are unrestricted but must be made of a ferrous or aluminum material.

- The standard and alternate brake listings on a vehicle's specification line, does not prohibit a car that was fitted with rear drum brakes as stock from converting to rear disc brakes under this rule.
- C. Dual braking systems are required. Any dual brake master cylinder(s) and pedal assembly can be fitted. Pressure equalizing and proportioning valve devices are unrestricted.
 - D. Servo assists are unrestricted.
 - E. Drum brake wheel cylinders are unrestricted.
 - F. Brake pads and brake linings are unrestricted.
 - G. Brake lines are unrestricted.
 - H. The hand brake and its operating mechanism can be removed.
 - I. Brake Ducting
 1. Brake air ducts can be fitted.
 2. The front brake duct inlet(s) must not extend to the side beyond the centerlines of the front wheels, or forward of the forward most part of the front of the body or front air dam.
 3. Rear brake duct inlet(s) must face forward, they must be located no more than 24" forward of the rear axle centerline and must not extend to the side beyond the centerlines of the rear wheels.
 4. Backing plates and dust shields are unrestricted."

SCCA Fastrack News June 2008

MODIFIED CATEGORY

ITEM 49) Add new subsection A.7.14 to Section 18, Modified Category, Safety Rules:

"An attenuation structure as stated in and mandated by GCR 9.4.5.F. is not required in Solo Modified Category vehicles."

SCCA Fastrack News January 2008

ITEM 50) Incorporate into Section 18, wording from Section 12.9 (in conjunction with the change to 12.9, **ITEM 4**):

"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."

SCCA Fastrack News May 2008

ITEM 51) Replace 18.1.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 not be 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 1 cm 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.”
SCCA Fastrack News July 2008

KART CATEGORY

ITEM 52) Change 19.1.D.1.f.2 to “20 lbs” instead of 30 lbs for non-OE ignition.

SCCA Fastrack News March and June 2008

Change 19.1.D.2 to “Add 35 lbs” for ICC motors.

SCCA Fastrack News March 2008

SOLO TRIALS

ITEM 53) Appendix D (Solo Trials rule change package)

Section II – Concept

Add new 1st and 2nd sentences:

“The Solo Trials Rules specified within this Appendix are an extension of the Solo Rules. They are exception or additions to those rules and as such, if a subject matter is not specific herein, the Solo Rules governing that matter shall also govern a Solo Trials event.”

Section III – Procedure for SCCA Sanction

Eliminate “numbers”; change 1st sentence of current #1:

“Submit to the National Office an event site approval and request for sanction which includes...”

Add:

“All new sites are required to have an inspection to determine suitability for this program. Prior approved sites do not need any subsequent inspections as long as there have been no changes to the surface or other safety-related criteria has changed since the initial inspection. Sanction will be ranted after successful completion of course site inspection.”

Delete paragraph #2.

Section VI – Event Officials

Change 1st and 2nd sentences:

"The Chief Steward and Safety Steward shall be appointed by the Solo Chairman of the host Region but may be subject to review by the DSS and/or the DSSS if there is a need. All other officials may be appointed by the host Region without review."

Section X – Vehicle Safety Equipment Requirements

Change X.b:

"All drivers in SCCA-sanctioned Solo Trials events in which a roll bar or roll cage is installed shall utilize either a five-, six-, or seven-point restraint harness meeting the following specifications. A 7-point restraint harness is recommended. Arm restraints are required on all open cars including open targa-tops, sunroofs, and T-tops. The restraint system installation is subject to approval by the Chief Technical and Safety Inspector.

- A. A 5-point system for use in automobiles where the driver is seated in an upright position consists of:
1. A 3-inch seat belt or an FIA or SFI 16.5 certified 2-inch seat belt.
 2. An approximately 3-inch shoulder harnesses or FIA or SFI 16.5 certified 2-inch shoulder harnesses only if the HANS Device is used by the driver. Should the driver at anytime not utilize the HANS Device, 3-inch shoulder harnesses are required.
 3. An approximately 2-inch anti-submarine strap.

A 5-point harness is considered a minimum restraint system. 6- or 7-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

- B. A 6- or 7-point system recommended for use in all automobiles consists of:
1. A 3-inch seat belt or an FIA or SFI certified 2-inch seat belt.
 2. An approximately 3-inch shoulder harness or FIA or SFI 16.5 certified 2-inch shoulder harness only if the HANS Device is used by the driver. Should the driver at anytime not utilize the HANS Device, 3-inch harnesses are required.
 3. 2 or 3 approximately 2-inch leg or anti-submarine straps.

C. The shoulder harnesses shall be the over-the-shoulder type. There shall be a single release common to the seat belt and shoulder harnesses. When mounting belts and harnesses, it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of 20 degrees with the horizontal. The seat itself or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll bar/cage or part of the car structure. Only separate shoulder straps are permitted (Y-type shoulder straps are not allowed). H-type configuration is allowed.

D. The single anti-submarine strap of the 5-point system shall be attached to the floor structure and have a metal-to-metal connection with the single release common to the seat belt and shoulder harnesses.

E. The double lag straps of the 6- or 7-point system may be attached to the floor as above for the 5-point system or be attached to the seat belt so that the driver sits on them, passing up between his/her legs and attaching either to the single release common to the seat belt and shoulder harnesses or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his/her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.

F. Each seat belt and shoulder strap of the harness (5-, 6-, or 7-point) shall have an individual mounting point (i.e., 2 for each seat belt and 2 for each shoulder strap minimum). 6- or 7-point system anti-submarine straps may share a mounting point with one or both seat belts. The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belts, shoulder harnesses, and anti-submarine straps should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

G. Unless specifically mentioned herein, compliance with all driver restraint systems that comply with SFI 16.1, SFI 16.5, or FIA 8853/98 is highly recommended.

H. Harness threading must be assembled in accordance with the manufacturer's instructions. Tech Inspectors are cautioned to inspect all belts and harnesses for wear, looking for abrasions, rips, tears, or other issues which would make a belt/harness of questionable value for its intended purpose. Vehicles with such issues will be prohibited from these events."

Change X.3.c:

"A hand-held fire extinguisher adhering to the following standards is highly recommended.

1. Halon 1301 or 1211; 2-pound minimum capacity by weight.
2. Dry chemical; 2-pound minimum with a positive indicator showing charge. Chemical: 10BC UL rated – potassium bicarbonate (Purple K) recommended; 1A-10BC UL rated multipurpose – ammonium phosphate and barium sulfate or Monnex.
3. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick-release type."

Change X.4:

“125cc shifter karts are permitted with the appropriate driver safety gear as specified in the Solo Rules. However, depending upon surface irregularities of the site, the DSSS may prohibit these karts. Junior karts are not permitted.”

SCCA Fastrack News August 2008

Proposals under consideration – STOCK

ITEM A) The proposals submitted for member input to move current exclusion list cars to SS for 2009 (see the July Fastrack) will be further considered in light of this year’s National Championship results. The intent is to place those cars into SS should results show that the class has become faster due to an existing SS car rising to class dominance. Introducing the new cars would help to maintain competitive balance.

SCCA Fastrack News August 2008

MOTION: To approve the concept of Solo Events Board restructuring. (Introne/Wannarka) PASSED, Voting NO, Gordy, Sauce, Lybarger, Porterfield, Allen. Not voting, Jones

Concept Proposal - SEB Restructure

- Requesting approval of concept; specific supporting rule changes to come by the December BOD meeting.
- Concept Overview
 - o Select SEB members from a national pool of members based on needed skills and experience, rather than by Division.
 - o Reduce size of SEB from 9 to 7.
 - o Divisional Solo Stewards will serve as the representatives from each of their respective Divisions as members of an Advisory Group to the SEB.
- WHY??
 - o Only SCCA program board selected in this manner.
 - o Solo is a national activity with a national Solo Community that has ready access to the SEB
 - o SEB members have not been serving as representatives of their particular Division, but rather for the benefit of the program as a whole.
 - o Solo Rules are written to support the National program with Region option for local needs.
 - o Limits pool of candidates to fill vacancies.
 - o Limits the use of advisory committees as a training ground for serving on the SEB.
 - o Current size can be cumbersome; not always as efficient and effective as possible.
- WHY NOW??
 - o 5 vacancies coming up for 2009, so the disruption would be minimized.

MOTION: Effective January 1, 2009, to add a new paragraph to “Reimbursement of expenses” the Directors Handbook, to read Outgoing Director in good standing shall receive reimbursement for reasonable travel expenses, and up to three days per diem, for actual attendance at the next scheduled National Convention. (Lybarger/Noble) PASSED, Abstaining, Porterfield, Dent, Jones

MOTION: To approve the following GCR and Operations Manual changes (Stewards Licenses) as proposed (by the Chairman of the Stewards. (Lybarger/Wannarka) PASSED, Not Voting, Jones

C. Steward

1. Steward-in-training
2. Regional
3. Divisional
4. National
5. Senior

~~2- Divisional~~

~~3- Divisional Chief~~

~~4- National~~

~~5- National/Divisional Chief~~

~~6- National Chief~~

~~7- National Series Chief~~

~~8- Senior~~

5.1.3. Minimum Grades of Licenses

At the following events the listed minimum license grades are mandatory:

- A. National Championship Events - National License minimum for Chief of Emergency Services, Chief of Flagging and Communications, Chief Registrar, Chief Starter, Chief Timer and Scorer, Chief Scrutineer, Chief of Grid, and Chief of Pit. The Chief Steward shall be a National ~~Series Chief~~ Steward, approved by the Chairman of the Stewards Program.
- B. Regional Events - Divisional License minimum for all *the Chiefs of specialties* listed in Section 5.1.3.A. The Chief Steward shall hold a Divisional ~~Chief, National Chief,~~ or *National Series Chief* Steward License.

- C. Driver Schools - National License minimum for all *Chiefs of specialties* listed in 5.1.3.A, except Timing and Scoring. The Chief Steward shall be a National ~~Chief or National Series Chief~~ Steward.
- D. For all racing events - The Stewards of the Meeting must include, at a minimum, a Chairman and one other licensed steward in addition to any Stewards-in-Training. *The minimum license grade the Chairman of the Stewards of the Meet for a national race is National Stewards License or higher. The minimum license grade for the Chairman of the Stewards of the Meet for all other events is a Divisional Stewards License or higher.* The Assistant Chief Steward-Safety shall be at least a Divisional Steward.

5.1.3. Minimum Grades of Licenses

- A. National Championship Events - The Chief Steward shall be a National ~~Series Chief~~ Steward, approved by the Chairman of the Stewards Program.
- B. Regional Events - the Chief Steward shall hold a Divisional ~~Chief, National Chief,~~ or *National Series Chief* Steward License.
- C. Driver Schools - The Chief Steward shall be a National ~~Chief~~ Steward.

**Steward Licensing Proposal
Required Changes to the SCCA Operations Manual**

5.3 Chairman of the Stewards

Appointment: The Chairman of the Stewards Program shall be appointed at the August board meeting by the Board of Directors with input from the senior executive in charge of Club Racing. Term begins November 1.

Duties: The Chairman of the Stewards will have authority over and responsibility for the Club Racing Stewards program.

The Chairman of the Stewards shall designate a sufficient number of National ~~Series Chief~~ Stewards for each Division to serve as Chief Stewards of National Races, from nominees of the Executive Stewards for the following calendar year. Designations shall be made no later than ~~October 31~~ November 1st of the year prior.

5.4 Divisional Field Staff

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 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:

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.

Maintain a roster of Senior, National, Divisional, Regional and Stewards-In-Training ~~and National Series Chief~~ Stewards in his/her Division.

5.4.1. Executive Stewards

Maintain full responsibility for licensing all Stewards in their Division, except National ~~Series~~

~~Chief Stewards.~~

Nominate a sufficient number of National ~~Chief Stewards~~ in their Division to serve as Chief Stewards of National Races. ~~be National Series Chief Stewards.~~ Nominations shall be made no later than September 1st ~~October~~ of the year prior to effective date, and shall be made to the Chairman of the Stewards Program.

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B. CLUB RACING AWARDS

1. Kimberly Cup

FIRST PRESENTED 1954

NOMINATIONS: Submitted by the Club Racing Board.

APPROVED BY: The Club Racing Board at their December meeting.

PRESENTED TO: The most improved driver in SCCA Club Racing during the year.

2. Val D. Scroggie Memorial Award

FIRST PRESENTED 1962

NOMINATIONS: Submitted by SCCA members to the Divisional Medical Directors by November 1.

APPROVED BY: The Medical Advisor by December

PRESENTED TO: An SCCA race physician who has made the greatest contribution to the sport.

3. Martin W. Tanner Trophy

FIRST PRESENTED 1963

NOMINATIONS: Submitted by the Chairman of the Stewards, Stewards of the Meeting, Chief Steward, or the Chief of Specialty to the Club Racing Board by November 1.

APPROVED BY: The Club Racing Board at their December meeting.

PRESENTED TO: The SCCA field corner worker in an Interdivisional, National, or Regional SCCA speed event showing unusual courage under exposure to danger.

4. John McGill Award

FIRST PRESENTED 1975

NOMINATIONS: Submitted by the Divisional Executive Stewards, Regional Executives and Regional Competition Chairmen to the Club Racing Board by October 1.

APPROVED BY: The Vice President of Club Racing and the Club Racing Board at their December meeting.

PRESENTED TO: The SCCA member who has made a significant contribution to the SCCA Club Racing Program.

5. David Morrell Memorial Award

FIRST PRESENTED 1981

NOMINATIONS: Submitted and approved by the National Administrator of Stewards, Chairman of the Stewards Program and the Executive Stewards by December 1.

PRESENTED TO: An active National, ~~National Chief Steward or National Series Chief Steward~~ who has exhibited outstanding performance, dedication to the sport, and the highest principles. The purpose of this award is to encourage continued participation in the Steward's Program.

MOTION: To approve the following changes (Track Review) to the Operations Manual as proposed by the Chairman of the Stewards. (Lybarger/ Allen) PASSED, Not Voting, Jones

5.12 Track Review Process

The SCCA Track Review process is coordinated by the Executive Stewards, working with the National Staff designee. The program is comprised of three categories as follows:

- 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.

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 approve the following changes to the GCR as proposed by the Club Racing Board. (Wannarka/Christian) PASSED Voting NO on GCR #14 Sauce and Creighton, Abstaining on Formula #8 Noble and Lybarger GCR item 10, and Formula item 5 were sent back to the CRB for further clarification 5.

GCR

Item 1. Effective 11/1/08: Change section 5.10.3.B.4 as follows:

The driver information shall include: driver's full name, hometown, state, region of record, car number, *and* car make and model, ~~and ear year as required per GCR.~~ It is required that the competition license number be included in the driver information.

January 8 minutes, published February FasTrack, amended March 4 minutes, published April FasTrack

Item 2. Effective 11/1/08: Delete section 5.5.4.D in its entirety.

~~D. Equipment~~

~~Each corner station should be equipped with at least the following:~~

- ~~1. Device for communicating immediately, privately, and without interference with the Central Control Station, other corner stations, and other stations as appropriate.~~
- ~~2. The following flags or signaling paddles: Yellow (2), yellow and red striped, white, blue with a yellow stripe, black, and red.~~
- ~~3. One dry chemical type fire extinguisher of at least 20 pound size although two (2) 10 pound extinguishers are recommended.~~
- ~~4. Pry bar of sufficient length (4-5 feet).~~
- ~~5. Broom (push type).~~
- ~~6. Oil/gasoline absorbent material.~~
- ~~7. Blanket or fire sheet.~~
- ~~8. Vest or arm band to distinguish the Corner Captains.~~
- ~~9. Pair of Day Glo orange re-entry gloves.~~
- ~~10. 20 foot length of half inch rope.~~
- ~~11. Flame/Heat resistant gloves.~~
- ~~12. Each black flag station shall additionally be equipped with black and mechanical black flags, plus a blackboard or other means of displaying simultaneously the affected car's number or the word "ALL."~~

January 8 minutes, published February Fastrack

Item 3. Effective 11/1/08: Change section 5.7 as follows:

5.7.1. Sound Control Chief

The Sound Control Chief shall be responsible for monitoring racing vehicles at sound-controlled events in accordance with the GCR and the ~~SCCA Sound Control Manual~~. Specifically, he or she shall:

- A. ~~Review or establish~~ *Ensure that the sound meter monitoring location equipment is located at an official certified site.*
- B. ~~Establish how~~ *Ensure that reading(s) shall be made in accordance with the GCR.*
- C. Advise the Chief Steward of the readings.
- D. Submit post-race reports to the Chairman of the SOM.
- E. Monitor weather and ambient conditions throughout the day.
- F. Perform field calibration *of the equipment* in accordance with the GCR ~~Sound Control Manual for sound meter, microphone, or other instruments.~~
- G. ~~Obtain~~ *Ensure that yearly calibration of the equipment has been performed by the ~~from~~ manufacturer or ~~qualified~~ a certified laboratory.*

5.7.2 General Procedures and Requirements

~~This Section shall establish SCCA test procedures, instrumentation, and environmental requirements for determination of race vehicle sound emissions.~~

Competitors carry sole responsibility to determine that their vehicles comply with Sound Control Regulations at each event. Mufflers may be required.

Sound Control will be in effect for all events. All cars will be monitored and readings will be posted for competitors' information. A driver registering a single sound level reading over ~~103dB~~ *the maximum for the event* shall not be black flagged. If a driver is black flagged due to sound, the car shall not re-enter the course until corrective steps are taken.

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" 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~~).*

June 3 minutes, published July Fastrack

Item 4. Effective 11/1/08: Change section 5.9.4.C.2 as follows:

Use at the track of ~~certification~~ calibration weights, ~~minimum 250 pounds~~ totaling 100 pounds up to 250 pounds total as recommended by the scale manufacturer or minimum 250 pounds total if no recommendation is provided by the scale manufacturer for individual wheel scales; ~~and~~ minimum 750 pounds total for platform scales. Where applicable, the calibration recommendation by the scale manufacturer (e.g., a manual or letter from the manufacturer) must be available at all times during an event where the scales are in use."

January 8 minutes, published February Fastrack

Item 5. Effective 11/1/08: Change section 5.12.2.C.5 as follows:

At his or her discretion and without necessarily receiving a request to do so, order (or request the SOMs order) disassembly and inspection of any entered car to ascertain its conformance with the GCR. If the car is found to be eligible for the competition in which it is entered, the race organizers shall stand the expense of the disassembly, inspection, and reassembly. If it is not eligible, the entrant shall bear the expense, in addition to whatever penalties the Chief Steward may assess or the SOM may direct after receiving the Chief Steward's report. A representative of the race organizers authorized to approve financial expenditures must formally approve the bond established for such a teardown before disassembly may begin. If handled solely as a Chief Steward's Action, the Chief Steward is directly responsible for monitoring all facets of the process until such time as the impounded parts are either retained by SCCA or returned to the competitor, as the Chairman SOM does in the case of a protest or RFA.

January 8 minutes, published February Fastrack

Item 6. Effective 11/1/08: Change section 7.4.E as follows:

AUTOMATIC PENALTIES

Refusal to permit disassembly (tear down) in a Protest/Request for Action/Chief Steward's Action is an automatic penalty of disqualification, six (6) month suspension, and two-hundred-fifty dollars (\$250.00) fine.

January 8 minutes, published February Fastrack

Item 7. Effective 11/1/08: Change section 9.2.1.I as follows:

If a car is protested or inspected during an event and found to be illegal, the results of this protest or inspection shall be noted by the Chairman SOM, or delegated to another official, such as the Chief Scrutineer. (See 8.3.3.)

January 8 minutes, published February Fastrack

Item 8. Effective 11/1/08: Change section 8.3.3.F as follows:

Preservation of Evidence Any recorded evidence such as technical data or inspectors' reports or measurements shall be forwarded to the Club Office with the tear down bond (See 8.3.3.A.). The Chairman SOM (or Chief Steward, in the case of a Chief Steward's action) shall accept any parts tendered by the owner for safekeeping pending appeal. The SOM (or Chief Steward, in the case of a Chief Steward's action) shall have the authority to impound parts. All impounded parts will be uniquely and identifiably marked upon their removal from the car and will remain in the direct control of a licensed Scrutineer or Steward designated by the Chairman SOM or Chief Steward (depending upon the type of action in progress) until such time as they are returned to the competitor or are delivered to and under the direct control of a courier service providing shipment by insurable and traceable means to the National Office for inspection and either retention or subsequent return to the competitor.

January 8 minutes, published February Fastrack

Item 9. Effective 11/1/08: Add the following to section 6.2.2.J.2:

Note: If a car leaves the course during the pace lap(s), all drivers in the column behind that car shall close up behind the cars in front of them to satisfy 6.2.2.G. Moving up under these circumstances is not considered as improving position or passing under yellow.

February 6-10 minutes, published March Fastrack

Item 10. NOT APPROVED Effective 11/1/08: Change the fuel standard table in section 9.3.25.A and add a new introductory paragraph as follows:

Competitors in all classes except those in the Showroom Stock may choose any fuel that complies with the fuel standards table. Showroom Stock competitors must use a fuel that allows vehicles to remain EPA compliant.

Classes	Type	DC max	Reagent A
All Prepared, FB, FE, SS, SM, T, IT, SRF, and Old SR, and Elan spec DP 02 running as GSR	Gasoline w/no added oil	15	N/A
All other classes (incl. 2 cycle w/oil injection)	Gasoline w/no added oil	0	No pos.
All 2 cycle w/o oil injection	Gasoline w/oil mixture	2	No pos.
All rotary engines	Gasoline w/ or w/o oil mixture	15	N/A

Compounds	Examples	Maximum Percentage By Weight Allowed
Aldehydes	Acetaldehyde, Acrolein, Formaldehyde	1.0
Benzene		2.0
Cyclic ethers	1,4 Dioxane, Furan, Tetrahydrofuran	0.05
Dienes(Diolefins)	1,3 Butadiene, Isoprene	1.0
Ethanol		10.0
Epoxides	Ethylene oxide, Propylene oxide	0.05
Methanol		1.0
Metals	Manganese, Boron and Chromium	0.05 gm/gal
Lead	TML, TEL	5.0 gm/gal
Organic Nitrogen Compounds	Nitromethane, Nitroethane, Nitropropane, and all aromatic nitrogen compounds such as Nitrobenzene	0.05
Basic Nitrogen Compounds	Ammonia, Amines and their salts, Aniline, Hydrazine, Pyridine, Pyrrole, Benzidine	0.05
Styrene		1.0
Sulfur Compounds	Dimethylsulfoxide, Thiophene	0.05

February 6-10 minutes, published March Fastrack

Item 11. Effective 11/1/08: Change section 9.3.25.B Fuel Sample Acquisition as follows:

All cars shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injectors to facilitate acquisition of fuel samples. To avoid fuel spillage, the fuel sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. A capped and/or sealed "T" may be fitted inline, or a capped and/or sealed auxiliary sample port may be fitted to a fuel system component (carburetor, fuel rail, etc.) without using a dry break fitting. Under no circumstances is siphoning of fuel from the fuel tank/ cell acceptable.

If possible, the sampling valve/port should not be located in the engine compartment. Cars equipped with a factory fuel pressure test port (e.g. fuel injected SS, T, IT, SRF, etc.) or competitors having factory fuel pressure test equipment available, are not required to have an additional fuel sampling port. On all other cars, to avoid fuel spillage it is recommended that a valve or dry break fitting be installed in the fuel line. In all cases competitors shall provide the appropriate tooling necessary to safely obtain the fuel sample. A manned fire extinguisher shall be present whenever fuel samples are being acquired.

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.

Competitors whose cars are equipped with a factory fuel pressure test port or who have factory fuel pressure test equipment available are not required to have an additional fuel sampling port, providing the test port is accessible and the competitor obtains the sample without fuel leaking, spraying or squirting.

Competitors will provide all the necessary and appropriate tools to obtain a fuel sample.

A tech observer and manned fire extinguisher will be at the car at the time the sample is taken and the competitor will name the fuel brand and type for notation on the sample bottle label.

February 6-10 minutes, published March FasTrack, amended April 1 minutes, May FasTrack

Item 12. Effective 11/1/08: Change section 9.4.D as follows:

Two side tubes connecting the front and rear main hoops across both door openings are mandatory. NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the front door...

February 6-10 minutes, published March Fastrack

Item 13. Effective 11/1/08, change section 9.3.41 to read as follows:

Steering wheel lock devices shall be removed or disabled (except Showroom Stock and Touring).

Delete section 9.1.3.D.10.a in its entirety and reletter subsequent sections:

~~Steering lock mechanisms shall be removed.~~

Delete the last sentence of section 9.1.4.L.14 as follows:

~~Steering lock mechanism must be removed.~~

Change section 9.1.6.D.9.b to read as follows:

~~Steering lock mechanisms and a~~ Airbags / passive restraint systems shall be removed.

Change section 9.1.7.D.9 to read as follows:

Steering lock mechanisms may be removed or disabled.

Delete section 9.1.8.C.9.a in its entirety and reletter subsequent sections:

~~Steering lock mechanisms shall be removed. See GCR section 9.3.41.~~

Change section 9.1.10.D.10.a to read as follows:

Steering column locks may be removed or disabled.

March 4 minutes, published April Fastrack

Item 14. Effective 11/1/08: Add subsection C and D to section 3.1.2 as follows:

C. The practice sessions for both Nationals may be combined into a single session.

D. Time for the combined practice and qualifying session must be a minimum of 70 minutes

April 26-27 & May 6 minutes, published June Fastrack

Item 15. Effective 11/1/08, change section 9.3.19.A as follows:

Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 8856-1986 or 8856-2000 homologation. Underwear of fire resistant material shall be used except with suits carrying FIA standard 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch.

April 26-27 & May 6 minutes, published June Fastrack

Item 16. Effective 11/1/08, change section 9.4.F.5 as follows:

Either an inspection hold between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the front and rear hoops, as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the log book as inspected by such means.

Change section 9.4.5.E.4.d as follows:

Either an inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter shall be drilled in a non-critical area of the front and rear hoop as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the log book as inspected by such means.. Formula Cars and Sports Racers with alternate roll structures are not required to have inspection holes, the wall thickness will be indicated on the back of the homologation certificate.

April 26-27 & May 6 minutes, published June Fastrack

Item 17. 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):

Moved to and included in item 3

Item 17. 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.

June 3 minutes, published July Fastrack

Item 18. 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.*

June 3 minutes, published July Fastrack

Item 19. Effective 11/1/08: Change section 8.4.8 as follows:

For all National Races held less than ~~31~~ 28 days prior to the commencement of the Runoffs,

August 5 minutes, published September Fastrack

Item 20. Effective 11/1/08: Change section 5.9.2.A and B as follows:

A. Annual Inspection

A full and complete Technical and Safety Inspection shall be performed by a Licensed Scrutineer (Divisional/National) on each car once a year (12 months). If the car passes Annual Technical Inspection, the tech inspector shall enter the date of the safety harness expiration in the logbook, the logbook shall be stamped with the "official" inspection stamp, dated, and signed.

~~Driver Safety Equipment shall comply with Section 9.3.19., Driver's Safety Equipment. The scrutineer performing the inspection shall affix a dated, non-removable sticker or decal to helmets that comply with Section 9.3.19.B.. This sticker or decal and the other drivers' safety equipment which must be worn may be checked by Grid or Scrutineering personnel on the starting grid. Driver's safety equipment is not required to be inspected at the time of annual inspection for the car.~~

B. Minimum Event Safety Inspection/Tech Sticker

Minimum Safety Inspection—Minimum inspection for each event thereafter shall consist of reviewing the Vehicle Logbook. If it is in order, a Tech sticker shall be issued. *Driver's safety equipment is not required to be presented at this inspection.*

The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle, and equipment, ~~and clothing~~ and compliance with all SCCA rules, regulations, and agreements, including but not limited to those contained in the GCR. Moreover, in the case of technical violations, the participant acknowledges, understands, and agrees that the participant is charged with full knowledge of every component of participant's vehicle and that even if a third party (for example, an engine builder) has caused the participant's vehicle to be noncompliant, the participant will still be responsible for and charged with any applicable violation and penalty.

August 5 minutes, published September Fastrack

Item 21. Effective 11/1/08: Add a sentence to the first paragraph of section 9.3.18 as follows:

Arm restraint clarification

9.3.18. DRIVER'S RESTRAINT SYSTEM

All drivers in SCCA sanctioned speed events shall utilize either a five, six or seven point restraint harness meeting the following specifications. A seven-point restraint harness is recommended. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. *Arm restraints shall not be worn in a manner which limits the ability of the driver to provide visible signals to other competitors while on the track.* The restraint system installation is subject to approval of the Chief Technical and Safety Inspector.

August 5 minutes, published September Fastrack

Item 22. Effective 11/1/08: Add new subsection A and B to section 9.3.19, and renumber items under the newly numbered subsection C as follows:

9.3.19. DRIVER'S SAFETY EQUIPMENT

All required driver's safety equipment must be worn at all times while on the track.

The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's driver's safety equipment, and compliance with all SCCA rules, regulations, and agreements, including but not limited to those contained in the GCR.

A. Annual Inspection

At the first event of the calendar year, all driver's safety equipment will be inspected by a licensed scrutineer. The scrutineer performing the inspection shall affix a dated, non-removable sticker or decal the left side of helmets that comply with Section 9.3.19.B., to indicate that all driver's safety equipment has been inspected and is in compliance with this section. This sticker or decal, which shall be placed on the helmet in a manner such that it is visible from outside the car with the driver seated and belted in the normal driving position, may be checked by grid or scrutineering personnel on the starting grid. The presence of other externally visible driver's safety equipment (gloves, balaclava, and suit) may also be checked by grid or scrutineering personnel on the starting grid.

B. Reinspection

Throughout the racing season, a check of the condition and legality of driver's safety equipment should periodically be done by scrutineers in impound by group or class with the concurrence of the Chief Steward.

C. Required Equipment

The following required equipment shall be in good condition and free of defects, holes, cracks, frays, etc.

Note... Approved item 15 inserted as item 1

A 1. Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 8856-1986 or 8856-2000 homologation. Underwear of fire resistant material shall be used except with suits carrying FIA standard 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch

B 2. Crash helmets approved by the Snell Foundation with Snell sticker 2000 or later Special Application (SA2000), or by the SFI with a SFI Sticker 31.1a for open faced helmets and a SFI sticker 31.2a for closed faced (if purchased prior to 12/31/04), SFI 31.1 (if purchased after 1/1/05), or by the FIA standard 8860-2004. The back of each driver's helmet shall be labeled with a minimum of the driver's name. The use of a head and neck support system is highly recommended. Accident damaged helmets should be sent by the driver or his or her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed.

C 3. Gloves made of leather and/or accepted fire resistant material containing no holes.

D 4. Socks made of accepted fire resistant material.

E 5. Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. Double-layer balaclavas are recommended. If balaclavas are used voluntarily, they shall be of accepted fire resistant material.

F 6. Goggles or face shields, preferably made of new impact resistant materials, for drivers of open cars.

G 7. A driver's restraint system meeting SCCA standards (See Section 9.3.18.) shall be used at all times while on the track.

H 8. Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.

August 5 minutes, published September Fastrack

Formula

Item 1. (FE) Effective 1/1/09, change the name of Formula SCCA (FE) to Formula Enterprises (FE).

March 4 minutes, published April Fastrack

Item 2. (FC) Effective 11/1/08: Change section 9.1.1.B.4.b as follows:

Pistons, crankshaft, and rods may be replaced only with standard original Ford replacement parts. The crankshaft may ~~not~~ be ground

or polished *for the purpose of installing oversize main or rod bearings in any way and must have stock dimensioned main and rod bearing journals*. The rod journals must remain stock and the rods may not be bored or remanufactured in any way. The rod and crankshaft bearings may be replaced only with original or oversized Ford bearings. ~~Oversize bearings are not permitted.~~ The required *original* crankshaft main bearing journal dimension is 2.282-2.283 inches and the required *original* crankshaft rod journal dimension is 1.846-1.847 inches. *The corresponding main journal dimensions for oversized bearings are either 2.273-2.274 inches or 2.263-2.264 inches; the corresponding rod journal dimensions for oversized bearings are either 1.837-1.838 inches or 1.827-1.828 inches.*

February 6-10 minutes, published March Fastrack

Item 3. (FC) Effective 11/1/08: Change the third paragraph of section 9.1.1.B.1 as follows:

It is not permitted to construct any suspension member in the form of an *asymmetrical* airfoil or to incorporate a spoiler in the construction of any suspension member. *Symmetrical streamlining of suspension members is permitted.*

April 26-27 & May 6 minutes, published June Fastrack

Item 4. (FV) Effective 11/1/08: Change selected portions of section 9.1.1.C.2 as follows:

Track, rear: ~~49-13/16 1/8" + 7/8" 5/8" 50 3/4" maximum~~ 49.125 " *minimum*, 50.750" *maximum* (no spacers allowed)

February 6-10 minutes, published March Fastrack

Item 5. (FF) SENT BACK TO CRB FOR FURTHER CONSIDERATION

Effective 11/1/08: Remove section 9.1.1.D.2.s.10 and renumber subsequent paragraphs:

Exhaust Outlets

~~Exhaust outlets on cars registered after January 1, 1986 shall not extend more than 60cm (23.60") behind the centerline of the rear axle and shall be positioned between 30mm (1.18") and 60cm (23.6") from the ground, measured to the bottom of the exhaust pipe.~~

December 4 minutes, published January Fastrack

Item 6. (FF) 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

April 1 minutes, published May Fastrack

Item 7. (FB) Effective 11/1/08: Add new paragraph J to section 9.1.1.H.4 as follows:

J. *The stock chain tensioner may be replaced with any mechanical chain tensioner.*

December 4 minutes, published January Fastrack

Item 8. Effective 1/1/09: Add new subsection I to section 9.1.1 as follows:

1. Definition

1.1. Formula First is a class for single seat racing cars based on components from the standard Volkswagen Types 1 sedan, as originally manufactured by Volkswagen from 1966 to 2004. Since it is a restricted class, all allowable modifications are stated herein. The purpose of the Formula First class is to emphasize driver ability and to encourage the participation of owner/builders and owner/preparers while using proven Volkswagen components (or exact replicas). Homologation is required for all cars registered after January 1, 1983. Homologation for FS classification is required on all Formula First cars.

Specs deleted from this document. Available if needed

Grand Touring

Item 1. Effective 11/1/08: Change the first sentence of section 9.1.2.F.4.e.10 as follows:

Any readily available manual transmission having no more than six (6) *forward speeds in GT2 and five (5) forward speeds in GT3 and Lite* and an functional reverse speed may be used, provided that it is fitted in the same basic location used in the standard production automobile.

February 6-10 minutes, published March Fastrack

Item 2. 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.

April 1 minutes, published May Fastrack

Item 3. 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 ...

April 1 minutes, published May Fastrack

Item 4. 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 hardware) 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 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.

April 1 minutes, published May FasTrack, amended April 26-27 & May 6 minutes, published June Fastrack

Item 5. Effective 11/1/08: Add the new subsections 14 and 15 to section 9.1.2.F.4.b, as follows:

14. GTLite rear wing: The maximum width of the entire single element, flat plane wing assembly is 56.0 inches wide x 8.0 inches chord depth, but no wider than the body width including fender flairs. Wing endplates must fit within a rectangle measuring 8.5 inches long by 3.00 inches tall. Endplates must be flat with no curvature or Gurney tabs. A maximum 1/2 inch wicker-bill may be employed. The wing must be mounted to trunk/deck lid with two (2) mounting brackets. Each mounting bracket must attach to the wing at a point that is at least 2 inches inboard of the endplates. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The rear wing must be mounted a minimum of 6.0 inches below the peak of the roof. Cars with a wagon-back style body (e.g., Civic, Fiesta, Mini, etc.) may have the wing mounted at the trailing edge of the roof, a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and wing. In either application, the trailing edge of the wing assembly must be located within an area defined by a point, 6 inches forward of rearmost bodywork and the rearmost bodywork measured at vehicle centerline.

15. GTLite front splitter: A front splitter may be added that is a flat single-plane, with an exposed top surface not more than 2.00 inches. The splitter shall be mounted flat. The splitter must not extend laterally any further than the widest point of the front fenders. The splitter must have no vertical deviations. Additionally, a maximum of four (4) rods or cables may be used to support the front, and/or the sides of the splitter. A single-plane vertical close-out panel may be used to bridge any gaps between the front fascia and splitter.

August 5 minutes, published September Fastrack

Improved Touring

Item 1. Effective 1/1/09, change section 9.1.3.C by deleting the fifth paragraph as follows:

The Vehicle Identification Number (VIN) shall correspond with the automobile classified, and will determine the model and type for competition purposes. A minimum of two (2) VIN plates and/or stampings is required.

November 2-3 minutes, published December Fastrack

Item 2. Effective 1/1/09: Reclassify the Stratus to ITB at 2,870 lbs

March 4 minutes, published April Fastrack

Item 3. Effective 1/1/09, reclassify the 1985-89 Toyota MR2 to ITB at 2,525 lbs.

April 26-27 & May 6 minutes, published June Fastrack

Production

Item 1. Effective 11/1/08, change section 9.1.5.E.11.a as follows:

The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e. frame rails, etc.). ~~Fuel cells are required on all Production Category cars, unless the car uses a stock plastic (non metal) fuel tank which installed in its stock location, has the centerline of the fuel tank located between the axle centerlines of the car and between the frame rails.~~ When the stock fuel tank is retained, it must be installed in its stock location, additional retention straps and other protection can be mandated on a car-by-car basis. Fuel cell mounting, location and fuel cell or stock fuel tank filler cap and vents, must meet the specifications of the GCR section 9.3.26.

April 26-27 & May 6 minutes, published June Fastrack

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.*

April 1 minutes, published May Fastrack

Item 2. Effective 11/1/08, change section 9.1.6.D.7.h as follows:

Underhood bracing on stock hoods may be modified or removed. *Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.*

April 26-27 & May 6 minutes, published June Fastrack

Item 3. Effective 11/1/08: Change section 9.1.6.D. 1.g.4 as follows:

Rocker arms may be replaced with any individual rocker arm. Shaft mounted rocker arms are ~~prohibited~~ permitted unless otherwise fitted as standard, using a minimum of eight shafts. Valve train stud girdles are allowed.

August 5 minutes, published September Fastrack

Item 4. Effective 11/1/08: Change section 9.1.6.D. 9.c as follows:

Fuel cells are mandatory. Cell size is not restricted. It shall be located within twelve (12) inches of the original fuel tank location or behind the rear axle.

August 5 minutes, published September Fastrack

Showroom Stock

Item 1. Effective 11/1/08: Add new section 32 to section 9.1.7.E as follows:

32. *Cosmetic plastic engine covers may be removed.*

January 8 minutes, published February Fastrack

Item 2. Effective 11/1/08: Add new section 24 to section 9.1.7.E and renumber subsequent sections:

24. *Stock replacement brake rotors may be obtained from sources other than the manufacturer provided they are the exact equivalent of the stock rotors.*

January 8 minutes, published February Fastrack

Item 3. Effective 11/1/08, change section 9.1.7.B as follows:

~~Cars eligible for competition in a given year are those classified by the Club Racing Board by December 31st of the previous year. The Club Racing Board may reclassify cars during their first year of competition, effective the following year. Cars classified will be approved by ARB, EPA and DOT for sale in the United States. They shall be models intended to be available to the general public for purchase.~~

~~Current model year cars will be eligible for classification consideration if they are available to the general public through the normal dealer network by March 1st of the model year.~~

~~To be considered for classification a factory workshop manual or its equivalent and a Motor Vehicle Manufacturers Association (MVMA) "Manufacturers Motor Vehicle Specifications" form or equivalent, the Official SCCA Vehicle Technical Sheet (VTS), shall be on file with the Club Racing Department. Should the factory workshop manual not be available by December 31st of the year of classification, the official SCCA VTS shall be considered sufficient for the purposes of classification and shall be supplanted by the factory workshop manual or its equivalent (See TCS Section 9.1.10.B) when it becomes available. Copies of the official SCCA VTS sheets may be acquired from the SCCA National Office Technical Department.~~

~~If the manufacturer certifies that there are no technical changes between model years of a previously classified car, the factory workshop manuals or equivalent and the Official SCCA VTS on file at the National Office shall be considered sufficient for classification and compliance purposes. The certification shall become a permanent record of the classification in the National Office Technical Department.~~

~~Only those cars listed each year are eligible to compete. No updating or backdating of cars, models, specifications, and/or components thereof shall be permitted. Additions and deletions of automobiles shall be at the discretion of the SCCA. Automobiles sold by~~

the Manufacturer/Distributor that are designated not for public use or cannot be licensed are not allowed in SS classes. The vehicle identification number (VIN) shall correspond with the model automobile classified. VIN plates or stampings shall remain in place. There must be a minimum of two (2) VIN plates or stampings that correspond with the model automobile classified. The tenth (10) position letter of the VIN determines the model year of the car ("W" = 1998, "X" = 1999, "Y" = 2000, "1" = 2001, "2" = 2002, "3" = 2003, etc.).

April 26-27 & May 6 minutes, published June Fastrack

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.

(April 1 minutes, published May Fastrack)

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).~~

(April 1 minutes, published May Fastrack)

Sports Racing

Item 1. (CSR) Effective 1/1/09, change the name of Sports Racer SCCA to Enterprises Sports Racer.

(March 4 minutes, published April Fastrack)

Touring

Item 1. Effective 11/1/08: Add new section 6 to section 9.1.10.D.6.a. as follows:

6. Stock replacement brake rotors may be obtained from sources other than the manufacturer provided they are the exact equivalent of the stock rotors.

(January 8 minutes, published February Fastrack)

Item 2. Effective 11/1/08, change section 9.1.10.C.3 as follows:

~~Cars eligible for competition in a given year are those classified by the SCCA Club Racing Board by December 31 of the previous year. Cars classified shall have been approved by the ARB, EPA, and DOT for sale in the United States, and shall be models intended to be available to the general public for purchase.~~

~~a.~~ The Club Racing Board may classify any particular model of a car, and may permit specific factory options for that car. Such options shall be listed on the Specification Line for that vehicle. No unlisted models or factory options are eligible. If no specific model or options are listed on said line, the classified car shall be the base model with no options. Converting a car delivered with an automatic transmission to a manual transmission is allowed as long as all components which differ, including, but not limited to, radiator, springs, engine management systems, final drive ratio, etc., are converted to manual transmission specification.

~~b.~~ To be considered for Classification, a factory workshop manual and a Motor Vehicle Manufacturers Association (MVMA) "Manufacturers Motor Vehicle Specifications" form, or its equivalent, the official SCCA Vehicle Technical Sheet (VTS), shall be on file with the Club Racing Department. Should the factory workshop manual not be available by December 31st of the year of classification, the official SCCA VTS shall be considered sufficient for the purposes of classification and shall be supplanted by the factory workshop manual or its equivalent (See TCS 9.1.10.B) when it becomes available. Copies of the official SCCA VTS may be acquired by the SCCA National Office Club Racing Technical Services Department.

~~If the manufacturer certifies that there are no technical changes between model years of a previously classified car, the factory workshop manuals or equivalent and the official SCCA VTS on file at the National Office shall be considered sufficient for classification and compliance purposes. The certification shall become a permanent record of the classification in the National Office Club Racing Technical Services Department.~~

a e. Only those cars listed each year are eligible to compete. Additions and/or deletions of automobiles shall be at the discretion of the SCCA.

b e. "Special Performance" specifications from the manufacturer which go beyond those listed in the Touring Specifications book will not be considered valid. Any manufacturer determined to be supplying false specifications to competitors or to the SCCA may be advised that said specifications may be withdrawn or the eligibility of the car(s) involved shall be terminated. The Club Racing Board is authorized to implement these terminations on an immediate basis without the approval of the Board of Directors.

c e. In the case of service circulars, recalls, etc., the burden of proof of validity shall be upon the competitor.

April 26-27 & May 6 minutes, published June Fastrack

MOTION: To waive the provisions of GCR Section 3.9.2.a, to allow Terry Biner to compete in the 2008 Runoffs. (Christian/Sauce) FAILED, Voting Yes, Sauce, Christian, Not Voting Jones

MOTION: To waive the provisions of GCR Section 3.9.2.a, to allow Ken Payson to compete in the 2008 Runoffs. (Introne/ Sauce) FAILED, Voting Yes, Introne, Sauce, Not Voting, Jones

MOTION: To retain Ken Patterson as Chairman of the Stewards for 2009. (Noble/Sauce) PASSED, Unanimous, Not Voting, Jones

MOTION: To allow Kyle Baker to change his Division of record from Southern Pacific to MiDiv. (Noble/ Christian) PASSED, Not Voting, Jones

MOTION: That the Board of Directors not grant waivers to allow future National Races prior to January 1, of the competition year. Effective 1/1/09. (Creighton/Sauce) PASSED Voting No, Christian, Allen, Abstaining, Porterfield, Not Voting, Jones

MOTION: That the Club Racing Board use existing procedures, to implement changes to the GCR, as required, such that: Effective January 1, 2009, change GCR section 5.7.2 paragraph 3, to read "Sound control ~~will~~ may be in effect for all events. All carsinformation. A Driver registering a single sound level reading over ~~103db~~ that allowed, shall not be black flagged. If a driver....." (Porterfield/Christian) PASSED, Abstaining, Allen, Lybarger, Introne. Not Voting, Jones

MOTION: That the Club Racing Board use existing procedures, to implement changes to the GCR, as required, such that: Effective January 1, 2009 add to GCR section 9.3.28.A "The numeral '1' shall be reserved for the current National Champion in each class". In the event two or more National Champions are entered in the same run group the first to register shall have preference. (Christian/Sauce) PASSED Voting NO, Noble, Creighton, Lybarger. Not Voting, Jones

MOTION: That the Club Racing Board use existing procedures, to implement changes to the GCR, as required, such that:

1. over a five year period starting in 2009,
2. minimum participation for classes to retain National status, gradually increases from 2.5 to 3.5,
3. that only classes that meet the required minimum are invited to the following year Runoffs,
4. the current "incubator" classes continue their existing exemption

(Christian/Sheridan) FAILED, Voting Yes, Christian, Sheridan, Not Voting, Jones

MOTION: To adjourn. (Porterfield/Allen) PASSED.

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD | SPORTS CAR CLUB OF AMERICA, INC. | Sept. 2, 2008

The Club Racing Board met by teleconference on September 2, 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; KP Jones, BoD Guest; John Bauer, Technical Manager, Club Racing; Kevin Yaghoubi, Technical Coordinator, Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 08-10, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

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: Add new section 9 to section 9.4.5.E as follows:

Cars may compete with FIA homologated cages provided the cage was built by the manufacturer or a manufacturer-designated shop/team and approved for use.

Prepared

Item 1. Effective 11/1/08: Add the following sentence section 9.1.4.E.3:

Engines may be bored to a maximum of .040 inch over standard bore size.

Item 2. Effective 11/1/08: Change section 9.1.4.E.15 as follows:

The intake and exhaust ports may be ported, *unless otherwise noted*. The valve guide may be machined as part of this porting. *The intake manifold may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).*

Item 3. Effective 11/1/08: Add the following paragraph to section 9.1.4.E.18:

Unless otherwise noted, the follow restrictions apply to turbochargers. Turbocharging is permitted only with a factory turbo/engine combination. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may not be added to engines that did not originally come equipped with one. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.

Item 4. Effective 11/1/08: Add the following sentence to section 9.1.4.F.3:

The number, type, and location of intercoolers are free.

Item 5. Effective 11/1/08: Add new subsection 3 to section 9.1.4.H as follows:

3. *Cars with sequential shift transmissions shall increase the required minimum weight by 100 lbs.*

Item 6. Effective 11/1/08: Add the following sentence to section 9.1.4.L.9:

Cars with live axle RWD may reduce the minimum weight by 50 lbs.

Item 7. Effective 11/1/08: Add new subsection 16 to section 9.1.4.L as follows:

16. *Front wheel drive cars may reduce their minimum weight by 50 lbs. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional 50 lbs.*

Item 8. Effective 11/1/08: Delete section 9.1.4.1.A.3.f in its entirety:

~~f. **Weight Requirements** All cars shall meet the required minimum weight of 3100 lbs. Cars with sequential shift transmissions shall meet the required minimum weight of 3200 lbs.~~

Item 9. Effective 11/1/08: Replace section 9.1.4.1.B.1 as follows:

~~1. Intake Requirements~~

~~a. All cars shall use a Single Inlet Restrictor system as defined in Appendix B, unless noted ootherwise.~~

~~b. The following restrictors shall be used:-~~

~~2 valve engine 42mm SIR~~

~~4 or more valve engine 40mm SIR~~

~~Rotary engine 44mm SIR~~

e. Supercharging/Turbocharging is permitted with an SIR as listed above. The SIR shall be positioned upstream of the compressor inlet.

d. Carburetors are permitted with an SIR as listed above.

1. Intake Requirements: All cars shall use the stock or approved air metering device (e.g., carburetor, throttle body, etc.) and intake manifold for the installed engine, unless noted otherwise.

Item 10. Effective 11/1/08: Add new subsection F to section 9.1.4.1 as follows:

The following car and engine combinations are approved in BP. Contact the Club Racing Technical Office to add additional cars.

BP	Engine Displacement	Minimum Weight	Restrictor	Notes
Cadillac CTS-V	6000	3300		
Chevrolet Corvette	5700	3135		
Chevrolet Corvette	6000	3300		
Chevrolet Camaro	5700	3135		
Chevrolet Camaro	5000	2750		
Dodge Viper	8000	3135	60mm Flat Plate	
Dodge Viper	8300	3300	60mm Flat Plate	
Dodge Neon SRT-4	2400	3000		Alternate turbo permitted
Ford Mustang	5800	3190		
Ford Mustang	5400	2970		
Ford Mustang	5000	2750		
Ford Mustang	4600	2530		
Mitsubishi/DSM	2000	3000		Alternate turbo permitted
Mitsubishi/DSM	2400	3000		Alternate turbo permitted
Pontiac GTO	6000	3300		
Pontiac GTO	5700	3135		
Pontiac Solstice	2000	3000		Alternate turbo permitted
Porsche 996	3600	2808		
Porsche 997	3600	2808		
Saleen SR	5800	3190		

Item 11. Effective 11/1/08: Delete section 9.1.4.2.A.4 in its entirety:

4. Weight Requirements

All cars shall meet the required minimum weight of 2700 lbs. Cars with sequential shift transmissions shall meet the required mini

imum weight of 2800 lbs.

Item 12. Effective 11/1/08: Replace section 9.1.4.2.B as follows:

B. Engine/Intake Requirements

- ~~1. Engines up to 3000 cubic centimeters are permitted.~~
- ~~2. Intake Requirements All cars shall use a Single Inlet Restrictor system as defined in section Appendix B, unless noted otherwise.~~
- ~~3. The following restrictors shall be used:-~~
 - ~~2 valve engine 31mm SIR~~
 - ~~4 valve engine 30mm SIR~~
 - ~~Rotary engine 33mm SIR~~
- ~~4. Turbocharging/Supercharging is permitted with an SIR as listed above, and shall use the factory original unit (no aftermarket turbo/superchargers). The SIR shall be positioned upstream of the compressor inlet. Factory turbo/superchargers may not be converted to models that did not originally come equipped with forced induction. Swapping of turbo/superchargers between makes and models is prohibited.~~

B. Engine/Intake and Weight Requirements

- 1. Engines up to six cylinders and 3000 cubic centimeters factory displacement are permitted.
- 2. Intake requirements. All cars shall use the installed engine's stock air metering device (e.g., throttle body) and intake manifold, unless noted otherwise.
- 3. Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is determined by the factory displacement for the installed engine. For weight assignment purposes engine displacement will be rounded to the nearest 100cc (e.g., 2150cc = 2200cc or 2149cc = 2100cc).

Factory Engine Displacement (cc)	Minimum Weight
1600	1760
1700	1870
1800	1980
1900	2090
2000	2200
2100	2310
2200	2420
2300	2530
2400	2640
2500	2750
2600	2860
2700	2970
2800	3080
2900	3190
3000	3300

- 4. The Mazda 13b and Renesis rotary engines are permitted at 2600 lbs. The 13b may be street ported. The Renesis shall remain unported.
- 5. All turbocharged engines shall use a compressor inlet restrictor/weight combination from the following table.

<i>Inlet Restrictor (mm)</i>	<i>Minimum Weight</i>
33	2200
35	2475
37	2770
39	3100

Item 13. Effective 11/1/08: Change section 9.1.4.A. as follows:

No model years older than 199085 will be permitted.

Grand Touring

Item 1. Effective 11/1/08: Change section 9.1.2.D.8.2.E. as follows:

A ~~Unmodified~~ single element, *single plane* Liebeck airfoil #1LD104E scaled to a chord length of 10.75 inches is permitted. ~~The maximum cross-sectional tolerance of the wing profile is 0.060 inch.~~

Item 2. Effective 11/1/08: Change section 9.1.2.F.4.b.13.E. as follows:

A ~~Unmodified~~ single element, *single plane* Liebeck airfoil #1LD104E scaled to a chord length of 10.75 inches is permitted. ~~The maximum cross-sectional tolerance of the wing profile is 0.060 inch.~~

RECOMMENDATIONS TO THE BoD

The CRB would like the BoD to consider the following proposal in place of GCR Item 10 on the current Recommended Rule Changes list. This proposal provides a protest-based mechanism for doing laboratory testing for prohibited substances. It also includes an expanded list of prohibited substances compared to our current fuel standards. (This proposal provides the details of the general plan presented to you by our liaisons as published in the June Fastrack.) Also, you will find at the end a change to GCR 8.3.3 that is needed to avoid a conflict between 8.3.3 and this proposed change to 9.3.25.A.

1. This fuel testing proposal is the result of consultation with various persons familiar with fuel properties and fuel blending. Several other approaches to fuel control were considered and rejected (e.g., spec fuels, track fuels) for reasons of practicality.
2. The use of gasoline carries some inherent safety risks. The purpose of the testing described in the proposal is to decrease the health and safety risks to all participants (racers, officials, and crew) associated with certain compounds sometimes used in racing fuels. It was not our primary intent to level the playing field. Nonetheless, some fuels in use today may not be compliant under this proposed fuel testing regime because they rely upon compounds that appear in the prohibited substances list.
3. A laboratory has been identified to do the testing. Fuel samples will be taken at the track by Tech. Tech will be supplied with test kits consisting of vials, pipettes and packaging for transport. The package will be sent to the laboratory. The laboratory will provide test results within 3-5 days after receipt of the samples. The cost of each test is approximately \$350. This includes the testing, the sample kit and shipping.

9.3.25. FUEL

All cars shall use fuel, as defined below, unless a specific exemption is made in the provisions for a specific category/class.

A. Permitted Fuel

Permitted fuel is herein defined as gasoline meeting specified dielectric constant standards and not containing any prohibited substance in excess of stated limits. Gasoline is a mixture of refined hydrocarbons. Gasoline is an electrical insulator and its relative effectiveness as an insulator is represented by its dielectric constant (D.C.). The ~~average~~ D.C. of gasoline, ~~as~~ will be measured by an SCCA Fuel Check Meter (High Desert Engineering HDE-1), ~~is defined as "0.0".~~ The "0.0" calibration of the SCCA Fuel Check Meter is set against reagent or laboratory grade cyclohexane. Gasoline may be tested and certified at SCCA events by the determination of the dielectric constant using the SCCA Fuel Check meter and through the application of various chemical analyses (e.g., Reagent "A"). ~~If a competitor's fuel is not compliant with the fuel standards below, the Chief Steward shall take appropriate action (Chief Steward's Action or Request for Action).~~ In addition, fuel may be subject to laboratory testing.

Any participant may protest the fuel in any car to determine compliance with the provisions of these fuel rules. In addition to the standard protest fee, a bond shall be collected from the protestor and the driver or entrant of the protested car. The bond covers the cost of laboratory testing of the fuel sample(s) and transportation costs. The laboratory testing shall be limited to determining the presence of any prohibited substance in excess of the allowed amount. If the test is negative, the protestor's bond will be used to pay the laboratory fees and transportation. If the test is positive (any banned substance present in excess of the stated limits), the protested driver's or entrant's bond will be used to pay the laboratory fees and transportation costs. The unused bond will be returned. In the case of a CSA or RFA resulting in laboratory testing, the organizing Region shall take the role of the protestor. If the laboratory results

show that the protested fuel is non-compliant, the Chief Steward or the SOM shall assess appropriate penalties.

SCCA Approved Fuel Meter: High Desert Engineering Model G-01

SCCA Approved Reagent Test(s) German Engineering Reagent "A"

use of propylene oxide, ethylene oxide, paradioxane, and basic nitrogen or sulfur bearing compounds (i.e. pyridine, aniline, pyrrole, dimethylsulfoxide, etc.) is prohibited.

Fuel Standards			
Classes	Type	DC max	Reagent A
All Prepared, FB, FE, SS, SM, T, IT, SRF, and Olds SR, and Elan spec DP-02 running as CSR	Gasoline w/ no added oil	15	N/A
All other classes (incl. 2 cycle w/ oil injection)	Gasoline w/ no added oil	0	No pos.
All 2-cycle w/o oil injection	Gasoline w/ oil mixture	2	No pos.
All rotary engines	Gasoline w/ or w/o oil mixture	15	N/A
Fuel Standards			
Classes	Type	DC max	
SSB, SSC	EPA-compliant fuel meeting the manufacturer's requirements as stated in the owner's manual	15	
All other classes	Gasoline with or without added oil	15	

The use of any substance in the following table in excess of the stated limit is prohibited.

Chemical Compounds Prohibited or Restricted in SCCA Race Fuels

Compounds	Examples	Maximum Percentage By Weight Allowed
Total Aldehydes	Acetaldehyde, Acrolein, Formaldehyde	1.0
Benzene		2.0
Total Cyclic ethers	1,4 Dioxane, Furan, Tetrahydrofuran	0.05
Total Dienes(Diolefins)	1,3 Butadiene, Isoprene	1.0
Ethanol		10.0
Total Epoxides	Ethylene oxide, Propylene oxide	0.05
Methanol		1.0
Total Metal Compounds	Lead (e.g., TML, TEL), Manganese (e.g. MMT), Boron and Chromium	5.0 gm/gal
Total Nitrogen Compounds	Nitromethane, Nitroethane, Nitropropane, and all aromatic nitrogen compounds such as Nitrobenzene, Ammonia, Amines and their salts, Aniline, Hydrazine, Pyridine, Pyrrole, Benzidine	0.05
Styrene		1.0
Total Sulfur Compounds	Dimethylsulfoxide, Thiophene	0.05

8.3.3 Add a new sentence to the end of the first paragraph.

Any participant may protest the fuel used in any car in a competition as specified in 9.3.25.

MEMBER ADVISORIES

In accordance with GCR 9.12.B, the CRB has dispersed all GP cars to FP and HP. Effective 1/1/09, delete G Production in 9.1.5 and remove the GP specification pages.

NEW CAR CLASSIFICATIONS

None

REFERRED or TABLED

Formula

FA – Maintain the 25 lb FI penalty (4 letters). Tabled for further input.

Improved Touring

1. ITB – Re-evaluate the 88-91 Honda Civic DX hatchback/sedan specifications (Giles). Tabled for further research.
2. ITB – Reduce the weight of the 1979 BMW 320i (Engleman). Tabled for further research.
3. ITR – Allow V8s (Elmer). Tabled for further research.
4. ITS – Classify the 1999+ Mk IV VW Golf and Jetta VR6 (Alphin/Ellis-Brown). Tabled for VTS sheet.

Production

HP – Reduce the weight of the FP chassis/LP motor Spridgets (Larsen). The car will be included in the year-end review of HP.

Touring/Showroom Stock

1. T1 – Allow an alternate dry sump system for Corvettes (Aquilante). There is no proven need.
2. T1 – Help the C5 Corvette (Buttermore). Tabled for further research.
3. T1 – Allow an alternate shock mount for all T1 cars (Ingle). Tabled for further research.
4. T2 – Allow brake duct kit for the Solstice (Ziegler). Tabled for receipt of parts.
5. T3 – Help the Lotus (Aubuchon). Tabled until the BoD decides what will happen to T3 for the 2009 Runoffs.

NOT RECOMMENDED

Grand Touring

1. GTL – Classify the Lotus 7 body (Foley). There is no direct link manufacturer to manufacturer.
2. GTL – Allow the Toyota 1600 cc, 2-valve, non-crossflow a 27 mm SIR (Bacon). The SIR size is determined by engine architecture.

Improved Touring

1. IT – Allow alternate bolt patterns (Alphin). You must purchase the correct wheels for the vehicle.
2. IT – Allow 15x7 wheels in all classes (Alphin). This would cause an unnecessary cost increase.
3. IT – Allow cars with power steering racks to convert to manual steering racks (Ellis-Brown). This would create a model that was not built.
4. IT – Dual classify the MR2 in ITA and ITB (Watney). Dual classification is contrary to class philosophy.
5. IT – Allow adjustable upper and lower control arms (Nebuda). This is “rules creep.” The change is allowed in Production, not IT.
6. IT – Allow removal of the following: anti-theft/security/vehicle immobilization system; power door locking system; cruise control system; windshield wiper rain sensor system; electronic stability control system, electronic differential locking system; hood, rear hatch, and trunk gas spring supports; steering column switch assembly (Ellis-Brown). The rules are adequate as written.
7. ITR – Classify the 1995 BMW M3 (Ambivero). The car has too much potential for the class.
8. ITR – Reduce the weight of the RX8 (Marcus). The car is accurately classified at its current weight.

Production

1. P – Allow alternate roll cage designs (Haynes). The roll cage rules provide a set of minimal parameters for the design.
2. EP/FP – Correct the Volvo P1800, 1800S/E/ES transmission specs (Rose). The 4-speed will stay in FP.

Touring/Showroom Stock

SSC – Allow the 02-03 Civic Si a 225/50/15 (Jones). The car is classified correctly.

Previously Addressed

Addressed in Technical Bulletin 08-09 or the September 2008 FasTrack:

GCR – Safety equipment classification (Dean).

SRF – Head clearance issues (Wright).

EP – Correct the BMW Z3 classification – block material (Sirota).

T2 – Classify the Saturn Sky (Kleeman).

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

GT3/GTL – Allow wings and splitters (4 letters).

Addressed in the BoD minutes:

IT – Remove the VIN requirement (Alphin).

P – Allow the 83-89 Scirocco the use of the stock fuel tank (Trainer).

No Action Required

GCR

1. Opposition to prohibition of leaded fuels (Burns). Thank you for your input.
2. Opposition to combined practice times for double national weekends (McCarthy). Thank you for your input.
3. Sound input (Staveley). Thank you for your input.
4. Support for FIA 1986 suits (Walthew). Thank you for your input.

Grand Touring

Disallow fuel cooling devices (Lentz). Fuel cooling devices are not currently permitted.

Improved Touring

1. IT – Are switches considered instruments (Ellis-Brown). Switches are not instruments.
2. ITA – Support for reclassifying the MR2 to ITB (Jaso/Hummel). Thank you for your input.
3. ITA – Opposition to reclassifying the MR2 to ITB (Watney). Thank you for your input.
4. ITR – Combine the SH and non-SH Prelude spec lines (Uhlinger). Thank you for your input.

Production

1. P – Consolidation input (8 letters). Thank you for your input.
2. P – Support for stock fuel tanks (Haywood/Lyle). Thank you for your input.
3. P – The competition adjustment formula is wrong (Haynes). Thank you for your input.
4. P – Can uprights, spindles, and other attachment points be modified (Lamkin). The rules are adequate as written. Spindle modifications are not permitted.

Touring/Showroom Stock

1. T3 – Support for classification of the BMW Z4 Coupe 3.0 (Brecht). Thank you for your input.
2. T3 – BMW Z4 3.0 input (Leithauser). Thank you for your input. The process weight is 3,300 lbs.
3. SSB – Opposition to Solstice penalties (Moore/Wolverton). Thank you for your input.

Resumes

F/SR – Jim Downing. Thank you for your interest. We will keep your resume on file.

P – Al Seim. Thank you for your interest. We will keep your resume on file.

SM – Sam Henry. Thank you for your interest. We will keep your resume on file.

SM – Yusuf Mohamed. Thank you for your interest. We will keep your resume on file.

SM – Karl Zimmerman. Thank you for your interest. We will keep your resume on file.

CLUB RACING TECHNICAL BULLETIN

DATE: September 2, 2008

NUMBER: TB 08-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/08 unless otherwise noted.

Grand Touring

GT3

- Engines - TOYOTA, p. 309, classified in the TB 08-07, **effective 11/1/08**, change the 4AG specs as follows: Weight (lbs): ~~1950~~ 2000 w/ alt. stroke).

GTL

- Cars - SUZUKI, p. 324, correct the specs as follows: Years: ~~98~~ 95-01, Wheelbase: ~~89.2~~ 93.1.
- Cars - SUZUKI, p. 324, add to the specs as follows: Model: Swift, Years: 89-94, Body Style: 4dr; Driveline: FWD, Wheelbase: 93.1.
- Engines - TOYOTA, p. 325, correct the 4A-C/L/LC specs as follows: Head Type: Alum, ~~Crossflow~~ Non-Crossflow.

Improved Touring

ITR

- Classify the 03-05 BMW Z4 2.5 in ITR.
Effective 1/1/09, Add new spec line to ITCS, p. 343, BMW Z4 2.5 (03-05). Engine Type: 6 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 84.0 x 75.0 / 2494, Valves IN & EX(mm): (I)33.0 (E)30.5, Comp. Ratio: 10.5, Wheelbase(in): 98.2, Wheel Dia.(in): 16, Gear Ratios: 4.23, 2.52, 1.66, 1.22, 1.00, Brakes Std.(mm): (F)286 Vented Disc (R)280 Solid Disc, Weight(lbs): 2795.
- Classify the 74-77 Porsche 911/911S/911 Carrera in ITR.
Effective 1/1/09, Add new spec line to ITCS, p. 344, Porsche 911/911S/911 Carrera (74-77), Engine Type: 6 Cyl SOHC, Bore x Stroke(mm) / Displ.(cc): 90.0 x 70.4 / 2687, Valves IN & EX(mm): (I)46.0 (E)44.0, Comp. Ratio: 8.5, Wheelbase(in): 89.4, Wheel Dia.(in): 15, Gear Ratios: 3.18, 1.83, 1.26, 1.0, 0.82, Brakes Std.(mm): (F)282.5 Vented Disc (R)290 Solid Disc, Weight(lbs): 2400

Production

EP

- BMW Z3 2.5L (97-00), classified in the TB 08-03, correct the specs as follows: BMW Z3 ~~2.5L~~ 2.8L (97-00), Brakes Std.(mm): (F)300 286 Vented Disc (R)294 272 ~~Vented Solid Disc~~.
- Volvo P-1800, 1800S, 1800E, 1800ES Sports Coupe, p. 430-431, add to the specs as follows: Trans. Speeds: or 5.

FP

- Classify the Saturn SL2 in FP with Level 1 prep.
Effective 11/1/08, Add new spec line to PCS, p. 442-443, Saturn SL2 91-95, Prep. Level: 1, Weight(lbs): 2360, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 82.0 x 90.0, Displ.(cc): 1901, Block Mat'l: Aluminum, Head Mat'l: Aluminum, Valves IN & EX(mm): (I)32.3 (E)27.4, Wheelbase(mm): 2601, cpe:2514, Track (F&R)(in): 56.8 / 56.0, Wheels(max): 15 x 6, Trans. Speeds: 5, Brakes Std.(mm): (F)251X18 Vented Disc (R) 245 X 11 Solid Disc or 200 X 30 Drum, Notes: Compression Ratio limited to 9.5 :1.
- Volvo P-1800/E/S/1800ES Sports Coupe, p. 444-445, correct the notes as follows: Allow ~~D20-E~~ B20-E engine assembly

HP

- Reinstate the Renault LeCar/R5 in HP with Level 2 prep.
Effective 11/1/08, Add new spec line to PCS, p. 442-443, Renault LeCar/R5 76-82, Prep. Level: 2, Weight(lbs): 1830, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 76.0 x 77.0, Displ.(cc): 1397, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.2 (E)30.3, Carb. No. & Type: (1) 40 DNC, DCNF, IDF,w/ 32mm venturis, (2) 32/36 DGV / DGAV, Wheelbase(mm): 2433(L), 2402(R), Track (F&R)(in): 52.7 / 51.8, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(mm): (F)228 Disc (R)180 Drum, Notes:
- BMW 1600 (68-71), classified in TB 08-01, **Effective 11/1/08**, change the specs to read as follows: Weight(lbs): ~~2100~~ ~~*2153~~ ~~**2205~~ 1950 *1999 **2048, Notes: (2) 40 DCOE sidedraft carbs w/30mm chokes permitted @ 2050 *2101 **2153.

Showroom Stock

SSB

- Mazda6 s (03-07), p. 492, **Effective 11/1/08**, add to the notes as follows: Rear sway bar Mazdaspeed #GRMS-8M-L06-R permitted. Front sway bar Mazdaspeed #GRMS-8M-L06-F permitted.
- Classify the Nissan Sentra Spec-V in SSB.
Effective 11/1/08, add new spec line to SSCS, p. 492, Nissan Sentra Spec-V (07-08), Bore x Stroke(mm) / Displ.(cc): 89.0 x 100.0 / 2488, Wheelbase(mm): 2535, Track F&R(mm): 1466/ 1446, Wheel Size(in) / Mat'l: 17 x 7 Alloy, Tire Size(stock): 215/45, Gear Ratios: 3.15, 1.94, 1.39, 1.06, 0.81, 0.63, Final Drive: 4.13, Brakes(mm): (F)305 Vented Disc (R)278 Solid Disc, Weight(lbs): 3290, Notes:
- Pontiac Solstice (06-07), (**Effective 11/1/08**) add to the spec as follows: Saturn Sky.

SSC

- Ford Focus ZX-3 (00-03), p. 494, change the specs to read as follows: Weight(lbs): ~~2630~~ 2464.
- Classify the Mitsubishi Lancer GTS in SSC.

Effective 11/1/08, add new spec line to SCS, p. 496, Mitsubishi Lancer GTS (2009), Bore x Stroke(mm) / Displ.(cc): 88.0 x 97.0 / 2360, Wheelbase(mm): 2635, Track F&R(mm): 1530 / 1530, Wheel Size(in) / Mat'l: 18 x 7 Alloy, Tire Size(stock): 215/45R18, Gear Ratios: 3.538, 1.913, 1.33, 0.972, 0.775, Final Drive: 4.235, Brakes(mm): (F)294 Vented Disc (R)302 Solid Disc, Weight(lbs): 3150, Notes:

Touring

T1

1. Chevrolet Corvette C6 (05-07), p. 575, **effective 11/1/08**, add to the Notes as follows: *GM power steering cooler P/N 15925777 is permitted.*
2. Chevrolet Corvette Coupe C6 (2008), p. 575, **effective 11/1/08**, add to the Notes as follows: *GM power steering cooler P/N 15925777 is permitted.*
3. Chevrolet Corvette Coupe C6 (2008), p. 575, **effective 11/1/08**, add to the Notes as follows: *GM radiator P/N 25999103 is permitted. GM radiator baffle P/N 25953429 is permitted. GM engine oil cooler (2 per car) P/N 15803358 is permitted.*

T2

1. Acura TL Type S (07-08), classified in the TB 08-01, **Effective 11/1/08**, add to the notes as follows: Rear sway bar (24mm) Progressive Technology #62.0110 permitted. Front spring (1027lb/in) H&R #180-60-180 permitted. Rear spring (1827lb/in) H&R 120-60-320 permitted.

T3

1. BMW 325i (2006), p. 583, **effective 11/1/08**, change the specs to read as follows: Weight(lbs): ~~3200~~ 2950.
2. Honda S2000 (00-07), p. 583, **effective 11/1/08**, add to the notes as follows: Updating and backdating of flywheel is not permitted.
3. Classify the Lotus Elise in T3.
Effective 11/1/08, add new spec line to TCS, p. 584, Lotus Elise (2005), Bore x Stroke(mm) / Displ.(cc): 82.0 x 85.0 / 1796, Wheelbase(mm): 2301, Wheel Size(in): 16 x 6.5 (F) 17 x 7.5 (R), Tire Size: 195/50 (F) 225/45 (R), Gear Ratios: 3.12, 2.05, 1.48, 1.17, 0.96, 0.82, Final Drive: 4.53, Brakes(mm): (F)288 Vented Disc (R)288 Vented Disc, Weight(lbs): 2410.
4. Classify the Lotus Exige in T3.
Effective 11/1/08, add new spec line to TCS, p. 584, Lotus Elise (2005), Bore x Stroke(mm) / Displ.(cc): 82.0 x 85.0 / 1796, Wheelbase(mm): 2301, Wheel Size(in): 16 x 6.5 (F) 17 x 7.5 (R), Tire Size: 175/55 (F) or 195/50 (F) 225/45 (R), Gear Ratios: 3.12, 2.05, 1.48, 1.17, 0.96, 0.82, Final Drive: 4.53, Brakes(mm): (F)288 Vented Disc (R)288 Vented Disc, Weight(lbs): 2410.

ST

1. Chevrolet Corvette C6 Z06 (06-07), p. 586, **effective 11/1/08**, add to the Notes as follows: *Lingenfelter Performance Engineering thermostat #L310055204 permitted.*

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Jacek Mucha vs. SOM COA 08-13-NE
August 28, 2008

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the North American National race held at Mosport International Raceway, June 28-29, 2008, Jacek Mucha (Car #07, C/SR) was shown on the race results as a Did Not Finish (DNF), having completed only 8 of 19 laps in Race Group 4. Mr. Mucha protested the results, claiming that he had completed 9 laps. The Stewards of the Meeting (SOM), Bish Hines, Bob Thomas, A. G. Robbins and Roy Bergman, Chairman, met by phone conference and disallowed the protest, citing GCR 8.3.2.B.4. (Time limits to protest results of a competition). Mr. Mucha is appealing their decision.

DATES OF THE COURT

The National Court of Appeals (COA) Fred Cummings (Alternate), Dick Templeton and Robert Horansky, met on August 7 and August 14, 2008, to hear, review and render a decision on the appeal. David Nokes, regular member of the COA, was overseas and unavailable to participate.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Jacek Mucha and accompanying documents, received July 29, 2008.
2. Official Observer's Report from Chairman, SOM, received July 29, 2008.
3. Emails from Marie Sheehe, Chief Timing and Scoring, Roy Bergman, Chairman, SOM, A. G. Robbins, SOM, Bob Thomas, SOM, Dean Croucher, Operating Steward for Race Group 4, Dave Perlman, Race Chairman, and Peter Klein, Chief Steward, received between August 4 and 9, 2008.
4. Copies of manual T&S lap charts received from Marie Sheehe, August 9, 2008.

FINDINGS

Mr. Mucha had a breakdown on course during his race in the Turn 5-6 area and was towed back to the pits by an Emergency Services tow vehicle. In defense of his filing of his protest at 6:02 pm (the official race results were posted at 3:50 pm), Mr. Mucha stated that the building where Timing and Scoring and other race officials are located was closed during the SCCA Group 5 race due to a medical emergency. In addition, he stated that the Timing and Scoring facility is located on the other side of the track from the paddock and the time to get from one area to the other is considerable.

Provisional race results were posted at approximately 3:20 pm, and became final at 3:50 pm. Mr. Mucha first contacted the Chief of Timing and Scoring about his issue between 30 and 60 minutes after the race results were official, per information received from the Chief of T&S, Marie Sheehe. She also confirmed to the COA that a comparison was made of both manual and the electronic systems charts before posting and all showed Car 07 had only completed 8 laps. Both provisional and final race results are posted outside the Timing and Scoring building and entry into the building is not required to view race results. The building also is accessible by a bridge over the track.

The SOM determined that the protest was not filed in a timely manner, nor were there any circumstances that fell within the provisions of GCR 8.3.2.B.7. (Time limit extension), and disallowed the protest.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Mucha did not submit information to them or the COA that would cause a time period extension to file his protest. The results were available to him and all competitors in the usual place. He or a member of his crew merely needed to check the provisional results within the usual time period to determine if there were any problems. Mr. Mucha's appeal is not well founded and his appeal fee shall be retained by SCCA.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Jonathan Pressman vs. SOM, COA Ref. No. 08-14-NE
September 1, 2008

FACTS IN BRIEF

At the Washington DC Region MARRS VI Regional Race at Summit Point Motorsports Park on Sunday, August 3, 2008, Michael Collins,

entrant of car SSM #56, driven by Ed York, filed a protest against Jonathan Pressman, driver of car SSM #87, citing violation of GCR Sections 6.8.1.A, B, and D (On Course Driver Conduct). The Stewards of the Meeting (SOM) John Nesbitt, Joe Willer, Tom Hoffman, and Steven Keadle, Chairman, heard testimony, reviewed witness statements, observed in-car videos, and upheld the protest. Mr. Pressman was penalized two positions in class and assessed three penalty points. Mr. Pressman is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Richard Templeton, and Robert Horansky, Chairman, met on August 21 and 28, 2008 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Jonathan Pressman received August 17, 2008.
2. Official Observer's Report and related documents, received August 18, 2008.
3. Copies of videos reviewed by the SOM as well as a new video supplied by Mr. Pressman, received August 25, 2008.
4. Email statement from Steve Keadle, Chairman SOM, received August 25, 2008.
5. Email statement from John Nesbitt, SOM, received August 25, 2008
6. Email statement from Tom Hoffman, SOM, received August 25, 2008.

FINDINGS

In his appeal Mr. Pressman contended that Mr. York slowed unexpectedly and he was unable to brake soon enough to avoid contact with Mr. York's car.

All written reports and all videos, including Mr. Pressman's new evidence video from his car, confirmed the following scenario. During Lap 10 of the race Ed York, SSM #57, was in the lead going down the front straight heading into right hand Turn 1, followed by Jonathan Pressman SSM #87, and then Chris Windsor SSM #38. All three cars approached a slower lapped car holding the normal racing line on the left side of the track prior to the turn. Mr. York passed the slower vehicle on driver's right just before the turn, and immediately rejoined the racing line in front of the passed car. In doing so, he drove deeper into the corner, and set up for a slightly later apex at the turn. Mr. Pressman attempted an even later pass to the right of the lapped car and in doing so was unable to brake sufficiently to avoid contacting Mr. York's car in the right rear. Mr. Windsor, SSM #38, was unable to avoid the incident before him, and lightly contacted the rear of Mr. Pressman's car. Mr. York's car spun, lost positions in the race, and all vehicles continued.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Pressman's appeal is well founded and the appeal fee, less the administrative amount retained by SCCA will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

**Giuseppe Evola vs. SOM, COA Ref. No. 08-15-SE
August 28, 2008**

FACTS IN BRIEF

At The Daytona Double – Double SARRC Races at Daytona International Raceway on August 10, 2008, Bob Coward (SM #68) protested Giuseppe Evola (SM #62) for violating GCR 6.8.1. (On Course Driver Conduct – Racing room and passing). On the first lap of their race, contact between the cars of Mr. Coward and Mr. Evola in the Turn 7 chicane caused Mr. Coward to spin off course. Both cars continued. The Stewards of the Meeting (SOM) Norm Esau, Martyn Eastwood (SIT), and George Harper, Acting Chairman, conducted a hearing, reviewed the evidence, heard witnesses, and placed Mr. Evola on a six race weekend probation, which carries 3 automatic penalty points. Mr. Evola is appealing the decision and the severity of the penalty.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, David Nokes, and Robert Horansky, Chairman, met on August 28, 2008, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Giuseppe Evola, received August 22, 2008.
2. Official Observer's Report and related documents, received August 22, 2008.
3. Race Results, received August 22, 2008.
4. Email statement from SOM George (Smokey) Harper, received August 24, 2008.
5. Email statement from Chief Steward Leland Miller, received August 25, 2008.

FINDINGS

Mr. Evola acknowledges the contact between his car and Mr. Coward's car; and that the contact caused Mr. Coward to spin. He asserts that the contact was light and was incidental. However, the SOM found significant damage on the rear bumper of Mr. Coward's car and on the right front of Mr. Evola's car.

While the Court finds that the SOM acted properly in their investigation and process, it questions the penalty, as it is inconsistent not

only with other penalties imposed at that event, but also with the published Penalty Guidelines.

DECISION

The Court of Appeals upholds the SOM, but modifies the penalty. Mr. Evola is penalized two finishing positions, which carries an automatic penalty of 3 points. The Court finds that Mr. Evola'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. | Aug. 27, 2008

The Solo Events Board met by conference call August 27th. Attending were SEB members Dave Whitworth, Tina Reeves, Steve Wynveen, Jason Isley, Erik Strelnieks, Chris Dorsey, Rick Myers, Ron Bauer, and Donnie Barnes; Lisa Noble, Bob Introne, and John Sheridan of the BOD; and Doug Gill, Howard Duncan, Brian Harmer, and Nancy Downing 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.

RECOMMENDATIONS TO THE BOD

- The following previously-published items have been reviewed by the applicable subcommittees and the SEB, and are recommended to the BOD for an effective date of 1/1/2009:
 - **ITEM 1)** In Street Modified, rename SM2 to SSM (approved by the SMAC following publication for member feedback).
 - **ITEM 2)** In Street Prepared, add a new subsection 15.10.I, regarding radiators, as follows:

“15.10.I Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:

 - 1) Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
 - 2) Radiator must mount to OE radiator mounts.
 - 3) Fluid capacity /_and dry weight_/ of radiator must be no less than that of the standard part.

Alternate radiators may serve no other purpose (e.g. to allow a cold air intake passage).”
 - **ITEM 3)** In Street Touring, rename STS to ST and STS2 to STS.

GENERAL

- SEB positions will be open at the end of 2008. Interested members are invited to submit their qualifications in writing to the SEB and BOD via the National Office.
- The SEB discussed a proposal for restructuring the Divisional and National Tour programs.
- Rick Myers has accepted a position with the National Office and will be stepping down from the SEB. The board thanks him for his service to the Club in this capacity.

STOCK

- Members are reminded that the previously-published concepts for Stock class re-organization are just that; preliminary concepts, published to elicit member input. No decisions regarding this type of action have been made.
- The SAC continues to seek feedback regarding the following, which introduces a concept for a rule change proposal which would be incorporated into the rule book effective 1/1/2010:

“The committee is proposing a sunset rule for stock class cars. The rule book does not include a process where aging cars are retired. These cars usually have limited spare parts availability, spotty or non-existent documentation, and/or a general lack of availability. While they should remain eligible to compete, the SAC believes their eligibility for Divisionals, Tours, and the National Championships should be limited. The limitations would be as follows beginning 2010 and the cars will remain in Appendix A but will be notated as retired: **25 years** from model year designation. (Example – a 1985 Corvette would be eligible to compete in contingency events through the 2010 season.)”

NOTE: this proposal would only affect the Stock classes.

STREET TOURING

- The 2009 Mitsubishi Ralliart is under consideration for the STX exclusion list, but will still be eligible in 2009 for STU regardless.
- The STAC recognizes the performance potential of the new Cobalt SS Turbo and plans to gather more data for future discussion on classing. It should be noted that the SEB officially classed this car in the July 2008 Fastrack (Tech Bulletin #8).

STREET PREPARED

- Per the SPAC, the following class listing change proposals, with an effective date of **1/1/2010**, are published here for member feedback:
- Consolidate the listings for the Honda Civic ('88-'91) and Honda CRX ('88-'91) onto one line in CSP. (ref. 08-331)
- Consolidate the listings for the Datsun 240Z, 260Z, 280Z, and 280ZX turbo onto a single line in BSP. (ref. 08-321)

- The SPAC is seeking member feedback on moving the following cars from CSP to DSP, effective 1/1/2010:
Acura RSX (all)
Audi Quattro (NOC)
Mercedes 190 ('84-'93 all)
- The SPAC would like member feedback on the following potential moves of cars from DSP to FSP, effective 1/1/2010:
Audi
 4000 (all)
 80 (all)
 90 (all)
BMW
 318i/is (E30)
 318i/is & 318ti (E36)
 put 2002tii on same line as 2002/1602
Volkswagen
 Golf/Jetta 16v (A2)
 Scirocco 16v
Saturn
 SC1/SC2 16v
Acura
 Integra ('86-'89)

NOT RECOMMENDED

- ST emissions proposal (ref. 08-325)
- ST oil pan proposal (ref. 08-457 and 08-458)
- ST fog light deletion (ref. 08-471)
- SP bumper covers (ref. 08-239)
- SP reclass, RX7TT to BSP. *Comment:* the SPAC believes this car has performance parameters which are a good fit for ASP.

TECH BULLETINS

1. Street Touring: Per the STAC, For the 2002-2007 Subaru WRX, the heat shield attached to the turbo is a turbo heat shield and not part of the exhaust, and is therefore not subject to 14.10.D.
2. Street Prepared: In reference to letter 08-432 pertaining to the installation of an air filter relocation kit and subsequent removal/modification of a plastic shroud, the SEB/SPAC does not see this as a legal modification.

15.10.C.1 allows the replacement/modification of carburetors, fuel injection systems and intake manifolds, with some limitations. It also specifies that brackets that were utilized by the stock induction system may be removed if unbolted.

15.10.E simply states "Air cleaner(s) may be changed or removed, velocity stacks may be added." The intake system in question is a "cold air kit," with a long tube to relocate the air cleaner ahead of the radiator. The tube may be considered a "velocity stack" or part of the "intake manifold." Either way, it is clearly an allowed replacement.

However, on the NC MX-5 Miata, a plastic shroud (PN 56-181L) interferes with the routing of the tube; the plastic shroud is not an "air cleaner," nor is it part of the "intake system."

Mazda calls this piece a "PLATE, SEAL-RAD. SHROUD." Mazda does not include it within the air-intake system in their factory documentation, and the (SEB/SPAC) agrees. It may well divert airflow in a manner which affects the stock airbox/air horn, but so does the bumper, radiator, etc.

It is the SEB/SPAC's opinion that this piece may not be removed or modified to facilitate the installation of an intake kit.

3. Street Prepared: Per the SPAC, 15.10.C.4.e is clarified to read as follows:
"e) Compressor bypass valves (CBVs) are considered part of the air intake system, and may be *added*, replaced or updated/ backdated independently of the other components of a forced induction system."
4. Street Prepared: The following new listings, effective immediately upon publication, have been recommended by the SPAC and approved by the SEB:

Chevrolet Cobalt SS naturally aspirated ('05-'07)	DSP
Chevrolet Cobalt SS supercharged ('05-'07)	DSP
Chevrolet Cobalt SS turbocharged ('08+)	DSP
HHR SS turbocharged	DSP
Nissan GTR	ASP (ref. 08-310)
Saturn Ion Redline	DSP (ref 08-334)
Volkswagen Jetta/Golf 1.8t (Mk4) ('99-'05)	DSP (ref 08-341)

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>