

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Jan. 8, 2007

The Board of Directors, Sports Car Club of America, Inc. met via teleconference January 8th, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahmert, Vice President of Finance also participated.

The December 9th, 2006 minutes are revised as follows:

1. National Administrators
F&C: Ann Hefty

2. Road Rally Board
Kevin Poirier - Chairman
Charles Edward - Secretary
Lois Van Vleet
Rick Beattie
Tim Craft

MOTION: To approve the minutes of the December 8th, and 9th, 2006 meetings as amended, and the minutes of the December 12th, 2006 e-mail meeting. (Porterfield/Allen) PASSED, Unanimous

FINANCIAL REPORT

Jeff reported on the November financials, and predicted positive year end financials.

PRESIDENTS REPORT

Jim reviewed planning for the 2007 National Convention.

LIASON REPORTS

CLUB RACING BOARD - Mike Sauce and Bob Lybarger

The CRB met in Orlando Florida during the PRI Show. They were focused on the challenges that face them in 07 and beyond. The Roll Cage rule issues and progress on the Strategic Plan implementation are the top priorities before the Convention.

The creation of a Roll Cage Rule is by far their steepest challenge yet. It is understood that the rule must not be exclusionary, but must provide a baseline for safety. The CRB will have an outline of the Roll Cage Rule for the BOD to discuss at the Convention meeting. If the discussion is positive the CRB will bring the Rule to the August face to face for final approval.

The Strategic Plan is being implemented in every meeting moving the general theme forward. The CRB will have a report for the BOD on the Strategic Plan and its progress.

The normal large amount of letters was addressed for all the car categories.

This meeting centered on activity from the Performance Racing Industry Show. Manufacturers of motor sports equipment from all over the world come to Orlando Florida every year to showcase their new products. This setting allows the CRB to become more aware of the latest technology.

The meeting adjourned Sunday at 12:00.

The BOD Liaisons would like to thank Brian Culbertson and John Martinsen for their dedication and service to the CRB.

NEW BUSINESS

The Board discussed several issues of interest, but took no formal action.

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

CONTENTS

BOARD OF DIRECTORS	1
Board of Directors Minutes	1
CLUB RACING	2
CRB Minutes	2
Club Racing Technical Bulletin	8
COURT OF APPEALS	9
SOLO	10
SEB Minutes	10
ROADRALLY	12
RRB Minutes	12
QUICK LINKS	13

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Dec. 15-17, 2006

The Club Racing Board met at the PRI show in Orlando, FL, December 15-17, 2006. Participating were John Martinsen, Chairman; Bob Dowie, Vice-Chairman; Stan Clayton, Brian Culbertson, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were Mike Sauce, BoD Liaison; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-02, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board. All proposed rules changes are for next season (effective 11/1/07).

GCR

Item 1. Effective 11/1/07: Add the following new section 3.1.3 and renumber the remaining sections of 3.1:

3.1.3 A dual national is two events on one weekend at a track where regions in at least two divisions regularly sanction events. The purpose of a dual national is to provide entrants with one in-division and one out-of-division national event during one weekend at one location. A dual national must meet the following criteria:

- Each sanctioned national meets all the rules of a national event.
- Each national is sanctioned separately by two different regions, each one in a different division.
- Each national runs separately, under separate sanctions, applications, and fees.

Entrants may enter one or the other event or both. The entrant must make application to each national separately, as if they were single nationals.

Touring

Item 1. Effective 11/1/07: Add the following to section 9.1.10.D.1.h.1 after the first sentence:

The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged.

Showroom Stock

Item 1. Effective 11/1/07: Reclassify the SSB Subaru Impreza to SSC at 3,135 lbs.

Formula

Item 1. Effective **2/1/07**: Change section 9.1.1.A.5.9 to read as follows:

9. Shocks

- a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all four corners.
- b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.
- c. ~~The only adjustment will be at the spring perch.~~ Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.
- d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.
- e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

Sports Racer

Item 1. Effective **2/1/07**: Change section 9.1.9.C. **SPEC RACER FORD SPECIFICATIONS CHASSIS** as follows:

F. Tires: Dry: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. Wet: ~~Yokohama A008 Spec Racer or A021,~~
~~size front: 185/60R13, rear: 205/60R13; or~~ Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2524.

Item 2. Effective **2/1/07**: Change section 9.1.9.G.9 to read as follows:

9. Shocks

- a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all four corners.
- b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.
- c. ~~The only adjustment will be at the spring perch.~~ Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.
- d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.
- e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

GCR

All CRB regulations and specifications are intended to be "as raced."

NEW CAR CLASSIFICATIONS

None

REFERRED or TABLED

Production

1. P – Clarify brazing/welding on throttle bodies and carburetors (various – 4 letters). Tabled for further research.
2. P – Clarify the intent of LP suspensions (Flesher/Maple). Tabled for further research.
3. P – Clarify spoilers and grill openings (Brightwell). Tabled for further research.
4. FP – Reclassify the 1984-87 Honda Civic CRX 1.5L, 12V to GP (Gillespie). Tabled for further research.

Grand Touring

1. GT1 – Allow the wing to be level with the roof (Grant). Tabled for further research.
2. GT2 – Allow any fuel injection on the Nissan L-28 (Winter). Tabled for further research.
3. GT3 – Add the 1984-87 Honda CRX body, as well as the Honda 1342cc and 1488cc engines, to GT3 (Olson). Tabled for further research.
4. GT3 – Reduce the weight of carbureted engines by 5 percent (Agnifilo). Tabled for further research.

Touring

1. T1 – Reclassify the Acura NSX to T2 (various – 3 letters). Tabled for advisory committee input.
2. T2 – Allow a sway bar package for the GTO (Brannon). We will consider the part after it has been submitted to the national office per section 9.1.10.C.7.
3. T3 – Allow an alternate top on the Honda S2000 (Costello). We will consider the part after it has been submitted to the national office per section 9.1.10.C.7.

Improved Touring

1. IT – Reclassify the 1988-91 Civic DX to ITB (Basile/Giles). Tabled for further research.
2. IT – Clarify the model years intended for classification for the Eclipse/Talon/Laser (Amy). Tabled for further research.

Spec Miata

1. Check compression and cam compliance at regional races (Lendrum). Tabled for advisory committee input on a compliance fee to fund such activities.
2. Allow 7th and 8th point attachments to the firewall (Pope). Tabled for further research.

Sports Racer

CSR – Allow alternate camshafts for the Ford Duratec/Mazda MZR 2.3L (Anderson). Tabled for advisory committee input.

NOT RECOMMENDED

Production

1. EP – Reclassify the 1995-98 LP Dodge Neon to FP (Meindl/Sherman). We wish to monitor the car's performance in EP.
2. EP – Reduce the weight of the 240Z by 75 lbs (Ira). The car fits the performance parameters of the class.
3. EP – Reduce the weight of the second generation RX-7 by 50 lbs (Graham/Skorch). The car is properly specified.
4. EP – Reclassify the Lotus 7 Series 4 in FP (Hinkle). The car is classed appropriately.

5. EP – Reduce the weight of the 1990-97 Miata 1839cc (Heintzman). The car is properly specified.
6. FP – Reduce the weight of the Saab 900s 1985cc (Walters/Miller). We will continue to monitor the car's performance.
7. GP – Reduce the weight of the MGA by 75 lbs (Prather). The car is properly specified.

Grand Touring

1. GT1 – Reclassify the Viper Comp Coupe to GT2 (Robbins). The car is eligible for the B Prepared class.
2. GTL – Allow a larger SIR for added weight penalties (various – 7 letters). A tiered system is under consideration as more data becomes available on SIRs.

Touring/Showroom Stock

1. T – Extend the vehicle eligibility (Berkeley). The current rules are adequate, as the manufacturers support cars and parts for approximately 10 years.
2. T1 – Allow 18" wheels on the Corvettes (Aquilante/Berkeley). Specifications are adequate as written and there is no proven need.
3. T1 – Allow removal of the interior (various – 3 letters). There is no proven need.
4. T1 – Combine the C5 and C6 spec lines (Aquilante). The C5 and C6 are different cars, and we cannot specify them on the same line.
5. T1 – Remove the restrictor plate from the Ferrari 360 (Zabinski). The car is competitive as specified.
6. T1 – Allow alternate brakes for the Corvette (Berkley/Buttermore). Alternate brakes are outside the Touring philosophy.
7. T2 – Allow F-bodies 17x9 wheels, 275/40/17 tires, and 1LE suspension (various – 8 letters). We have made changes and wish to monitor the results.
8. T2 – Help the Dodge SRT-4 (Biskup). The car is competitive as classified.
9. T2 – Allow an alternate intercooler for the Solstice (Buttermore). Alternate engine components are not allowed in Touring.
10. T3 – Allow a wider wheel and tire for the Cobalt SS (Aquilante/Wilson). We will continue to monitor the car's performance.
11. T3 – Allow alternate suspension pieces for the Mustang GT and Bullitt (Vracar). We wish to monitor the car's performance.
12. T3 – Allow alternate coil springs and sway bars for the Subaru Legacy GT (Faitz). We will continue to monitor the car's performance.
13. SS – Rescind the mandatory requirement for the additional side protection (Aquilante). The rule is adequate as written.
14. SSB – Add weight and a restrictor to the Honda and the Acura (various – 3 letters). We will continue to monitor the performance of these cars.
15. SSB – Keep the restrictor and/or weight on the Mini (Ng). We will monitor the car's performance.
16. SSB – Remove the suspension kit from the Solstice (Olson/Ng). The suspension package is an option that comes on the car. It is not a "kit" that can be removed.
17. SSB – Reclassify the 2001-5 Miata to SSC (Mead). We will continue to monitor the car's performance.
18. SSB – Allow the limited slip in the Mini Cooper S (Hagerty). We wish to monitor the car's performance.
19. SSB – Reclassify the 2004 Chrysler Crossfire to SSB (Lipperini). We will continue to monitor the car's performance.
20. SSC – Reclassify the 2000+ MR2 Spyder to SSC (Lipperini). We will continue to monitor the car's performance.
21. SSC – Remove 100 lbs from the Cobalt SS (Aquilante/Buttermore). The car is competitive as specified.

Spec Miata

1. Allow the Centerforce clutch kit (Hill/Kogan). The current rules provide options for clutches.
2. Increase the 1999+ restrictor to 45 mm (Luckritz). We have made performance changes and wish to monitor the results.
3. Equalize the 1.6L and 1.8L (various – 9 letters). We have made performance changes and wish to monitor the results.
4. Require the 1.6L cars to run a true cone style air filter (Steward). The rules are adequate as written.

Formula

F500 – Allow front and rear wings (Pottinger). F500 is a non-wing class.

Sports Racer

1. SR – Combine tunneled, carbon, and high tech cars with CSR (Dyckman). The rules are adequate as written.
2. DSR – Increase the weight of the DSR (Horn). The car is properly specified.

Previously Addressed

Addressed in Technical Bulletin 06-10 or the October 2006 FasTrack:

FF – Clarify the floor pan language (LaRue).

No Action Required

GCR

1. Opposition to new classes (various – 3 letters). Thank you for your input.
2. Opposition to head and neck restraint language (various – 5 letters). Thank you for your input.
3. Support for adding recommendation for inspections to the Chief Steward as part of the duties of the Chief of Tech, changing the annual tech inspection to a 12-month basis, removing the requirement for measuring track, and right side nets (Williams). Thank you for your input.
4. Opposition to clarifying who controls the distribution of logbooks (Williams). Thank you for your input.
5. Opposition to window net rule (various – 5 letters). Thank you for your input.
6. Opposition to full width cages (Hess). Thank you for your input.
7. Opposition to the optional inside net (Hess). Thank you for your input.
8. Opposition to three-digit numbers (various – 12 letters). Thank you for your input.
9. Opposition to “notification of disqualification” on results language (various – 3 letters). Thank you for your input.
10. Support to “notification of disqualification” on results language (various – 6 letters). Thank you for your input.
11. Opposition to the “finisher” definition (various – 9 letters). Thank you for your input.
12. Input for finisher in class language and three-digit numbers (Peplowski). Thank you for your input.
13. Opposition to technical and safety inspection language (Fisher). Thank you for your input.
14. Opposition to 24 classes at the Runoffs (various – 11 letters). Thank you for your input.
15. Support for competitor visual inspections (various – 2 letters). Thank you for your input.
16. Opposition to competitor visual inspections (various – 3 letters). Thank you for your input.
17. Keep the participation number at 3.5 (Garza). Thank you for your input.
18. Hydrocarbon encapsulators input (Corby). Thank you for your input.
19. Car classification input (Broring). Thank you for your input.
20. Opposition to minimum weight decal language (various – 12 letters). Thank you for your input.
21. Nominations for Club Racing awards (Barnes). Thank you for your input.
22. Make the GCR easier to read (Bennett). Thank you for your input.
23. Do not hold the GTL race on Saturday, October 13, 2007 (Gerstein). Thank you for your input.
24. Adopt similar roll cage rules across all classes (various – 3 letters). The CRB is working on a proposal for roll cages in all fender and door classes.

Production

1. P – Opposition to roll cage language (Nesbit) Thank you for your input.
2. P – Opposition to dry sumps for limited prep cars (Travers). Thank you for your interest.
3. P – Roll cage input (Bond/Krantz). Thank you for your interest.
4. P – Add throttle body/carburetor sizes to spec lines (Maple). Thank you for your input. The advisory committee is working to collect the specifications.
5. FP – Opposition to 100 lb weight increase for the Lotus (various – 4 letters). Thank you for your input.

Grand Touring

1. GT2 – GT2 class structure input (Goughary). Thank you for your input.
2. GT2 – Do not restrict aircooled, 2-valve 6 cylinders (Jacolone). Thank you for your input. Aircooled 2 valves up to 3.6 are classed without restriction.
3. GT2 – Opposition to GT2 proposal (Gilles). Thank you for your input.

Touring/Showroom Stock

1. T – Name the new Touring class “Super Touring” (various – 5 letters). Thank you for your input.
2. T – Support for Super Touring class (Pettiford). Thank you for your input.
3. T – Opposition to the new T1 (various – 6 letters). Thank you for your input.
4. T – Allow removal of the catalytic converters in all Touring classes (various – 5 letters). We are evaluating the effects on forced induction cars.
5. T/SS – Allow more than 2 degrees of camber on a case-by-case basis (Aquilante). Thank you for your input. We have done this in the T1 class.
6. T1 – Support for removing catalytic converters in T1 (Berkley/Henderson). Thank you for your input.
7. T1 – Do not remove the Viper from T1 (Pintaric). Thank you for your input.
8. T1 – Reclass the Viper to the new ST (Aquilante/Wilson). Thank you for your input.
9. T1 – In which class will the Viper compete next year (Robbins)? Thank you for your input.
10. T1 – Do not penalize the Viper immediately (Robbins). Thank you for your input.
11. T1 – Keep the Cayman S in T1 (Meindl). Thank you for your input.
12. T1 – Classify the 2005+ Ford GT (Lipperini). Thank you for your input.
13. T1 – Slow the Viper and Ferrari (various – 4 letters). Thanks for your input.
14. T1 – Class input (White). Thank you for your input.
15. T1 – Classify the Mustang Shelby GT500 (Lipperini). Classification will be considered for 2008 pending receipt of the VTS sheets.
16. T2 – Do not penalize the EVO because the Subaru did well (Grand). Thank you for your input.
17. T2 – Removing the cats does not increase hp on turbo cars (Grand). Thank you for your input.
18. T3 – Give T3 a chance (Ellis). Thank you for your input.
19. T3 – Take weight off the Z4 and increase the restrictor size (Ng). The weight has been reduced, and the restrictor removed.
20. SS – Support for allowing alternate brake lines (Lipperini). Thank you for your input.
21. SSB – Delay the reclassification of the Z4 to T3 (Maas/Tippens). Thank you for your input.
22. SSB – Allow the Z4 to stay in SSB (various – 5 letters). Thank you for your input.
23. SSB – Opposition to the Solstice hardtop (Olson/Maas). Thank you for your input.
24. SSB – Take a good look at the Solstice and Mini (Mead). Thank you for your input.
25. SSB – Will the Solstice be penalized (Demers)? Refer to other sections of this set of minutes.
26. SSC – Opposition to reclassifying the Mini Cooper S to SSB (Frye). Thank you for your input.
27. SSC – Support for reclassifying the Mini Cooper S to SSB (various – 5 letters). Thank you for your input.
28. SSC – Mini Cooper S input (Davis/Theen). Thank you for your input.

Spec Miata

1. Spec a minimum clutch weight (Walter). Thank you for your input.
2. Spec the minimum flywheel weights (Garza). Thank you for your input.
3. Support for the rear end update (3 letters). Thank you for your input.
4. Opposition to rear end update (Disque/Kucera). Thank you for your input.
5. Support for the clutch rule (4 letters). Thank you for your input.
6. Opposition to the clutch rule (Moore). Thank you for your input.

7. Clutch input (12 letters). Thank you for your input.
8. Support for all SM changes (5 letters). Thank you for your input.
9. 1994 vs. 1995 flywheel input (Coalwell/Garza). Thank you for your input.
10. Support for the cam rule (Lendrum). Thank you for your input.

Improved Touring

1. IT – Support for FWD adders (Fox). Thank you for your input.
2. IT – Do not allow rotary engines an overbore of .040” (Robertson). Thank you for your input.
3. IT – Allow dual classifications (Patullo). Thank you for your input.
4. IT – Allow oxygen sensor simulators (Sirota). We will continue to monitor programming and piggyback technologies.
5. ITR – Input on the new class (various – 2 letters). Thank you for your input.
6. ITS – Opposition to the removal of the BMW E36 from ITS (Selby). Thank you for your input.

Formula

1. FA – Opposition to the 25 lb weight penalty for non-metallic vehicles (Liebich). Thank you for your input.
2. FF – Support for a spec tire (10 letters). Thank you for your input.
3. FF – Opposition to a spec tire (16 letters). Thank you for your input.
4. FV – Support for electronic ignition (13 letters). Thank you for your input.
5. FV – Opposition to electronic ignition (5 letters). Thank you for your input.
6. FV – Support for disc brakes (11 letters). Thank you for your input.
7. FV – Opposition to disc brakes (32 letters). Thank you for your input.
8. FV – Opposition to spec tires (Davis). Thank you for your input.
9. FV – Support for the 90 degree divert (Davis). Thank you for your input.
10. FSCCA – Make FSCCA a national class (23 letters). Thank you for your input.
11. F1000 – F1000 input (Tandy). Thank you for your input.

Sports Racer

SRF – Opposition to multiple rain tires (Breton). Thank you for your input.

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: January 2, 2007

NUMBER: TB 07-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/07 unless otherwise noted.

GCR

1. Section 6.2.2. Safety Car Procedures, p. 52, correct the section number to 6.3.2.

Grand Touring

GT3

1. Classify the Honda CRX in GT3.
Add new spec line to GTCS p. 269, Honda CRX (84-87), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 74.0 x 86.5, Displ.(cc): 1488, Head Type: Alum. Crossflow, Valves per Cyl.: 3, Carburetion: 33mm SIR, Wheelbase(mm): 86.6, Weight(lbs): 1900, Notes: Alt. heads #12100-PE3-000 or 12100-PE7-000.

Improved Touring

ITS

1. Mazda MX-6 (1993), p. 19, change the specs to read as follows: Weight(lbs): 2570. Note – this was added in TB 06-12 but inadvertently omitted from the 2007 GCR.

Production

EP

1. Austin-Healey 3000 Mk I, II, III, p. 26-27, add to the specs as follows: Carb. No. & Type: (3) 2" SU carbs. Note – this was added in TB 06-12 but inadvertently omitted from the 2007 GCR.

Showroom Stock

SSC

1. Mini Cooper (05) p. 470, correct the model years to include 04-07.

Touring

T3

1. Mini Cooper S (02-07), p. 559, correct the specs to read as follows: Wheelbase(mm): 2467, Wheel Size(in): 17 x 7.

COURT OF APPEALS

Subject: Court of Appeals Procedures
From: The National Court of Appeals

The General Competition Rules provide a means for an individual to appeal an action by Stewards of the Meeting (SOM) in which they are a named party. The SOM action will have been initiated at a Competition event sanctioned by the Club Racing Department of the SCCA. The following is an explanatory guide to the appeal process for reference only.

First, and most important, your letter of appeal must be sent within ten (10) days of the date you are notified of the decision of the SOM. The date of your appeal is determined by the U.S. Post Office cancel date on the envelope. You may also send your appeal by Express Mail and/or by fax. All appeals should be addressed to the Court of Appeals c/o SCCA Club Racing. If you fax your appeal, include a Visa or Master Card account number for your appeal fee to be billed. Your ten (10)-day period normally starts with the weekend day you were informed by the SOM of their decision. However, if that decision is not made because, for example, components needed to be checked at an off-site location sometime after the event, the ten (10)-day period would start from the date the Chairman, SOM, advises you orally or in writing of the final decision. The Chairman will advise the National Office of the decision via the Observers Report or an addendum to that report.

Secondly, you need to state your "case" in writing at the same time that you advise the Court of Appeals of your intention to appeal. A letter stating you intend to appeal and "details to follow" is NOT an appeal under the rules contained in Section 8.4 of the GCR. You will need to submit all materials you wish the Court to consider within the ten (10)-day period allowed by the GCR. You will normally not be contacted by the Court for additional information. The Court presumes you have provided all the information you feel is important at the time you appeal. If you feel other individuals can provide information that could be beneficial to your case, it is your obligation to contact those individuals and see that the Court receives their statements within the time allowed.

Third, your rights to file an appeal do not contain any rights to be heard "in person" either by phone or at a Court of Appeals hearing. The Appeals Court is not established to simply hear the same things again that the SOM have already heard, but to: A. Review the process followed by the SOM to determine if all parties involved followed the GCR rules. B. Review any new information that was not available, or not known, which became available to you after the SOM hearing. C. Decide whether or not there is sufficient evidence presented to warrant changing the SOM decision.

Fourth, if you file an appeal in a case involving another person, such as a driver-to-driver protest involving an alleged violation of the GCR, you should be aware that the individual will receive notification of your appeal and be given a brief period to respond to the appeal. The Chief Steward and Chairman, SOM are also notified. This procedure assists the Court in understanding all sides to the case.

Fifth, in appeals involving alleged violations of car preparation specifications, the Court will maintain confidentiality of all specifications to insure that a competitor does not learn preparation "secrets" of another competitor by filing a tear-down protest or appeal. All materials distributed, as part of the appeals process, will have measurements, specifications, etc. deleted.

Sixth, videotapes are frequently part of the appeals process. The Court can only accept unedited tapes. Tapes furnished by the SOM and/or you to the Court may be retained by SCCA as a permanent part of the record if the case goes to appeal.

Seventh, several Divisions have assigned Stewards to assist individuals in reviewing the appeals process so that you can proceed in the most effective manner. These individuals are listed in various Regional or Divisional publications. If you do not know who these individuals are in your Division, contact your Divisional Executive Steward to obtain this data.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | Nov. 29, 2006

The Solo Events Board met by conference call November 29th. Attending were SEB members Dick Berger, Marcus Merideth, Chris Dorsey, Tina Reeves, Jason Isley, Andy Hollis, Charlie Clark and Kay Fairer of the BOD, and Doug Gill of the National Staff.

SOLO GENERAL ITEMS

The SEB selected recipients for the Driver of the Year, Rookie of the Year, Driver of Eminence, Solo Cup, and Divisional of the Year awards. These are to be presented at the upcoming SCCA National Convention.

MEMBER ITEMS NOT RECOMMENDED

- Z4 classing (ref. 06-289)
- Mercedes 190E classing (ref. 06-328)

TECH BULLETINS

- 1) Stock: per the SAC, the Lotus Sport Elise has been added to the Stock exclusion list.
- 2) Stock: per the SAC, the normally-aspirated Lotus Exige ('06+) is added to class SS (ref. 06-208).
- 3) Stock: the following new listings, effective immediately on publication, are added per the SAC:
Audi RS4 AS (ref. 06-224)
- 4) Stock: per the SAC, a model conversion must be complete; the requirements of section 13.0 are not met by simply pulling a fuse to disable a feature which distinguishes one model from another (ref. 06-291).
- 5) Stock: the Technical Service Bulletin# 06-06-04-051 regarding engine recalibration (i.e. an ECU reflash) of the ZOK Solstice and Cobalt SS is not legal for Stock category use since it is specified for competition purposes and thus does not meet the requirements of sections 13.0, 12.4, and 3.8.A (ref. 06-337).

The competition-only steering knuckles for the Cobalt, G5, and ION, as specified in Service Information Document #1864485, also do not meet the requirements of the Stock category (ref. 03-363).

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | Jan. 3, 2007

The Solo Events Board met by conference call January 3rd. Attending were SEB members Marcus Merideth, Chris Dorsey, Tina Reeves, Jason Isley, Donnie Barnes, Steve Wynveen, Andy Hollis; Kay Fairer of the BOD; Howard Duncan and Doug Gill of the National Staff.

SOLO GENERAL ITEMS

- Steve Wynveen has joined the SEB as the Central Division representative, as a result of the creation of the Great Lakes Division which is represented by Marcus Merideth.
- Donnie Barnes has joined the SEB from the Southeast Division. The Board thanks Steve Hoelscher for his service to the Club as an SEB member.
- A Divisional Solo Safety Steward is needed for the Central Division, now that it is separate from the Great Lakes Division. Members from CenDiv who are interested in this position should submit their qualifications in writing to the SEB via the National Office.
- Katie Elder has stepped down as the Northern Pacific Divisional Solo Events Steward. The SEB thanks her for her service to the Club in this capacity. Members from NorPac who are interested in this position should submit their qualifications in writing to the SEB via the National Office.
- Dave Whitworth has stepped down as the Midwest Divisional Solo Events Steward, and the SEB thanks him for his service to the Club. Members from MidDiv who are interested in this position should submit their qualifications in writing to the SEB via the National Office.
- The following specialty subcommittee members are stepping down from their respective committees, as noted. The SEB thanks all of them for their years of service to the Club as committee members:
 - Rob Foley – SAC
 - Jason Rhoades – STAC
 - Sam Strano – SPAC
 - Bruce Dickey – MAC
 - Tom Harrington – KAC
- Various specialty subcommittees now have or will soon be having openings. Members interested in working on the SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, or SSC should submit their qualifications in writing to the SEB via the National Office.
- The BOD liaisons to the SEB for 2007 will be Kaye Fairer and Charlie Clark.

STOCK CATEGORY

The SAC is proposing the following class change, effective 1/1/2008, and is seeking member comment: Move from AS to FS, the Pontiac Firebird WS6 and Chevrolet Camaro SS, with listings in FS as below:

Chevrolet Camaro SS 1998-2002

Pontiac Firebird WS6 all

NOTE: Excluded from this proposal are: 1996-1997 Camaro SS, Level 2 suspension Camaro SS and SS/WS6 with LT4 motor.

MEMBER ITEMS NOT RECOMMENDED OR WITHDRAWN

- Steering wheels in ST (ref. 06-285)
- Tire/wheel sizes in STX (ref. 06-309)
- Supra classing (ref. 06-344)
- Disabling ABS (ref. 06-362, withdrawn)
- Various reclassification proposals (ref. 06-630)

TECH BULLETINS

- 1) Stock: per the SAC, the following new listings are added, effective immediately upon publication:

Ford Shelby GT350, T82 and 54U factory option package only FS

NOTE: "Shelby" add-ons beyond T82/54U are considered "dealer installed" and are not stock legal.

- 2) Street Touring: per the STAC, 14.10.E.1 is clarified to read as follows:

14.10.E.1 Reprogrammed ECU (via hardware and/or software) may be used in the standard housing.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | Jan. 3, 2007

The RoadRally Board (RRB) met via conference call on January 3, 2007. Attending were: Kevin Poirier, Chairman; Chuck Edwards, Secretary; members Rick Beattie, Steve Gaddy, Tim Craft, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Pego Mack, National Office. Ron Ferris, member, was unable to attend.

Chairman Poirier called the meeting to order at 8:38 pm CST.

The final version of the 2006 minutes was accepted (/).

Proceedings

1. Robert Ridges Award

Discussion: A recipient was unanimously accepted, but the name will remain confidential until the convention in San Antonio. Tim Kraft will ask the recipient to attend the convention.

2. Regional Achievement Award

Discussion: A region was unanimously designated the recipient.

3. Divisional Achievement

Discussion: A Division was unanimously designated as the recipient.

4. RRB to meet with SCCA board at 11 AM Sunday

Discussion: Pego needs documents so please send them to her as soon as possible. A template will be furnished but it's not yet available.

5. Social Events don't count

Discussion: Charity events will count for championship points if they meet criteria (60 miles, 4 controls) – but only one charity sanction per year per region. Social events won't count for championship points.

6. Elkhart Lake event has scheduling problems

Discussion: The Land O'Lakes Region is working to schedule a national rally for the weekend of September 22-23. The date was chosen to dovetail with an existing vintage race weekend at Road America. The organizers want the event to be promoted as a Great Race event. Pego will coordinate this.

7. Appendix D

Discussion: Appendix D needs editing in the third paragraph but this will be done via email communication among the RRB.

8. Rally Awards

Discussion: Motion: 2007 awards are to be given to the top 3 competitors in each category with a minimum of 50 points. It's expected this will total twenty-seven awards.

9. DVDs for RRSS instruction are available

10. Table RFOs for convention

Forthcoming Rules For Organizers will be discussed by the RRB at the convention.

11. Changes of class

Discussion: The RRB will ask the Rules Committee to research allowing change of class by a competitor after the entry form has been sent to a registrar. The RRB feels that class changes are allowable under current rules.

12. Board Liaison

The RRB feels that members of (1) the RRB, (2) the Rules Committee, and (3) sub-committees of either group are acceptable RRB Liaisons. Bruce Gezon, a member of a sub-committee of the Rules Committee, will be asked to be the liaison with the Arizona rallies.

13. Appreciation for service

The RRB thanks Steve Gaddy for his service to the RRB, most recently as secretary.

Next meeting

The next meeting will be at the SCCA National Convention in San Antonio, Texas.

The meeting was adjourned at 10:20 pm CST (/).

Submitted by Chuck Edwards, RRB Secretary

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/Club/index.asp?reference=schools>

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: <http://www.scca.com/Club/index.asp?reference=clubforms>

Technical Forms: <http://www.scca.com/Club/index.asp?reference=techforms>

Scrutineer's Forms: <http://www.scca.com/Club/index.asp?reference=scrutineering>

Vehicle Homologation Forms: <http://www.scca.com/Club/index.asp?reference=homologation-forms>

General Competition Rules (GCR): <http://www.scca.com/Club/index.asp?reference=gcr>

SOLO

Forms: <http://www.scca.com/Solo/index.asp?reference=soloforms>

Rulebook: <http://www.scca.com/Solo/index.asp?reference=rules>

RALLY

Forms: <http://www.scca.com/Rally/index.asp?reference=rallyforms>

Rulebook: <http://www.scca.com/Rally/index.asp?reference=carsandrules>

EVENT CALENDAR: <http://www.scca.com/Event>