

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | March 5, 2007

The Board of Directors, Sports Car Club of America, Inc. met via teleconference March 5th, 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 Dahnert, Vice President of Finance also participated.

MOTION: To approve the minutes of the February 1, meeting. (Porterfield/Sauce) PASSED, Unanimous

FINANCIAL REPORT

Jeff reported on the January financials.

PRESIDENTS REPORT

Jim reported, on planning for membership growth, National Convention enhancements and feedback from the Regional Executives meeting at the last Convention.

NEW BUSINESS

The Supplemental Regulations for the 2007 Runoffs were reviewed and comments were forwarded to the Club Racing Board for consideration.

MOTION: To authorize Jim Julow, Jeff Dahnert, K.P. Jones and Jim Christian as signers for the investment account. (Sheridan/Lybarger) PASSED. Unanimous.

MOTION: To approve Leo Baker as National Administrator of Emergency Services as recommended by the Club Racing Board. (Sauce/Lybarger) PASSED. Unanimous.

MOTION: To approve the following recommendation of the Club Racing Board.

To allow drivers to earn eligibility to compete in the National Championship Runoffs in multiple classes when the event schedules for the National Events in their area normally combine the classes in which they wish to qualify into a single grouping, the Club Racing Board recommends the following change to the GCR.

Effective immediately, change section 3.9.1.F.4 to read as follows:

Points in one per Division. A driver entering multiple classes may accumulate points toward eligibility in the National Championship Runoffs® in one or multiple divisions. Eligibility for the National Championship Runoffs® may only be earned in one division per class.

A competitor may not earn eligibility for the National Championship Runoffs® in one class in more than one division. The driver shall provide confirmation of membership in each region/division he is designating for each class. Such notification and confirmation shall be received, in writing, by the Manager of the Club Racing Department at the National Office, prior to the conduct of the third National Championship event in the relevant division.

~~A driver entering more than one car shall accumulate all National Points in the same division and shall not accumulate points with one car in one division and another car in another division.~~

(Sauce/Lybarger)

MOTION: To table the Sauce/Lybarger motion. (Jones/Dent) PASSED. Voting No, Clark, Sauce, Lybarger, Allen.

MOTION: To change GCR Section 3.9.2.D.2, to read: "...late fee in the amount of two hundred dollars (\$200.00), payable to SCCA..." (Clark/Lybarger) PASSED. Abstaining, Jones.

CONTENTS

BOARD OF DIRECTORS	1
Board of Directors Minutes	1
CLUB RACING	3
CRB Minutes	3
Club Racing Technical Bulletin	16
Runoffs Schedule/Supps	17
COURT OF APPEALS	23
SOLO	25
SEB Minutes	25
RALLY	28
RRB Minutes	28
RallyCross Board Minutes	30
QUICK LINKS	31

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

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

The Club Racing Board met by teleconference on March 6, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were and Bob Lybarger and Mike Sauce, BoD Liaisons; 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 07-04, the following decisions were made:

Please address all comments, both for and against, to the Club Racing Board.

GCR

Item 1. Effective 11/1/07: Change section 6.2.2.E as follows:

... It shall proceed at a constant slow speed, the front row drivers having been instructed not to pass the pace car until the ~~green flag has been displayed~~ *pace car pulls off for the start.*

Item 2. Effective 11/1/07: Change Appendix A 8 EXECUTIVE STEWARD as follows:

The individual appointed by the Board of Directors in each division to supervise and administer SCCA policies and standards for ~~designated classes of events and to train SCCA Stewards. The Executive Steward shall assign Stewards for all Club Racing events.~~

Item 3. To allow drivers to earn eligibility to compete in the National Championship Runoffs® in multiple classes when the event schedules for the National Events in their area normally combine the classes in which they wish to qualify into a single grouping, the Club Racing Board recommends the following change to the GCR.

Effective 6/1/07, change section 3.9.1.F.4 to read as follows:

Points in one per Division. *A driver entering multiple classes may accumulate points towards eligibility in the National Championship Runoffs® in one or multiple divisions. Eligibility for the National Championship Runoffs® may only be earned in one division per class. A competitor may not earn eligibility for the National Championship Runoffs® in one class in more than one division. The driver shall provide confirmation of membership in each region/division he is designating for each class. Such notification and confirmation shall be received, in writing, by the Manager of the Club Racing Department at the National Office, prior to the conduct of the third National Championship event in the relevant division.*

~~A driver entering more than one car shall accumulate all National Points in the same division and shall not accumulate points with one car in one division and another car in another division.~~

Grand Touring

Item 1. Effective 11/1/07: Effective 11/1/07: Change section 9.1.2.F.4.a.4 by deleting the last two sentences as follows:

~~As of 1/1/2002, all new model convertibles will be required to compete with a windshield and hardtop. Convertible models classified before 1/1/2002 will be allowed to compete without a windshield and/or top, regardless of logbook issue date, unless specified differently on the vehicle specification line.~~

Production

Item 1. Effective 11/1/07: Change section 9.1.5.D.9.a.11 as follows:

~~Spoilers~~ **Air Dams:** ~~A spoiler~~ *An air dam may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than 4 inches above the horizontal centerline of the front wheel hubs. The spoiler shall not cover normal grill opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4-inch maximum.*

If the air dam, as installed, would cover any portion of the stock grill or exterior radiator inlet, an opening must be created in the air dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grill or inlet that would otherwise be covered. The height of the opening must be equal to or greater than the distance, measured perpendicularly to the ground, between the lowest and highest point of the portion of the grill or inlet that would otherwise be covered. The opening in the air dam must be symmetrically aligned in both planes to the grill or inlet.

Openings are permitted for the purpose of ducting air to the brakes, radiator, and/or oil coolers. Openings may be cut in the front valance to allow the passage of up to a 3-inch ~~diameter~~ duct or a rectangular or square duct with a maximum area of 7 square inches leading to each front brake. These openings shall serve no other purpose.

When bumpers are used or when they are part of the bodywork, the ~~spoiler~~ air dam and bumper/replica bumper shall appear to be two separate parts.

The ~~spoiler~~ air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

Item 2. Effective 11/1/07: Change section 9.3.17 DETACHABLE PANELS/SUNROOFS for clarification:

~~Detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. Movable panels such as sliding sunroofs shall be closed. Glass sunroofs~~

must be removed. Metal sunroofs may be retained if bolted in. All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. ~~Note: Specification Books take precedence over GCR rules.~~

Detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. *All glass panels in the roof must be removed. Movable or removable metal or composite panels in the roof may be either removed or positively secured in the closed position. Any openings in the roof resulting from the removal of a panel must be covered with panels of stock contour made of the same material as the stock surrounding roof structure.*

Formula

Item 1. Effective 11/1/07: Replace section 9.1.1.A.5 with the following:

A.5. FORMULA ENTERPRISES PREPARATION RULES

1. Definition

One design, fixed specifications, open cockpit, single seat Formula car with Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises, Inc. All replacement parts are supplied through SCCA Enterprises, Inc., and shall be official SCCA Spec Formula Car parts except where noted in A.5.4.

2. Safety Requirements

Car will be delivered from the manufacturer with approved safety equipment. Replaced items shall be supplied through SCCA Enterprises, except safety harnesses may be replaced by any other that conforms to GCR Section 9.

3. Vehicle Configuration

All SCCA Formula cars to GCR section "Automobiles" with the following exceptions: Section 9.3.1, Accumulators.

4. Maintenance and Repairs

It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are official SCCA Enterprises Formula Car parts. If any official SCCA Enterprises' seal is broken, lost by accident or intent, the procedures outlined under A.5.18., shall be followed. Parts and materials with an Enterprises part number having the prefix "WM10" are considered to be unrestricted, providing their dimensions and materials are comparable. No other parts are to be considered "unrestricted" except where specified.

5. Chassis

NO MODIFICATIONS ALLOWED except as noted in these rules.

- a. All cars shall use the stock, as delivered by SCCA Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.
- b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed.
Definition of cockpit is: area between the front roll hoop and rear roll hoop.
- c. Painting or powder coating of the chassis is allowed.
- d. Enterprises foot *drop* box part # WM180020J may be installed.

6. Bodywork

NO MODIFICATIONS ALLOWED (except as specified)

If any seal, label, stamp is missing the parts must be returned to SCCA Enterprises for resealing.

- a. Bodywork shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, and tow hooks. All repair work must match original body dimensions and contours.
- b. Bodywork fasteners are free.
- c. The car may be painted any color(s), except primer.
- d. It is required that all cars display the official sponsors of SCCA Enterprises decals and locations as specified by Enterprises.
- ~~e. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16" bolts, washers and nuts on both ends of the weight.~~
- e. Radiator screens are allowed and recommended.
- f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.
- g. The front wing main plane, front wing secondary elements, front wing support mounts, and front wing endplates must be used and mounted as delivered from SCCA Enterprises. Any modification to these parts is strictly forbidden. The main wing plane angle is zeroed on the rear upper aft transmission surface measured with a suitable angle gauge, i.e.: digital level on the top main plane 2 inches outward from the nose box mounts. It must meet a minimum measurement of negative .5 degrees (angled down in the back) and a maximum measurement of positive 2.5 degrees (angled up in the back). It is acceptable to shim the main plane to obtain this measurement.
- h. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The lower plane angle, zeroed on the rear upper aft transmission surface, measured with a suitable angle gauge. i.e.: digital level on the top surface of the lower rear wing must meet a minimum of -3.0 degrees (angled down in the back) and a maximum of +2.0 degrees (angled up in the back). It is acceptable to adjust the lower rear element to meet these requirements. The upper rear wing element may only be adjusted within the parameter of the endplates and wing adjusters as provided from SCCA Enterprises. No additional holes may be added.
- i. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4.1.B. The stock lateral bolsters may be modified or removed.
- j. SCCA Enterprises windscreen P/N: WM137000 is allowed.

7. Engine and Drive train

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all

fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by SCCA Enterprises. All fluids, except fuel, are unrestricted.

2. SCCA Enterprises, Inc., seals on the engine, ~~gearbox~~, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through SCCA Enterprises

3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.

4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.

5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.

6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating is allowed on the exterior or interior of the manifold. ~~Manifolds will be available with engines only.~~

7. Engine Control Unit (ECU): Manufactured by MBE and sealed by SCCA Enterprises. Tampering of the ECU, *ECU program*, seal, wiring or sensors is prohibited.

8. The flywheel weight is ~~18 pounds for the standard flywheel~~, or a minimum of 2.6 pounds for the SCCA Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.

9. No modification to the crankshaft dampener is allowed.

The following parts must be used:

10. Clutch: SCCA Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston #WM701004A, Throw out bearing #WM701006A, Small O-ring #WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.

11. Spark Plugs, Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEC.

12. Fuel Injectors: Part # WM591929

13. Throttle Body: Part # WM591930

14. Fuel Filter: Part # WM591924

15. Air Filter: Part # WM301020

16. Exhaust systems may be thermal coated or wrapped.

17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.

18. An SCCA Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.

19. An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed.

20. An optional SCCA Enterprise alternator kit is allowed, Part # WM1100101

21. Fuel shall meet the requirements for IT cars per the GCR.

b. Transmission

1. The 5 speed sequential transaxle supplied by SCCA Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.

2. The servicing, replacement and modification of internal components is permitted by the competitor. With the following exceptions:

a. All components must be ferrous metal, except for bearing retainers and bearing cages.

b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.

3. The rear cover plate may be manufactured or remanufactured using aluminum.

4. Only the following gear ratios are permitted:

1st gear combination 12:29 Ratio number 2.41

2nd gear combination 15:28 1.86

3rd gear combination 16:24 1.50

4th gear combination 18:22 1.22

5th gear combination 24:26 1.08

5. Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must work as supplied (no tightening of the differential to limit slip) Must be able to use existing components.

6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

7. Shift cable is free, but shifting must remain cable operated.

8. Throttle cable is free, but must remain cable operated.

9. The shift actuator assembly must operate as supplied by SCCA Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

MINIMUM WEIGHTS OF THE FOLLOWING PARTS

Differential Housing (both parts including bearings) 7.4 lbs

Ring Gear 3.6 lbs

Pinion Shaft 4.0 lbs

1st gear 2.7 lbs

- 2nd gear 1.2 lbs
- 3rd gear 1.1 lbs
- 4th gear 1.1 lbs
- 5th gear 1.0 lbs

8. Suspension

- a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.
- b. Front Springs: 600 lbs. ± 25 lbs. Part # WM203008. Wire size shall measure $.360" \pm .005"$. Rear Springs: 1000 lbs. ± 25 lbs. Part # WM203009. Wire size shall measure $.410" \pm .005"$.
- c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.
- d. All suspension parts shall have the SCCA code embedded (a label/or an SCCA Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.
- e. Rod ends may be replaced with rod ends having specifications equal to or greater than the OEM supplied rod ends. This includes dimensional material and strength specifications. Replacement rod ends shall be capable of being installed with no modifications to any original components.
- f. Anti-roll bars (sway bars) may be disconnected, but not removed.
 - 1. Anti roll bar sizes:
 - Front $.875" \text{ OD } \pm .005"$
 - Top Tee $.750" \times .135"$ wall, $\pm .005"$
 - Top Tee Length: 7.5" maximum end to end
 - Rear lower stalk $.615" \text{ Dia. } \pm .005"$
 - Upper stalk $.765" \pm .005"$
 - Arm length 5.470" shoulder to shoulder

9. Shocks

- a. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.
- b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims)
- c. Adjustments for the Bilstein will be at the spring perch and with pressure (if rebuilt). Adjustments for the Penske will be at the spring perch or with the rebound adjuster.
- 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.

10. Steering:

NO MODIFICATIONS ALLOWED, except as described within these rules

- a. An alternate steering wheel may be used. "Butterfly" style steering wheels are not allowed.
- b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable). It may also be modified to accommodate a larger driver.

11. Brakes:

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by SCCA Enterprises shall be used

- a. Brake pads as supplied from SCCA Enterprises Part # WM801001x
- b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is $10.450"$. Part # WM801002x Left, Part # WM801003x Right. Min width is $.600"$ c. Master cylinders must be the Girling type. Front master cylinder is $.700"$ piston diameter, Part # WM802005 Rear master cylinder is $.750"$ piston diameter, Part # WM802006
- d. Calipers must be AP 4 piston. Part numbers are: LF # WM802004 RF # WM802003 LR # WM802002 RR # WM802001
- e. Brake lines are free (no plastic allowed) .

12. Wheels (Only wheels supplied by SCCA Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from SCCA Enterprises with SCCA logo. If logo is worn off or wheels that have been painted or powder coated, wheels must be inspected by SCCA Enterprises or one of their designated Customer Service Representatives and logos replaced.

Front: 8 in X 13 in Part # WM 205001

Rear: 10 in X 13 in Part # WM205002

- a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted
- b. Wheel spacers are not allowed.

13. Tires

Tires must run in sets of 4 as stated below:

Hoosier R45 or R45A (SCCA Labeled) Compound

Front: PN: 43270, 21.5 in X 8.0 in X13.0in

Rear: PN: 43301, 22.0 in X10.0 in X 13.0 in

Hoosier Wet Compound

Front: PN: 44195, 21.5 in 7.5 in X 13.0 in

Rear: PN: 44217, 22.0 in 9.0 in X13.0 in

- a. A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre-grid or Tech.
- b. A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.
- c. If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.

14. Electrical System:

NO MODIFICATIONS ALLOWED, except as described within these rules.

- a. Wiring harnesses must remain as delivered.
- b. Battery may be replaced with a larger one as long it remains in the same location.
- c. Battery wiring is free. Car must shut off when master switch is turned off.
- d. Any instrumentation is allowed.
- e. Data acquisition is allowed, no telemetry is allowed.
- f. Any rain light is allowed

15. Weight

The car shall weigh 1265 lbs. minimum, including the driver.

- a. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight

16. Updates

Provisions will be made for updates on all safety and mechanical improvements. Such updates will be effective when authorized by SCCA Enterprises, announced by the National Office, and published in FasTrack.

17. Vehicle Logbook

The Vehicle Logbook for each SCCA Formula Car remains the property of SCCA Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises, Inc., 14550 E. Easter Ave Suite 400 Centennial, Co. 80112. The logbook will them be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises, Inc.

A FEE OF \$200 WILL BE CHARGED FOR LOST LOGBOOKS.

The logbook shall be presented at scrutineering for each event entered. All SCCA Formula Cars are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to SCCA Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to SCCA Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

18. Seals

SCCA Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall have his engine removed and shipped to SCCA Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.

SCCA Enterprises, Inc., seals are required on all Formula Car Engines.

Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises, Inc., shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises, Inc., will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 19.a., 19.b., 19.c., and 19.d.

19. Penalties (Specific to SCCA Enterprises Spec Cars)

If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward, the following penalties will automatically be imposed:

- a. Vehicle logbook will be impounded.
- b. Disqualification from the event.
- c. Suspension of SCCA competition privileges for thirty (30) days.
- d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.

In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:

1. Disqualification from the event.
2. A fine of \$250.00
3. \$500.00 testing fee plus freight charges paid to SCCA Enterprises
4. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.
5. For a second illegal drive train offense, the competitor will be permanently disqualified from further SCCA Formula Car

competition.

20. SCCA Formula Car Drive Train Protest

- a. Protests shall be filed per the GCR.
- b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:
 1. Remove and replace motor and transmission - \$400.00
 - a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.
 2. Ship motor to Enterprises and test - \$500.00 plus freight and crating charges
 - a. SCCA Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.
- c. Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.
- d. The Chairman SOM is required to inform SCCA Enterprises of the protest using the FE Protest Information Form. A copy of the protest shall be sent to Enterprises.

If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees (\$900). The protestee will not be allowed to compete again until all costs are paid. If found legal, the protestor forfeits fee (items 1 and 2) above.
- e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.
- f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in FE competition.

21. Accessory Items

- a. Mirrors are free.
- b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
- c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed
- d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by SCCA Enterprises.
- e. Engine compartment fluid hoses may be insulated using heat shield or wrap.
- f. Front and rear tow hooks are required, see GCR section 9.3.46.

Item 2. Effective 11/1/07: Replace section 9.1.9.G with the follows:

G. SRSCCA PREPARATION RULES CLASSED IN CSR

1. Definition

One design, fixed specifications, open cockpit, single seat Sports Racer with Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises, Inc. All replacement parts are supplied through SCCA Enterprises, Inc., and shall be official SCCA Spec Sports Racer parts except where noted in G.4.

2. Safety Requirements

Car will be delivered from the manufacturer with approved safety equipment. Replaced items shall be supplied through SCCA Enterprises, except safety harnesses may be replaced by any other that conforms to GCR Section 9.

3. Vehicle Configuration

All SCCA Sports Racers shall comply to GCR section 9 "Automobiles" with the following exceptions: Section 9.3.1., Accumulators.

4. Maintenance and Repairs

It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are official SCCA Enterprises Sports Racer parts. If any official SCCA Enterprises' seal is broken, lost by accident or intent, the procedures outlined under G.18., shall be followed. Parts and materials with an SCCA Enterprises part number having the prefix "WM10" are considered to be unrestricted, providing their dimensions and materials are comparable. No other parts are to be considered "unrestricted" except where specified.

5. Chassis

NO MODIFICATIONS ALLOWED except as noted in these rules.

- a. All cars shall use the stock, as delivered by SCCA Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.
- b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed.

Definition of cockpit is: area between the front roll hoop and rear roll hoop.
- c. Painting or powder coating of the chassis is allowed.
- d. SCCA Enterprises foot drop box part # WM180020 may be installed.

6. Bodywork

NO MODIFICATIONS ALLOWED (except as specified)

If any seal, label, stamp is missing the parts must be returned to SCCA Enterprises for resealing.

- a. Bodywork shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, and tow hooks. All repair work must match original body dimensions and contours.
- b. Bodywork fasteners are free.
- c. The car may be painted any color(s), except primer.
- d. It is required that all cars display the official sponsors of SCCA Enterprises decals and locations as specified by SCCA Enterprises.
- e. Radiator screens are allowed and recommended.

- f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.
- g. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The wing element may only be adjusted within the parameter of the wing adjusters as provided from SCCA Enterprises. No additional holes may be added. Different wing endplates may be used as long as the fit within the dimensions of 10 ¾ in wide and 11 in tall. A gurney flap or wicker may be use and may be no taller than ½ in
- h. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4. The stock lateral bolsters may be modified or removed.
- i. SCCA Enterprises windscreen P/N: WM137000 is allowed.

7. Engine and Drive train

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by SCCA Enterprises. All fluids, except fuel, are unrestricted.
2. SCCA Enterprises, Inc., seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through SCCA Enterprises
3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.
4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.
5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.
6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating is allowed on the exterior or interior of the manifold.
7. Engine Control Unit (ECU): Manufactured by MBE and sealed by SCCA Enterprises. Tampering of the ECU, ECU program, seal, wiring or sensors is prohibited.
8. The flywheel weight is a minimum of 2.6 lbs for the SCCA Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.
9. No modification to the crankshaft dampener is allowed.
The following parts must be used:
10. Clutch: SCCA Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston # WM701004A, Throw out bearing # WM701006A, Small O-ring # WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.
11. Spark Plugs, Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEC.
12. Fuel Injectors: Part # WM591929
13. Throttle Body: Part # WM591930
14. Fuel Filter: Part # WM591924
15. Air Filter: Part # WM301020
16. Exhaust systems may be thermal coated or wrapped.
17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.
18. An SCCA Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.
19. An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed.
20. An optional SCCA Enterprises alternator kit is allowed, Part # WM1100101
21. Fuel shall meet the requirements for IT cars per GCR section 9.3.25.

b. Transmission

1. The 5 speed sequential transaxle supplied by SCCA Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.
2. The servicing, replacement and modification of internal components is permitted by the competitor. With the following exceptions:
 - a. All components must be ferrous metal, except for bearing retainers and bearing cages.
 - b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.
3. The rear cover plate may manufactured or remanufactured using aluminum.
4. Only the following gear ratios are permitted:
 - 1st gear combination 12:29 Ratio number 2.41
 - 2nd gear combination 15:28 1.86
 - 3rd gear combination 16:24 1.50
 - 4th gear combination 18:22 1.22
 - 5th gear combination 24:26 1.08
5. Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must work as supplied (no tightening of the differential to limit slip) Must be able to

use existing components.

6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

7. Shift cable is free, but shifting must remain cable operated.

8. Throttle cable is free, but must remain cable operated.

9. The shift actuator assembly must operate as supplied by SCCA Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

MINIMUM WEIGHTS OF THE FOLLOWING PARTS

Differential Housing (both parts including bearings) 7.4 lbs

Ring Gear 3.6 lbs

Pinion Shaft 4.0 lbs

1st gear 2.7 lbs

2nd gear 1.2 lbs

3rd gear 1.1 lbs

4th gear 1.1 lbs

5th gear 1.0 lbs

8. Suspension

a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.

b. Front Springs: 600 lbs. ± 25 lbs. Part # WM203008. Wire size shall measure $.360" \pm .005"$.

Rear Springs: 1000 lbs. ± 25 lbs. Part # WM203009. Wire size shall measure $.410" \pm .005"$.

c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.

d. All suspension parts shall have the SCCA code embedded (a label/or an SCCA Enterprises stamp) in the part. If they do not it is required to

return part to SCCA Enterprises for proper labeling.

e. Anti-roll bars (sway bars) may be disconnected, but not removed.

1. Anti roll bar sizes:

Front $.875" \text{ OD } \pm .005"$

Top Tee $.750" \times .135" \text{ wall, } \pm .005"$

Top Tee Length: 7.5" maximum end to end

Rear lower stalk $.615" \text{ Dia. } \pm .005"$

Upper stalk $.765" \pm .005"$

Arm length 5.470" shoulder to shoulder

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.

b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims)

c. Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske 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 SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

10. Steering:

NO MODIFICATIONS ALLOWED, except as described within these rules

a. An alternate steering wheel may be used. "Butterfly" style steering wheels are not allowed.

b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable). It may also be modified to accommodate a larger driver.

11. Brakes:

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by SCCA Enterprises shall be used

a. Brake pads as supplied from SCCA Enterprises, SBS, Part # WM801001x

b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450". Part # WM801002x Left, Part # WM801003x Right. Min width is $.600"$

c. Master cylinders must be the Girling type.
Front master cylinder is $.700"$ piston diameter,
Part # WM802005

Rear master cylinder is $.750"$ piston diameter,
Part # WM802006

d. Calipers must be AP 4 piston. Part numbers are:

LF # WM802004 RF #WM802003

LR # WM802002 RR # WM802001

e. Brake lines are free (no plastic allowed).

f. An optional brake duct kit Part # WMxxxxx is allowed.

12. Wheels (Only wheels supplied by SCCA Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from SCCA Enterprises with SCCA logo. If logo is worn off, or wheels that have been painted or powder coated, wheels must be inspected by a CSR or SCCA Enterprises and logos replaced.

Front: 8 in X 13 in Part # WM 205001

Rear: 10 in X 13 in Part # WM205002

- a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted
- b. Wheel spacers are not allowed.

13. Tires

Tires must run in sets of 4 as stated below:

Hoosier R45 or R45A (SCCA Labeled) Compound

Front: PN: 43270, 21.5 in X 8.0 in X13.0 in

Rear: PN: 43301, 22.0 in X10.0 in X 13.0 in

Hoosier Wet Compound

Front: PN: 44195, 21.5 in 7.5 in X 13.0 in

Rear: PN: 44217, 22.0 in 9.0 in X13.0 in

- a. A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre-grid or TECH.
- b. A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.
- c. If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.

14. Electrical System:

NO MODIFICATIONS ALLOWED, except as described within these rules.

- a. Wiring harnesses must remain as delivered.
- b. Battery may be replaced with a larger one as long it remains in the same location.
- c. Battery wiring is free. Car must shut off when master switch is turned off.
- d. Any instrumentation is allowed.
- e. Data acquisition is allowed, no telemetry is allowed.
- f. Any rain light and tail lights are allowed.

15. Weight

The car shall weigh 1365 lbs. minimum, including the driver.

- a. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight.

16. Updates

Provisions will be made for updates on all safety and mechanical improvements. Such updates will be effective when authorized by SCCA Enterprises, announced by the National Office, and published in FasTrack.

17. Vehicle Logbook

The Vehicle Logbook for each SCCA Sports Racer remains the property of SCCA Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises, Inc., 14550 E. Easter Ave Suite 400 Centennial, Co. 80112. The logbook will then be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises, Inc.

A FEE OF \$200 WILL BE CHARGED FOR LOST LOGBOOKS.

The logbook shall be presented at scrutineering for each event entered. All SCCA Sports Racers are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to SCCA Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to SCCA Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

18. Seals

SCCA Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall have his engine removed and shipped to SCCA Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.

SCCA Enterprises, Inc., seals are required on all Sports Racer Engines.

Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises, Inc., shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises, Inc., will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 19.a., 19.b., 19.c., and 19.d.

19. Penalties (Specific to SCCA SCCA Enterprises Spec Cars)

If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward (GCR 5.12.2.C.), the following penalties will automatically be imposed:

- a. Vehicle logbook will be impounded.

- b. Disqualification from the event.
 - c. Suspension of SCCA competition privileges for thirty (30) days.
 - d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.
- In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:
- 1. Disqualification from the event.
 - 2. A fine of \$250.00
 - 3. \$500.00 testing fee plus freight charges paid to SCCA Enterprises
 - 4. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.
 - 5. For a second illegal drive train offense, the competitor will be permanently disqualified from further SCCA Sports Racer competition.

20. SCCA Sports Racer Drive Train Protest

- a. Protests shall be filed per the GCR.
 - b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:
 - 1. Remove and replace motor and transmission - \$400.00
 - a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.
 - 2. Ship motor to SCCA Enterprises and test - \$500.00 plus freight and crating charges
 - a. SCCA SCCA Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.
 - c. SCCA Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.
 - d. The Chairman SOM is required to inform SCCA Enterprises of the protest using the SRSCCA Protest Information Form. A copy of the protest shall be sent to SCCA Enterprises.
- If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees (\$900).
The protestee will not be allowed to compete again until all costs are paid. If found legal, the protestor forfeits fee (items 1 and 2) above.
- e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.
 - f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in SRSCCA competition.

21. Accessory Items

- a. Mirrors are free.
- b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
- c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed
- d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by SCCA Enterprises.
- e. Engine compartment fluid hoses may be insulated using heat shield or wrap.
- f. Front and rear tow hooks are required see GCR section 9.3.46.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

Formula

The CRB welcomes input from the F500 community on the "next generation" engine considering that the 493 engine is no longer available and that there is room for building a non-detectable, non-compliant motors using stock components. While there are non-Rave 494 engines and parts available, there is a need to look at other options for the future.

Prepared

The classification of IT cars into the prepared category was published in the March FasTrack recognizing that the bulk of the 1990 and newer IT cars fit within the D prepared parameters already (under 3.0 liters, US available, etc.). What this specific classification did was to offer an alternate restriction system for these specific cars, similar to the classification of current World Challenge cars.

Since the classification was published the CRB has been receiving feedback and to better understand the membership's thoughts would like to formally solicit their input on the inclusion of IT prepped cars in the Prepared classes.

NEW CAR CLASSIFICATIONS

T3 - add the 2007 model year Honda S2000

REFERRED or TABLED

Grand Touring

1. GT2 – Reclassify the Fiero to GT3 with additional weight (Hamann). Tabled for identification of the requested engine.
2. GT3 – Classify the 12A Peripheral Port Engine for the RX-7 (Christman). Tabled for further research.

Production

1. Allow all spitfires a stroke of 3.000 inches (Feller). Tabled for further research.

American Sedan

1. Allow drilled and slotted brake rotors (Schepergerdes). Tabled for further research.
2. Specify a minimum flywheel weight (Weiss). Tabled to verify specifications.
3. Allow modification or removal of the under hood bracing (3 letters). Tabled for further research.

NOT RECOMMENDED

GCR

1. Clarify the double yellow flags (Walther). The rule is clear as written.
2. Require scale configurations that weight the car/driver simultaneously (Stout). The rules are adequate as written.
3. Require one engine for both the race and qualifying (Grapses). The rules are adequate as written.
4. Allow use of arrow board with yellow flag (Cowie). The rules are adequate as written.

Formula

1. F500 – As the 493 is no longer available, allow the 494 Rave (Wassersleben). The 494 Rave is not a long-term engine, is older than the 493 engine, and has been out of production for a long time. Also, it is impossible to determine the power output from the outside of the engine. Refer to the Member Advisory section of these minutes for a request for member input.
2. FV – Allow an alternate wheel/tire combo (3 letters). All cars in National competition must be compliant with the rules.

Grand Touring

1. GT3 – Reclassify the GT2 93 RX7 12A to GT3 (currently in GT2 trim with weight penalty) (Biesterfeldt). The maximum wheel size in GT3 is 15 inches.
2. GTL – Require all cars to use SIRs (Ward). Former unrestricted GT5 cars will remain unrestricted.
3. GTL – Classify the Caterham 7 in GTL (Gillespie). Currently, there are no open cars permitted in GTL, but we will re-consider the issue later. Refer to the Recommended Rule change section of these minutes.

Production

1. P – Approve the use of CIS-type FI for all engines in VW chassis (Coffin). Fuel injection was not available for all the requested engines.
2. EP – Reclassify the Volvo 1800 with FI to FP (Rose). The car is classified correctly. We will continue to monitor the car's performance.
3. EP/FP – Allow sun roof panels to be made of aluminum (Ligon). The rules are adequate as written.
4. FP – Allow an alternate valance panel (Strittmatter). Removal of the valance panel is not allowed in FP and is inconsistent with the class philosophy.
5. HP – Correct the valve size of the Datsun 510 (Meller). The valve size is appropriately specified.

American Sedan

1. Allow a wider brake rotor (Schepergerdes). The current specs are appropriate.

Touring/Showroom Stock

T1 – Reclassify the Acura NSX to T2 (Ellis/Neffenegger). We wish to monitor the car's performance.

Previously Addressed

Addressed in Technical Bulletin 07-03 or the March 07 FasTrack:

GT3 – Classify the Porsche 911 3.0 liter (Jacalone).

GT2 – Classify the KA24DE 2.4L for the 350Z (Harlan/Gable).

GT3 – Classify the Toyota 2AZ engine for all GT3 Toyotas (Loyning).

GTL – The 2-valve, 1335cc EN1 Honda engine should be unrestricted (Hargrove).

EP – Allow and alternate carburetor for the Corvair (Wicht).

No Action Required

GCR

1. Change the language in GCR Section 8.4.8 to 40 days (Enriken). Thank you for your input. The COA will review their process to expedite appeals.
2. Change the passing after an incident language (Treffeisen). Thank you for your input.
3. Add language regarding participant conduct (Sprecher). Thank you for your input.
4. Require low mounted hooks (Kolpack). We recommend low mounted hooks, but do not require them because of each car's uniqueness.
5. Do not put GTL cars on track at the same time as GT3 (Zekert). Thank you for your input.
6. Request for GTL to compete on Friday at the Runoffs (Zekert). Thank you for your input.
7. Opposition to allowing 14 year olds competitors (Mercurio). Thank you for your input.
8. Allow any class meeting requirements to compete for the National Championship (Bettencourt). Thank you for your input.
9. Support for allowing multiple divisions for multiple classes (Drummond). Thank you for your input.

Formula

1. FF – Opposition to a spec tire (Visscher). Thank you for your input.

Grand Touring

1. GT2 – Allow three 38mm Webers with 38mm IR for the Monza (Schultz). Thank you for your input. Any induction is allowed downstream of the SIR.
2. GTL – Support for the SIR/weight multi-tiered proposal (Walrich). Thank you for your input.

Improved Touring

IT – ECU input (Conover/MacLean). Thank you for your input.

Prepared

Totally rewrite the rules (Wicht). Thank you for your input.

Production

1. P – Roll cage input (Pinney). Thank you for your input.
2. EP/FP – Correct the 1973 Volvo 1800 transmission specs (Rose). Refer to section 9.5.4.a.1.

American Sedan

1. Input for Camaro master cylinder (Richardson). Thank you for your input.
2. Do not change the AS rules at this time (Hines). Thank you for your input.
3. Support for the competition adjustment proposal (Doll). Thank you for your input.
4. Opposition to increasing the weight of the Mustang (West). Thank you for your input.
5. Support for the engine proposal (West). Thank you for your input.
6. Current AS change input (16 letters). Thank you for your input.

7. Opposition to T2 cars in AS (Haynes). Thank you for your input.
8. Allow the GM engines .500" lift and a 42 lb. crankshaft (Schepergerdes). We are working on an engine package for 2008 and beyond.
9. Reduce the weight of the GM cars and/or raise the weight of the Fords (6 letters). We wish to maintain common weights among the cars in the class; we will continue to evaluate each make's performance based on the engine rules for 2008.
10. Allow an alternate master cylinder (Richardson). This will be considered as a part of the rules rewrite for 2008.
11. Increase the performance of the GM cars (Smith). We are working on an engine package for 2008 and beyond.
12. Opposition to domed pistons, aftermarket ported cylinder heads, restrictor plates, and modern engines (Ritchie). Thank you for your input.
13. Add 400 lbs to the Ford cars (Haynes). Thank you for your input.
14. Allow for the removal of non-essential items (Watkins). This will be considered as a part of the rules rewrite for 2008.
15. Clarify the windage tray requirements (Watkins). The rules are appropriate as specified and allow for attachment to the main bearing caps.
16. Allow an alternate block for the Fords based on the discontinuation of the Motorsports block (Kershaw). We are working on an engine package for 2008 and beyond.
17. Do not add weight to the Fords but allow the GM engines to increase their cam lift (Watkins). Thank you for your input.

Touring/Showroom Stock

1. T - Support for the removal of interiors (Kirkham). Thank you for your input
2. T2 - 350Z performance input (Schotz). Thank you for your input.
3. T2 - Correct the sway bar numbers for the 350Z (Powers). The numbers are correct as specified.
4. T3 - Opposition to reclassifying the Z4 to T3 (6 letters). Thank you for your input.

Resumes

AS - Jorge M. Chediak. Thank you for your resume. We will keep it on file.

AS - Philip Smith. Thank you for your resume. We will keep it on file.

AS - Kyle Watkins. Thank you for your resume. We will keep it on file.

AS - Jim Stevens. Thank you for your resume. We will keep it on file.

AS - Ed Hosni. Thank you for your resume. We will keep it on file.

T/SS - Dave Schotz. Thank you for your resume. We will keep it on file.

T/SS - Paul Gauzens. Thank you for your resume. We will keep it on file.

T/SS - Tom Start. Thank you for your resume. We will keep it on file.

T/SS - John Williamson. Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE: March 6, 2007

NUMBER: TB 07-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/07 unless otherwise noted.

GCR

1. Correct section 9.3.35, p. 84, by inserting the following, Non-metallic wheel construction is prohibited.

Note: this was formerly a part of section 11.2.1.Z but was inadvertently omitted from the 2007 GCR.

Formula

FA

1. Classify Mazda 13B engine in FA.

Add new line to FA engine table section 9.1.1.A.2, p. 157, as follows: Manufacturer: Mazda, Engine Series: 13B Street Port, Notes: One (1) 2-bbl automotive-type carburetor or throttle body. Intake manifold shall have individual runners connecting one throttle plate/butterfly to one rotor, only. No balance tubes or other devices shall connect runners between rotors. Req'd Restrictor: 44mm, Weight(lbs): metallic chassis: 1230, non-metallic chassis: 1255.

2. Section 9.1.1.A.1.a.2, FA car classifications, p. 161, add to the Formula 3 car spec line as follows: Notes: Alt crank w/ 82mm stroke (2180cc) allowed w/ cam lift limited to .500" lift measured at zero lash.

Sports Racer

CSR

1. Section 9.1.9.A.2.a.9, p. 492, add to the end of the section as follows: ...unless using an SIR or otherwise notes on the engine spec line. Cars using an SIR may use any manifold type.

2. Section 9.1.9.A.2, CSR engine table, p. 493, add to line "A" to read as follows: Carburetion or Fuel Injection: 33mm SIR, Notes: SIR must be located upstream of the compressor inlet.

Grand Touring

GTL

1. Classify Nissan L18 engine in GTL.

Add new spec line to GTCS p. 285, Engines - Nissan, Engine Family: L18, Engine Type: SOHC, Bore x Stroke(mm): 85.0 x 78.0, Displ.(cc): 1770, Head Type: Alum, Non-Crossflow, Valves/Cyl.: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1900, Notes: Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.

Showroom Stock

SSB

1. Honda Civic Si (2006), p. 465, add the 2007 model year.
2. Mazda MX-5 (2007), classified in TB 07-01, add to the specs as follows: Wheel Size(in) / Mat'l: 17 x 7, Notes: MS-R option permitted.

Touring

T1

1. Dodge Viper SRT-10 Incl. Coupe (03-06) p.549, add to the specs as follows: Notes: A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice.

T2

1. Pontiac GTO (04-06), p. 556, add to the specs as follows: Notes: Pedders front and rear sway bar kit, part #FAF0209071 allowed.

T3

1. Honda S2000 (00-06), p. 558, add the 2007 model year.



Event Schedule

HEARTLAND PARK TOPEKA #IDC-07-S
HELD UNDER 2007
GENERAL COMPETITION RULES

QUALIFYING / MEETINGS 20 min. sessions					ACTIVITY CALENDAR
MON 10/8	TUES 10/9	WED 10/10	THURS 10/11		
QUALIFYING:	QUALIFYING:	QUALIFYING:	QUALIFYING:		Sun. 10/7 5:30 pm* Track Walk
8:00 FP	SSB	T1/T2	CSR/S2		Mon 10/8 6:00 pm* Welcome Party Liebler Pavilion
8:25 FV	FC	FP/GTL	GTL/GT3		Tues 10/9: 6:00 PM** Volunteer Party TBD
8:55 CSR/S2	AS	F500	SSC		Wed 10/10: 6:00 PM** Volunteer Party TBD
9:20 GT3	GT1/GT2	GT1	GP/HP		Thurs 10/11: 6:00 pm* MONSTER BASH Liebler Pavilion
9:50 FC	FM	FV	T1		Fri 10/12: 6:00 PM** Volunteer Party TBD
10:15 SRF	SM	SSC	FC		Sat 10/13: 6:00 pm* Volunteer of the Year Party Liebler Pavilion
10:50 DSR	T2	CSR/S2	AS		Sun 10/14: 30 min. after end of last race Presentation of President's Cup, Donohue Award @ Victory circle
11:15 FF	EP	GT2	FA		6:00 pm** Volunteer Party TBD
11:45 HP	SSC	GP	SSB		*All times are approximate
12:10 T1/T2	FF/F500	SRF	SM		**Volunteer Parties start @ conclusion of days events
LUNCH- CRB MTGS	FORMULA SPORTS RACER	GT/SM	PROD	SS/AS TOURING	
1:30	GT1/GT2	FP	GT3	FF/F500	
1:55	F500	CSR/S2	FF	GT1/GT2	
2:25	EP	T3	HP	FV	
2:50	SSB/T3	GP/HP	DSR	EP	
3:20	AS	FA	FM	T2	
3:45	SM	SRF	SM	SRF	
4:20	FA/FM	GTL/GT3	SSB/T3	FP	
4:45	GTL	T1	EP	DSR	
5:15	SSC	FV	FA/FC	FM	
5:40	GP	DSR	AS	T3	
WARM-UP SESSIONS 20 MIN. WARM-UP *10 min each grouping					
	FRI 10/12		SAT 10/13	SUN 10/14	
7:30	CSR/S2/GTL	8:00	T3/FA	GT2/T2	
7:55	SSC/HP	8:25	AS/GP	EP/FV	
8:20	T1/FF	8:50	SM/FC	SRF/FP	
8:55	GT3/F500	9:15	SSB/GT1	DSR/FM	
NATIONAL CHAMPIONSHIP RACES ALL RACES 18 LAPS OR 40 MIN., WHICHEVER ELAPSES FIRST. RACE TIMES ARE GREEN FLAG TIMES.					
	FRI 10/12		SAT 10/12	SUN 10/14	
9:30	S2	10:00	T3	GT2	
10:25	GTL	10:55	FA	T2	
11:20	SSC	11:50	AS	EP	
1:00	HP	1:30	GP	FV	
1:55	CSR	2:25	SM	SRF	
2:50	T1	3:20	FC	FP	
3:45	FF	4:15	SSB	DSR	
4:40	GT3	5:10	GT1	FM	
5:35	F500				



SUPPLEMENTARY REGULATIONS

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

Held under the 2007 General Competition Rules
#IDC-07-S

Online Registration at www.scca.com

1. **Entries:** All drivers shall be current Sports Car Club of America (SCCA) members in good standing, hold a current National Competition License and meet all criteria as listed under section 1.
 - 1.1. **Driver Eligibility:** Drivers may enter as many classes as they wish and drive any car eligible for that class, provided they meet all driver eligibility requirements for each class entered.
 - 1.2. **One Vehicle, Multiple Classes:** A driver may enter one vehicle in more than one class at this event. The driver shall have qualified for each class entered per these supplemental regulations and the vehicle shall be capable of meeting all requirements and specifications for those classes. Separate entry forms and fees are required for each class entered.
 - 1.3. **Entry Forms:** All fields of the entry form shall be completed to be valid. The driver bio is optional. The entry fee shall accompany the entry form (see section 1.4).
 - 1.4. **Entry Fee:** The entry fee is \$350 (US funds) payable to SCCA, Inc. Note: An additional \$25 fee will be charged for checks returned for insufficient funds.
 - 1.5. **Early Entry:** Entries will not be accepted before midnight, May 1, 2007, CST. Entries received prior to May 1 will be returned.
 - 1.6. **Entry Deadline:** The entry form and fee shall arrive at the National office on or before **Friday, September 7, 2007.** Sending the entry by certified mail, return receipt is recommended. Mail entry forms and fees (under the same cover) to: *SCCA, Attention: Club Racing, P.O. Box 1833, Topeka, KS 66601-1833*
 - 1.7. **Late Fees:** A late fee of **\$200**, in addition to the entry fee, will be required for any entry received (online, postmarked or dated by an express delivery service) after the deadline of midnight (CST), Friday, September 7, 2007. Postage meter imprint is not acceptable.
 - 1.8. **Cancellation and Refunds:** The cancellation deadline for a **full** refund is midnight (central time) **Monday, September 17, 2007.** Driver/entrant may cancel by the following methods:
Fax: (785) 232-7214 **U.S. mail** (see section 1.6 for address) **E-mail:** runoffs@scca.com
Cancellations received between **Sept. 18 & Oct. 8 will be refunded the entry fee less \$175.** If your entry is not accepted for the Runoffs, you will automatically receive a full refund.
 - 1.9. **Entry Acceptance:** SCCA will not accept entries from drivers who do not meet the requirements of GCR section 3.9.2.A.B. and the guidelines as set forth in these supplemental regulations.
 - 1.10. **Schedule Modification:** SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that does not have at least 30 entries by the Sept. 7th deadline may be combined with another class or classes for all sessions, including races.
2. **Driver Eligibility:** Entries will be accepted for this 2007 Interdivisional Championship Event from those drivers who meet all of the following for each class entered:
 - 2.1. Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record and have been classified as a finisher in at least three (see GCR 7.3.2, 8.4 and 3.9.2.A.B.C.D.).
 - 2.2. Shall have finished in the top ten (10) in their class in their division's 2007 National points standings.
 - 2.3. Shall have accumulated at least four (4) National Championship points in 2007.
 - 2.4. **Defending National Champions:** See section 3.9.2.A.B.C.D on page 18 in the 2007 GCR for requirements.
 - 2.5. If you are not sure you have sufficient points to qualify, send an entry anyway. If the entry is denied, your entry fee will be refunded in full. Drivers who believe their points accumulation totals for Divisional Championship standings and National Championship Runoffs® invitations are in error, shall contact your Divisional Pointskeeper, before Friday Sept. 8th, for resolution. Only if satisfaction cannot be achieved at the Divisional level should a driver/entrant contact the National office for review of the matter.
 - 2.6. **Ties:** In the event of a tie for tenth place, the first consideration for breaking the tie will be the above Driver Eligibility, followed by GCR 3.9.1.C.
3. **Tow Fund:** A Tow Fund will be collected and maintained by the SCCA during the 2007 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®.
 - 3.1. **Fund Determination:** A driver's payment will be determined by the following: Straight line mileage from the driver's permanent residence to Heartland Park Topeka (HPT). The address will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received before the receipt of the entry. Note: False representation of permanent residence may result in penalties as provided in GCR section 7.2.
 - 3.2. **Distribution of Tow Fund:** Tow fund will be paid to drivers who meet the following criteria: Top three (3) drivers with the highest points total in each class from each Division that attend the event (no tow money will be paid to drivers living closer than 200 miles) and the maximum mileage to be paid will be 2,100 miles. Shall enter on time and entry be accepted to participate in the Runoffs®. Shall complete registration, tech inspection and turn at least one lap on track during the week. Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2). In the event there is an unbreakable tie within a class and Division (see GCR 3.9.1.C.) affecting Tow Fund payout, both parties will receive payment.

- 3.3. Mailing of Funds:** The National office will make every effort to make Tow Fund checks available at the track after race results are official. Please see Driver Information for check availability. If checks are not available at the track Tow Fund checks will be mailed as soon as possible after the event. The name and address on the check will match that of the W-9 form each driver must complete prior to receiving check. A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 shall be completed using the Tax ID company name; the tow fund check will be issued to that named company. Federal Tax ID and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in Tow Fund.
- 3.4. Tow Fund Claim Deadline:** All inquiries regarding tow fund shall be made by December 14, 2007. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by December 14, 2007. All claims made after this date will not be considered.

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

- 4.1. Registration Hours:**
- | | | |
|-----------|------------|------------------------|
| Thurs | Oct. 4 | 9:00 a.m. - 6:00 p.m. |
| Fri-Sun | Oct. 5-7 | 7:00 a.m. - 6:00 p.m. |
| Mon-Thurs | Oct. 8-11 | 7:00 a.m. - 5:00 p.m. |
| Fri | Oct 12 | 6:00 a.m. - 3:00 p.m. |
| Sat-Sun | Oct. 13-14 | 7:00 a.m. - 11:00 a.m. |
- 4.2. Entry into Heartland Park:** Drivers/entrants and crew **without** transport vehicles and volunteers may enter Heartland Park after registration hours by showing a current SCCA membership card and signing the HPT waiver. Participants shall report to Registration the following day to sign in and receive event credentials. HPT will supply SCCA with a list of people entering after hours each day. No race or transport vehicles will be allowed to enter after Registration closes for the day.
- 4.3. Hot-Pit Access:** All crew members who need to be in hot-pit areas shall be listed as crew on the driver's entry form. SCCA shall provide a maximum of four passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile. Only the driver or entrant may add/change free or paid for crew names. The addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited. Additional passes can be purchased from Heartland Park for \$40 each.
- 4.4.** Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 7.2 Penalties.
- 4.5.** Commemorative photos IDs will be available at the track for \$5.00 each.

5. On-track Sessions

- 5.1. Qualifying Sessions:** If combined groups for qualifying are larger than a total of 60 cars, the Chief Steward MAY divide the session into two parts with each group being given 10 minutes. During the qualifying sessions Monday, Oct. 8th, a *white flag* will be shown on the first lap at each staffed corner station as information for drivers regarding corner station location per GCR 6.11.2. Grid positions for Monday will be determined by random number draw. The draw will be done on Sunday, October 7th and posted at Driver Information. Grid positions for Tues-Thurs. qualifying will be determined by fastest time from the previous days qualifying and will be set 60 minutes after each qualifying session. Any subsequent Actions will only impact the final race grid. Trading or exchanging of position is not allowed. In the case of combined groups, the order will be determined regardless of class. This process is **NON-PROTESTABLE**. All cars not on the false grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of the field.
- 5.2. Eligibility for a Race Start:** To be eligible to start the race, all cars shall qualify within 120 percent of the average of the fastest three qualifying times for their respective class. The Chief Steward may issue waivers to cars qualifying outside of the required 120 percent at his discretion. Requests shall be made within 30 minutes of the posting of the grid. Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.
- 5.3. Warm-Up Sessions:** On Friday, Saturday and Sunday will be for **warm-up** only Drivers may only participate in the warm-up session for the class in which they are entered.
- 5.4. On-track Lights:** Yellow lights are positioned on the bridge past Turn 9 (over tunnel). When displayed, these lights have the same meaning as the yellow flag per the GCR. The steady yellow will have the same meaning as a standing yellow. The flashing yellow will have the same meaning as a waving yellow.

6. Grid

- 6.1.** All cars shall enter the race track through the false grid area located on the north end of the lower paddock. Cars shall be in position and the grid cleared of crew at the one (1) minute warning. Cars late to the grid shall enter the course from the grid through the pit lane. The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic.
- 6.2.** With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying position and be released from the pit lane at the back of the field.

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

- 7.1. Pace laps:** There will be two (2) pace laps at the start of each race. These two (2) laps do not count as race laps.
- 7.2. Wave Off:** In the event of a wave off of the first racing lap, the grid will continue at pace speed until the green flag is displayed by the Starter.
- Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black flagged and held **up to one (1) minute** in the pit lane. Other penalties may also be imposed (GCR 7.2).
- 7.3. Length of Race:** Official track length is 2.5 miles; all races will be eighteen (18) laps or 40 minutes, whichever comes first. The 40 minute time limit will be in effect for all races commencing when the pole car crosses the Start/Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 6.7.3. The posted race times are green flag times.
- 7.4. One Lap to Go:** A one lap to go sign with a number 1 will be displayed at the Start/Finish line indicating the last lap.
- 7.5. Victory Lap:** Each class winner may take a victory lap per GCR 6.8.7.

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

8.1. Car Identification Numbers: Car numbers are available on a first-come, first-served basis. The official paper event entry form provides space to indicate six (6) possible numbers of your choice. The official online event entry form allows you to choose your number from the remaining available numbers. Permitted numbers range from 00 through 99. Defending National Champions have the right of refusal for car #1 in their respective class. If defending Champion refuses #1 it will not be assigned. **Changes to assigned numbers shall be made before 5 pm CST September 17, 2007.** Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring. Illegible numbers may not be timed or scored. In addition to having numbers on the end plate, all Formula cars are encouraged to have numbers elsewhere on the car.

8.2. AMB TRANX 260 Transponders are required for all on-track sessions. All cars shall be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.

8.3. To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line.

9. Pre-race Tech Inspection

9.1. Tech Inspection Location and Hours: Tech Inspection will be held at the Registration building in the morning and at the Tech Building in the afternoons. Tech Inspection is on a first-come, first-served basis during the following hours:

Registration Building (Express Tech only – see section 9.3)

Thurs, Oct 4 9:00 a.m. – 3:00 p.m.

Fri–Sun, Oct 5-7 7:00 a.m. – 12:00 p.m.

Tech Building

Fri–Sun, Oct 5-7 8:00 a.m. – 6:00 p.m.

Mon–Sun, Oct 8-14 7:45 a.m. – 6:00 p.m.

9.2. Rules of Tech: The following shall be adhered to without exception: **No engines will be run in the Tech area at any time during the week, unless directed to do so by a Tech official. Push cars in and out of the area. Smoking is prohibited in the Tech area. Non-licensed minors and pets are prohibited from the Tech area.**

9.3. Express Tech: If your car does not need an annual tech and its logbook has no unresolved notations, you are eligible for Express Tech and do not need to present your car for Technical Inspection. After you have registered, please bring the following items to Tech: *Vehicle logbook, helmet with a 2007 Club sticker, driver's suit with official Club Racing patch, tech sheet/vehicle declarations page (included in driver packet).*

9.4. Full Tech: If notations exist in the logbook, the car needs an annual tech, or the helmet sticker is not found, the car and/or gear shall be presented at Tech. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing homologation shall have this accomplished prior to arrival at Heartland Park.

9.5. Tech Stickers: The Runoffs® decals are your tech inspection stickers and shall be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars and sports racers. In the event this placement is not possible, the Assistant Chief Steward of Tech will be responsible for the final placement of the Runoffs® decals. No vehicle will be allowed to participate in this event **without the Runoffs® decals** properly placed at **all times** during the **National Championship Runoffs®** from Monday, October 8, 2007, through Sunday, October 14, 2007. A Runoffs® decal will **not** be issued until your vehicle(s) has been approved by Tech officials.

9.6. Inspection Purpose: Tech inspection will concentrate primarily on safety. The Tech Inspector will note on the back of the tech card any items observed during the course of this inspection as non-compliant with GCR eligibility and/or preparation limits. The driver shall sign the back of the tech card to only acknowledge awareness that these discrepancies exist.

9.7. Eligibility and Preparation Resolution: The Chief Steward will resolve all matters of eligibility and/or preparation non-compliance no later than ninety (90) minutes after the final qualifying session on Thursday, October 11, 2007. In addition, any car impounded after its qualifying session that has a tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.

9.8. Two-way Radios: All cars may employ two-way radios. You may be required to change frequencies if interference occurs with event officials and/or track communications. Operation of radios is prohibited on the following UHF frequencies: 462.0500; 462.15000; 463.67500; 464.3375; 464.80000; 466.1125; 468.67500; 469.800.

9.9. Back-up Car Procedures: Any additional cars and/or chassis that may be used at any time during the event shall be presented at tech. The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class. The Chief of Tech shall inform the Chief Steward directly or through the Tech Steward. The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination before the substitution will be removed; the driver shall re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed.

9.10. Tire Rules: Formula Mazda Tire Rule 9.1.1.F.1.e.10.(A,B,C,E) and SRSCCA Tire Rule 9.1.9.G.13. (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.

9.11. Scales: The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound. Scales are located in the Tech building.

9.12. Grid and Pit Lane Tech: Tech Inspectors may be conducting additional visual inspections of race cars on the Grid and on the Pit Lane. These inspections will be non-intrusive. Items not in compliance will be noted and the competitor will be directed to Tech at the end of their session for additional inspection.

9.13. Stock OEM Components: Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.

9.14. Fuel: All cars shall use fuel purchased from the track as follows:

Class	Octane	Leaded or Unleaded
SRF, Spec Miata, Showroom Stock	93	Unleaded
Touring, rotary engine, and Cars permitted to use fuel per IT requirements in GCR	93 or 100	Unleaded
Remaining Production, American Sedan, and GT, Formula, Sports Racers	110, 112, or 116	Leaded

Competitors shall declare which fuel they are using. Mixing fuel types is prohibited. These fuels shall be purchased from Heartland Park Topeka and will be tested in accordance with the official Runoffs® fuel testing procedure. A copy of this

procedure will be available in Tech. Before Monday's first session or if you have changed fuel types, at a **MINIMUM**, we recommend draining your tank/cell, then add a few gallons of your spec fuel, run the car and drain the tank/cell again. The track fuel pumps will be open Monday, October 1 through Sunday, October 14, 2007. Hours will be posted.

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

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

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

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

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

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

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

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

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

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

11. Decals and Patches

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

11.2 All decals and patches required for Contingency programs will be available at Driver Information located at the base of the Scoring Building.

11.3 GCR required driver suit patches will be checked during pre-race tech inspection.

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

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

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

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

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

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

14.1. Vehicle Registration and Rules of Operation: All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that shall be purchased at Registration for \$50. The sticker must be affixed to the registered vehicle along with car number and class. Note: Vehicle passes for handicapped persons will not be charged. Vehicle passes will not be required for bicycles. **Bicycles are restricted to the paddock area only.**

14.2. Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts, other personal transportation and utility vehicles in the spectator areas are restricted to designated areas.

14.3. Speed limit is 10 miles per hour.

14.4. Only licensed drivers may operate pit vehicles.

14.5. Pit vehicles shall be used only for essential transportation and hauling. **Use of pit vehicles without headlights after dark is prohibited.**

14.6. Reckless and dangerous driving, speeding, or disregard for pedestrians will cause revocation of the sticker and/or

disciplinary action by the Stewards, per GCR section 7.2 (Penalties).

- 14.7. For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility. The only race cars that will be allowed to be driven out of the facility will be the cars specifically used by competitors for day-to-day transportation (for example, Showroom Stock cars). Race cars are prohibited to be driven outside the paddock area (except as noted above). **REMEMBER, DRIVERS/ENTRANTS ARE RESPONSIBLE FOR THE ACTIONS OF CREW MEMBERS.**
- 14.8. **Rules of the Pit Lane:** The following are **prohibited** from the Pit Lane: Smoking, Skateboards, Roller skates/blades, Scooters, Children's tricycles, Motorcycles, All motorized two-wheeled vehicles
- 14.9. **Shoes that cover the entire foot are required of those entering the Pit Lane area. Sleeved shirts are required in the Pit Lane.**
- 14.10. Pets are welcome at Heartland Park Topeka. Owners are required to keep their pets on a leash and clean up after them. HPT reserves the right to remove pets and owners who do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**
- 14.11. Posting of private classified For Sale signs is allowed in designated areas only. Heartland Park Topeka reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.
- 14.12. Rules of the Paddock: Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. **Violators will be fined and removed from the event.**
- 14.13. **OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS.** Special oil and fluid reclamation stations will be accessible throughout the garage and paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area immediately.
- 14.14. Parking: If you are participating in the Solo Nationals event and the Runoffs® and wish to leave your equipment at HPT between events, you must notify Heartland Park Topeka of your intentions so that arrangements can be made. Unless prior arrangements have been made with Heartland Park, teams arriving prior to Sunday, September 30, 2007, may not have access to the facility. NOTE: Drivers/volunteers are permitted to stay over Sunday night, October, 14, 2007, but need to vacate by 10:00 a.m. Monday, October, 15, 2007.
- 14.15. **Early admission:** Please contact Ed Ozment at eozment@hpt.com or 800-43RACES or 785-862-4781 to arrange for early admission to the track.
- 14.16. **Reserved Parking:** Optional reserved paddock parking may be reserved through Heartland Park Topeka after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Heartland Park website, which will have all available spaces for reservation. All spaces will be \$100. Spaces range from 25x40 to 30x60. Each competitor may only reserve one (1) spot per entry. If you do not wish to reserve/pay for a parking spot, free parking will be available on a first come first served basis.
- 14.17. **All vehicles shall be parked within your designated paddock spot.** If the vehicle does not fit in this area, it shall be parked in **designated overflow parking areas**. Each entry will be issued one parking pass designated specifically for your paddock area. This pass will allow access to the paddock area only. Additional passes may be provided by HPT. All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed.
- 14.18. No enclosed trailer will be parked in any paddock area unless one or more race cars are inside. Motor homes with enclosed trailers may be in the paddock space if all vehicles fit in the assigned paddock space. There are designated areas for motor homes and trailers if they cannot fit within the designated paddock area. Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars.

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

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

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

- 16.1. Driver Information includes the following: Qualifying times, Race results, Sound control reports, Protest and appeal, results, Messages and notification of parcel delivery, Paddock location of other participants may also be available.
- 16.2. All requests for public address announcements can be made at Driver Information. Please go to Driver Information with all of your questions before going to Heartland Park Topeka or on-site SCCA offices.
- 16.3. **Package Delivery:** Deliver all packages to: Heartland Park Topeka, 7530 S Topeka Blvd, Topeka, KS 66619. Packages should not be sent before October 1, 2007. Packages **MUST** include name of recipient or team name. Packages may be picked up between 9:00 a.m. - 4:00 p.m. at the designated shipping and receiving area. All freight deliveries will be delivered to the maintenance building. No COD packages will be accepted. Packages not picked up will be returned COD. No Runoff packages will be accepted at the SCCA, Inc. headquarters during the event.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Central Florida Region (Rick Balderson, RE) vs. SOM, COA Ref. No. 06-46-SE

March 1, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On November 25, 2006, Rick Balderson, RE, on behalf of the Central Florida Region, protested the method used in the Southeast Division for submitting sanction requests to SCCA Club Racing for approval. Mr. Balderson specifically cited violation of GCR 3.6.1. The SOM, Fritz Baker, Sandra Jung, Norman Esau, Morris Holliday (SIT), Ed Daniels (SIT), and John Edridge, Chairman, held a hearing and disallowed (denied) the protest. Mr. Balderson is appealing that decision on behalf of the Central Florida Region.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on January 11, January 18, and February 22, 2007, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Balderson on behalf of the Central Florida Region dated December 1, 2006, received January 5, 2007.
2. Observers report and related documents, received January 5, 2007.
3. Emails from John Edridge, Chairman, dated January 3 and January 4, 2007.
4. Email from Ken Patterson, National Chairman of Stewards, dated February 21, 2007.

FINDINGS

In his protest Mr. Balderson, on behalf of the Central Florida Region, contended the method used in the Southeast Division for routing sanction applications to SCCA Club Racing in 2006 usurped the approval authority granted to SCCA Club Racing by GCR 3.6.1. The Court of Appeals has confirmed SCCA Club Racing duly and fully exercised its approval authority under GCR 3.6.1. when it issued sanction numbers to Central Florida for all their racing events in 2006.

Following extensive research, the Court finds no indication the Central Florida Region or the Southeast Division were penalized in any manner in 2006 for submitting the sanction applications in the manner described. Finally, the Court finds no indication the Central Florida Region or Southeast Division ever received any warning in 2006 from SCCA Club Racing that their methods were not acceptable.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. The appeal fee will be returned to the appellant.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Stephen A. Johnson vs. SOM, COA Ref. No. 07-02-SE

March 1, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the combined Group 5 and 7 National race at Homestead Miami Speedway on January 14, 2007, Assistant Chief Steward Robert Windisch submitted a Request for Action (RFA) to the Stewards of the Meet (SOM) to investigate the contact between SM #41 driven by Stephen A. Johnson, and SM #55 driven by Derek Whitis. The RFA contended that Mr. Johnson early apexed Turn 8A and drifted into Mr. Whitis while attempting a pass. The SOM, John Edridge, Norman Esau, Barbara Magnuson, Vernon Jared and Rockwell O'Sheill, Chairman, held a hearing and found Mr. Johnson in violation of GCR 2.1.4. (Reckless or dangerous driving) and 6.8.1.B,C, and D. (On Course Driver Conduct), penalized him one race lap, and placed him on a two race weekend probation. Mr. Johnson is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Tom Hoffman, and Bob Horansky, Acting Chairman, met on February 16 and 23, 2007, to hear, review and render a decision on the appeal. COA Chairman Michael West recused himself from this Court and related discussions.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Johnson dated January 23, 2007, including an additional witness statement from Mike Erwin, and photos of Mr. Johnson's SM #41.
2. Observers Report and related documents received February 14, 2007.
3. Corner log from referenced race received February 22, 2007.

FINDINGS

The SOM heard statements from Mr. Johnson and Mr. Whitis, as well as testimony from corner workers. There is no doubt that there was contact between both cars as Mr. Johnson made his pass. The contact forced Mr. Whitis off course, and resulting damage led to his retirement from the race. The COA reviewed all this documentation, and the additional witness statement and photos provided by Mr. Johnson, as well as a copy of the race log. The Court acknowledges that there were documentation shortcomings by the SOM. However, there was insufficient evidence to change the ruling of the SOM which was consistent with penalties for contact while attempting to make a pass.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Johnson's appeal is not well founded and his appeal fee shall be retained by the SCCA.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | Feb. 28, 2007

The Solo Events Board met by conference call February 28th. Attending were SEB members Dick Berger, Marcus Merideth, Chris Dorsey, Tina Reeves, Jason Isley, Donnie Barnes, Steve Wynveen, and Andy Hollis; Kaye Fairer of the BOD; and Howard Duncan and Doug Gill of the National Staff.

SOLO GENERAL ITEMS

- The SEB reminds competitors that the previously published proposal regarding sound is not intended to be a mandatory section within the rule book. It is provided as a guideline, for regions which choose to use a site sound policy to help them obtain and retain site access.

SOLO SAFETY

- The SEB approved the addition of Aruch Poonsapaya to the SSC.

SOLO STOCK CATEGORY

- The SAC has submitted the following proposal, effective 1/1/2008, for member review and comment:

Change 13.10.E to read as follows:

“E. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted provided the system meets the requirements of 3.5. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged. Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE.”

Comments should be sent to seb@scca.com or the SCCA National office.

SOLO STREET TOURING CATEGORY

- The STAC is seeking member input regarding Street Touring rule 14.1.B, which allows removal of non-optional (i.e. standard equipment) air conditioning (AC) where no AC-delete option exists from the manufacturer. Presently AC removal is allowed in all ST classes for all cars and has been an allowance since the category was originally established.

Some vehicles, mostly older, came from the manufacturer with optional or dealer installed AC, which can be removed via the Stock category option package conversion allowance (13.0). The ST category AC removal allowance provides parity for those cars which instead came equipped with standard AC.

The trend of offering optional AC, however, appears to be diminishing on newer vehicles that are most often seen in ST. Some ST competitors have expressed a concern that AC removal limits a vehicle to race use only in hot weather climates, while the category's intent is to encourage participation of vehicles capable of daily street operation, such as driving to/from work. Looking forward to increased participation from newer cars as the category grows, this allowance works against this street-driven tenet.

It is recognized that rescinding this allowance could create a potential burden for those competitors who have prepared their vehicles in good faith to the well established limits. Therefore, the STAC is requesting feedback in support or opposition of rescinding the AC delete allowance.

Comments should be sent to or the SCCA National office.

- Todd Meade was approved by the SEB as a new member of the STAC.
- The SEB approved Jeff Brown as STAC Chair for 2007.

SOLO STREET PREPARED CATEGORY

- The SEB, per input from the SPAC, is proposing the following group of changes for member review and comment. Effective date would be 1/1/2008.

- o Insert new rule 15.10.D, re-labeling subsequent sections accordingly:

15.10.D: “Traction and/or stability control systems, as defined in 12.11, must be standard parts at standard settings, or electronically disabled.”

- o Reword first sentence of 15.9.A as follows:

15.9.A “Any ignition setting, adjustment, or system may be used, subject to 15.10.D.” (Rest of 15.9.A remains as current.)

- o Reword 15.10.C.1 as follows:

15.10.C.1: “Carburetors, fuel injection, and intake manifolds are unrestricted, subject to 15.10.D.” (Rest remains as current.)

Comments should be sent to or the SCCA National office.

- The SPAC has submitted the following proposal for member review and comment:

Insert new section 15.2.E after 15.2.D and re-label subsequent sections of 15.2 accordingly:

“15.2.E Longitudinal (fore-aft) subframe connectors (“SFCs”) are permitted with the following restrictions:

1. They must only connect previously unconnected boxed frame rails on unibody vehicles.
2. Each SFC must attach at no more than three points on the unibody (e.g. front, rear, and one point in between such as a seat mount brace or rocker box brace).
3. SFCs must be bolted or welded, but welding must be to the OE subframe stampings, not to the floorpan in between.
4. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.
5. No cross-car/lateral/triangulated connections directly between the driver’s side and passenger’s side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.
6. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or drive-shaft loops) and may serve no other purpose.”

NOTE: Further clarifications to this wording may be forthcoming as SPAC continues to review the issue.

Comments should be sent to or the SCCA National office.

SOLO STREET MODIFIED CATEGORY

- Andy McKee has been approved by the SEB as Chair of the SMAC.
- The SEB thanks Scotty White for his service to the Club as a SMAC member.

SOLO PREPARED CATEGORY

- Per the PAC, the following rule change proposals, effective 1/1/2008, are submitted for member comment:
 - o Change Section 17.4 such that the last item in subsections F, G, H, and J reads as follows: Any wheel diameter may be used with no weight penalty.

Note: this is an amendment to a previously-published rule change proposal.

- o Add to Prepared Class C in Appendix A: 8-cylinder cars using any form of independent rear suspension will incur a 100 lb. weight penalty.

- o In conjunction with the above IRS weight penalty, re-class the following cars currently listed in supplemental class BP:

Corvette (all) to CP
Mustang (99+ with IRS) to CP
Porsche 928 to CP
Toyota MR2 Turbo to FP
Porsche 924 Turbo to FP
Chrysler/Mitsubishi Starion/Conquest to FP.

Comments should be sent to or the SCCA National office.

SOLO MODIFIED CATEGORY

- The MAC has recommended the following rule change proposal, effective 1/1/2008 and published here for member review:

In 18.2, Modified Production-based Cars, delete the 2nd, 4th, and 5th sentences of the second paragraph, and replace with the following: “Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:

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

Comments should be sent to or the SCCA National office.

SOLO KART CLASSES

- Andy Bell was approved by the SEB as the new KAC Chair.
- Members are reminded that the Junior Kart Youth Steward manual is available and downloadable via the SCCA website.

ITEMS UNDER REVIEW

- ST fender rolling equivalence for non-metallic fenders (ref. 07-004)

- BMW E46 M3 in STU (ref. 07-001)
- SM Hood component removal (ref. 06-295)

ITEMS NOT RECOMMENDED

- Limited slip differentials in STS2 (ref. 07-010)
- Porsche 968 in STU (ref. 07-014)
- Porsches in SM (ref. 07-014)
- Ariel Atom in D / E Modified (ref. 06-268)
- Toniq in D / E Modified (ref. 07-049)

TECH BULLETINS

1. All categories: The last sentence of 12.11 should read: "Conventional limited slip differentials (e.g. viscous, passive clutch, helical/worm gear, locker) are explicitly excluded, but 'active' differentials *and their controllers* are included."
2. Stock: The Ford Shelby GT350 listing in FS (published in the February 2007 Fastrack News) should simply read "Ford Mustang Shelby GT"
3. Street Prepared: per the SPAC, the previously published correction to the BMW 330 listing in DSP should read "328 &330 (E46) (All except M3)"
4. Street Modified: Minor strengthening of the original chassis/suspension pickup points is allowed per 16.1.P. Examples include welding washers restricting control arm mounting bolt movement, local reinforcement of control arm chassis mounts, etc. Competitors are cautioned against a tortured interpretation that results in pickup point location changes and/or overall chassis stiffness. (ref. 06-296)
5. Street Modified: Per the SMAC, 16.1.L is clarified as follows: "Wing area calculation - The total surface area of the wing shall not exceed 8 square feet. The number of wing elements is limited to 2 and the area of each must be added separately. The area of each element will 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."
6. Modified: Per the MAC, the Superformance MKIII "Cobra" is classified in E Modified as a clone of the original Shelby Cobra.
7. Modified: Per the MAC, the Ariel Atom may be eligible for B Modified or A Modified, if the car is in compliance with the class rule set.
8. Modified: Per the MAC, the Toniq may be eligible for B Modified or A Modified, if the car is in compliance with the class rule set.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | Feb. 3, 2007

The RoadRally Board (RRB) hosted a **Town Hall** at the National Convention in San Antonio, Texas on February 3, 2007.

Attending were: Kevin Poirier, Chairman; Chuck Edwards, Secretary; members Rick Beattie, Tim Craft, and Lois Van Vleet; and Pego Mack, National Office.

There were 11 SCCA members in attendance.

Chairman Poirier called the meeting to order at 8:01 AM CST. A copy of the Rules for Organizers (RFOs) was distributed to all in attendance.

Proceedings

There were no prepared remarks and issues were discussed as they were presented from the members in attendance.

1. Should Rally Cross be administered with Solo? Various issues were presented in the discussion that followed but the conclusions reached were the current arrangement was satisfactory to most Divisions and that the safety concepts are transferable.
2. Is anyone having success running concurrent events? Are there sanction problems? Concurrent events can be successful if adequate promotion is undertaken. A single sanction can be used if the start, route, and ending point are the same.
3. The perceived value that competitors receive from a rally was discussed. Value is higher if the Rallymaster has a good reputation but perceived value includes a lot of elements that have to be properly handled. These include:
 - Registration. Competitors should be welcomed; paperwork explained; novice walk-through of how a rally works; mentoring by more experienced people.
 - Starting. People should be able to find the start, get a friendly greeting, easy technical inspection, start on time, good NRIs, few inside jokes, provide beginner NRIs, make sure everyone finishes the course.
4. Rally is a hard program to sell, so simplify the program and make it directions to a party.
5. Sponsors are needed and should be widely promoted regionally and nationally.
6. The USRRC website was poor, but it's better now.
7. There should be a newsletter from the RRB directly to Divisional stewards.
8. Minutes should be sent directly to Divisional stewards.

Next meeting

The next meeting of the RRB will be at the SCCA National Convention in San Antonio, Texas on Sunday, February 4, 2007 at 8:00 AM.

The meeting was adjourned at 10:00 AM CST.

Submitted by Chuck Edwards, RRB Secretary

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | Feb. 4, 2007

The RoadRally Board (RRB) met in person at the SCCA National Convention in San Antonio, Texas on February 4, 2007.

Attending were: Kevin Poirier, Chairman; Chuck Edwards, Secretary; members Tim Craft, Rick Beattie. Guests were Bruce Gezon and Betsy Edwards.

Lois Van Vleet was unable to attend.

Chairman Poirier called the meeting to order at 8:05 AM CST.

The final version of the previous minutes was accepted.

Proceedings

1.

Discussion:

Sanction and Insurance issues were discussed. The consensus is that organizers contemplating concurrent events should contact the national office for clarification of the correct sanction and insurance fees.

2.

Discussion:

Great Race: Mechanical aids are not permitted. The rules should be changed to add "Abacus through computer are not permitted."

3.

Discussion:

GTA Rallies: Bruce Gezon to re-write GTA rules with modifications so that no backward facing signs that are to be viewed from moving vehicle may be used.

2008 Season: Tim Craft proposed that we change GTA to Gimmik (sp). The unique spelling will enable registration of the rally style, just as RoadRally written as one word is an SCCA product.

4.

Discussion:

Rallye – should we change to RALLYE? The board is unsure about this. It was noted that “rally” can mean a political rally or other non-car event. It was also noted that “rallye” may seem pompous to many people but the board agreed that “rallye” is universally considered to mean a motorsport event. It was decided to seek opinions among rally (rallye) enthusiasts.

5.

Discussion:

RFOs ere discussed and it was noted that the RFOs have not been updated in several years.

6.

Discussion:

There are 210 events scheduled in fiscal year 2007.

Pre-check forms are to become audit points in order to maintain the quality to which SCCA rallyists (rallyers) are accustomed.

7.

Discussion:

Communications:

Rick to start a response to John’s letter.

Chuck to develop a RRB communication vehicle.

Regional RR Handbook Rick Beattie

Next meeting

March 7, at 7:30 pm CST via conference call.

The meeting was adjourned at 10:00 AM CST.

Submitted by Chuck Edwards, RRB Secretary

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | Feb. 4, 2007

The *RoadRally* Board (RRB) met via conference call on March 7, 2007.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Tim Craft, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Pego Mack, National Office.

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

The February 2007 minutes were accepted.

Proceedings

1. Arizona Rallies

Discussion: Lois: The rallies went well. Last year’s rally routes were better, but this year’s scoring procedure was better.

2. John Emmons Letter

The letter was discussed and the response drafted by Rick was accepted, Rick will print on SCCA RRB letterhead and mail to Mr. Emmons.

3. RRB Liaisons

Texas: Tim Craft

San Francisco: Kevin Poirier

Colorado (July): Lois VanVleet

Oregon (Aug): Rick Beattie

St. Louis (September): Tim Craft

Land O’Lakes (October): Lois VanVleet

USRRC (October): Dave Teter

4. Bids for USRRC should be submitted by August

Candidates include: 2008, Land O'Lakes; 2009, Old Dominion; 2010, Oregon

5. Regions should seek rally sponsorship.

There is currently no national sponsor for RoadRally, but the RRB expects to develop a national sponsor. It was noted that in the 1960s Ford and Chrysler were sponsors of RoadRally. Because RoadRally is an easy sport to enter, the RRB expects that many sponsors could be interested. Manufacturers could be interested if they saw RoadRally as a way to promote their brands.

6. Statistics

In the prior year there were 3,349 entries.

7. Cyril

An icon to represent RoadRally was described. Discussions will continue.

8. Town Hall

A town hall is proposed for Saturday night (following the course rally) at the USRRC.

7. RRB Coming Vacancy

Tim Craft is retiring from the RoadRally Board at the end of 2007, RRB will post notice in July Fastrack for applications.

8. Next Meeting

7:30 PM CDT on Wednesday, April 4, 2007.

ROADRALLY NOTE

The RoadRally Board will have an open position for the year 2008. They are currently taking resumes for the position and will name someone by the November meeting, 2007. All interested parties should submit their resumes to or mail to Pego Mack, PO Box 19400, Topeka, KS 66619.

The RoadRally Board is asking for bids for the 2008 and 2009 USRRC. Please submit bids to Pego Mack, Rally Manager, national office. Bids should include dates (3rd weekend in October is best) and experience of the committees. Please submit via email to or by mail to PO Box 19400, Topeka, KS 66619.

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | Feb. 12, 2007

Teleconference meeting called by Mark Walker, new RXB chair, 8pm CST

Present on the call were: Mark Walker, Mark Utecht, Tom Nelson, John Barnett, Pego Mack, Jason Woodruff, Matt Nichols, Howard Duncan

Old business:

- RXB discussed the clarifying language on the shock rule for stock classes. 6.2.c.13 motion passed with word change "or fewer" on replacement adjustability.
- Tread Gap rule was discussed and tabled for 2007.

New business:

- Discussed Howard Duncan's proposal, version 6.0
- Manufacturer and equipment contingency possibilities were discussed.
- RXB Member Liaison position discussed
- Discussed the development of the RXB STRAP

Meeting adjourned at 10:05pm CST

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>