

## BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | April 2, 2007

The Board of Directors, Sports Car Club of America, Inc. met via teleconference April 2, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahmert, Vice President of Finance also participated.

**MOTION:** To approve the minutes of the March 5<sup>th</sup>, meeting. (Porterfield/Sauce) PASSED, Unanimous

### FINANCIAL REPORT

Jeff reported on the February financials.

### PRESIDENT'S REPORT

Jim reported on activities at the National office. He also presented the New Member Incentive program and previewed a number of subjects that he plans to present at the May meeting.

### NEW BUSINESS

The Board discussed a variety of subjects of interest but took no formal action.

**MOTION:** To adjourn.

Respectfully submitted,

Jim Christian  
Secretary

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# CLUB RACING BOARD MINUTES

**CLUB RACING BOARD MINUTES** | April 3, 2007

The Club Racing Board met by teleconference on April 3, 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 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 07-05, the following decisions were made:

## SUBMITTED TO BoD FOR APPROVAL

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

### **Sports Racing**

**Item 1.** Effective 11/1/07: Change section 3.3.5.E with the following:

A \$10 surcharge for each Spec Racer, ~~and Formula SCCA, and Sports Racer SCCA~~ car must be submitted to the SCCA National Office with the tow fund and excess sanction fees for the event.

### **Improved Touring**

**Item 1.** Effective 11/1/07: Delete section 9.1.3.E in its entirety and re-letter subsequent sections:

~~No vehicle with an automatic transmission shall compete in the Improved Touring Category. Station wagons are prohibited.~~

### **American Sedan**

**Item 1.** Effective 11/1/07: Change section 9.1.6.D.5.c.1.C as follows:

Rotor shall be of ferrous material, vented. ~~No cross drilling or slotting.~~ Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.

**Item 2.** Effective 11/1/07: Add the following to the beginning of section 9.1.6.D.2.b as follows:

*Engine and power steering oil cooler(s) may be added or substituted ...*

**Item 3.** Effective 11/1/07: Add new section h to section 9.1.6.D.7, as follows:

*h. Under hood bracing on stock hoods may be modified or removed. The external profile of the hood shall remain stock.*

**Item 4.** Effective 11/1/07: Change section 9.1.6.D.8.j as follows:

Removal of wiring associated with a component which may be removed by these rules is permitted. All non-essential wiring, *switches, gauges, horns, flashers, relays, and lights* may be removed. Existing wiring may be substituted.

## RECOMMENDATIONS TO THE BoD

None

## MEMBER ADVISORIES

**Spec Miata** – The Club Racing Board would like input from the SM community about implementing a compliance fee for Regional and National events.

## NEW CAR CLASSIFICATIONS

GTL – Acura Integra bodywork

GTL – Acura RSX bodywork

GTL – Alfa Romeo GTV bodywork

GTL – Alfa Romeo Spider / Giulietta / Giulia bodywork

ITA – Toyota Celica (94-99)

FP – Honda Civic Si (92-95)

## **REFERRED or TABLED**

### **Improved Touring**

1. IT – Make taping lights universal (Sirota). Tabled for further research.
2. IT – Define valance (Badder). Tabled for further input.
3. ITA – Classify the 1990-91 Honda Civic EX 4 Door (Shipp). Tabled for further research.
4. ITA – Allow Miatas to remove the wing window (Hamm). Tabled for further research.
5. ITA – Lower the weight of the Charger instead of reclassifying it (Rowe). Tabled for further research.

### **Production**

GP – Reclassify the 1988-91 Civic HB to HP (Boylan). Tabled for further research.

### **American Sedan**

Allow alternate transmission gears (Sarvis). Tabled for further research.

### **Spec Miata**

Allow all three models of Miata to grip the track equally (Zimmerman). Tabled for further research.

## **NOT RECOMMENDED**

### **Improved Touring**

1. IT – Allow the addition of jack points (5 letters). The rule is adequate as written.
2. IT – Allow/clarify the removal of the oil metering pump from the RX-7 (Peterson). Removal of the oil metering pump is inconsistent with the class philosophy and is not allowed.
3. IT – Allow the gutting of door with out NASCAR style side protection (Richards). The rule is adequate as written.
4. ITC – Allow alternate throttle body for VW Rabbit (Burris). Alternate throttle bodies are inconsistent with the class philosophy and are not allowed.

### **Production**

1. P – Allow all Spitfires a stroke of 3.000 inches (Feller). The LP rules require use of a stock crank with stock stroke.
2. P – Allow air to pass through interior panels for cooling (Gist). Cutting apart the structure is not allowed.
3. EP – Allow the engine to be moved (Savage). The spec line specifically prohibits engine relocation.
4. EP – Reduce the weight of the Nissan 240SX (S13) by 100 lbs (Schweers). The car is competitive as specified.
5. FP – Allow alternate carbs on the Spitfire (Griesinger). We have made carburetor changes to this car, and we wish to monitor the results.
6. GP – Allow the original FI from the 1988-91 CRX on the 1988-91Civic (Boylan). The rules require the original type fuel injection.
7. HP – Reduce the weight of the LP 1275cc Spridget (Canfield). We will continue to evaluate the car as part of our HP review.
8. HP – Allow an alternate manifold for the Scirocco (Coffin). Alternate manifolds are not consistent with limited prep.

### **Spec Miata**

1. Allow the 1990-97 to run either sway bar (Zimmerman). The cars are balanced as specified.
2. Allow the removal of the turn signal and wiper switches (Zwolle). Not consistent with class philosophy.
3. Remove weight from all cars to eliminate ballast from the 90-93 cars (Thill). We will continue to monitor the weights for the class.

## **Previously Addressed**

*Addressed in Technical Bulletin 07-04 or the April 07 FasTrack:*

FA – Allow the F3 Dallara to run alternate crank/rods (Hanrahan).

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

GCR – Require low mounted tow hooks (Kolpack).

GCR – Revisit the Hatsoff system (Kolpack).

SM – Allow fuel cells (Zwolle).

*Addressed in Technical Bulletin 07-02 or the February 07 FasTrack:*

EP – Reduce the weight of the 1.8L Miata (Heintzman).

### **No Action Required**

#### **GCR**

1. Support for dual nationals (Lane). Thank you for your input.
2. New sound control patch (Tolman) Thank you for your input.

#### **Formula**

1. FC – Remove the 30 lbs from the Zetec (Nicholas). See the schedule published in the June 2005 Fastrack.
2. FC – Do not change the wheel size (Williams). Thank you for your input.
3. FE – Sound control compliance (Rogerson). Thank you for your input.
4. FV – Alternate wheel/tire update (Livermore). Thank you for your input.
5. FV – Support for the alternate FV wheel/tire (6 letters). Thank you for your input.

#### **Grand Touring**

1. GTL – GTL weight input (12 letters). Thank you for your input.
2. GTL – Opposition to adding weight across the board (Floyd). Thank you for your input.
3. GTL – SIR input (Floyd). Thank you for your input.

#### **Improved Touring**

IT – ECU input (36 letters). Thank you for your input.

#### **Production**

1. P – The new throttle body does not allow the proper repair (Mead). Thank you for your input.
2. P – How is an infrequently competed vehicle assessed (Brabec)? The CRB and AC look at a variety of things when determining a car's potential.
3. P – Opposition to the weights specified for the Civic CRX si reclassification (Lamb). Thank you for your input.
4. FP – Support for reclassifying the 1984-87 Civic CRX to GP (Gillespie/Gillespie). Thank you for your input.
5. FP – Opposition to reclassifying the 1984-87 Civic CRX and CRX si to GP (Griffin). Thank you for your input.
6. FP – Reclassify the 1984-87 Civic CRX si to GP without weight penalty (Coffin). Thank you for your input.
7. GP – Support for reclassifying the 1984-87 Civic CRX to HP (Gillespie/Gillespie). Thank you for your input.
8. HP – Increase the weight of the LP 1300 Spitfire (Barrack). We have made adjustments as a part of the overall evaluation of the HP class.

#### **American Sedan**

AS rules input (Haynes). Thank you for your input.

#### **Spec Miata**

1. Shock rebuild proposal (Rossini). Thank you for your input
2. Allow limited modifications to the 1990-93 LSD instead of using the 1999-05 unit (Warden). Thank you for your input.

3. Define expansion chamber (Garza/Payson). The rule is adequate as written.
4. Clarify the stock cooling fan placement and operation (Brinkley). The rules are adequate as written.

**Resumes**

None

# CLUB RACING TECHNICAL BULLETIN

DATE: April 3, 2007

NUMBER: TB 07-05

FROM: Club Racing Board

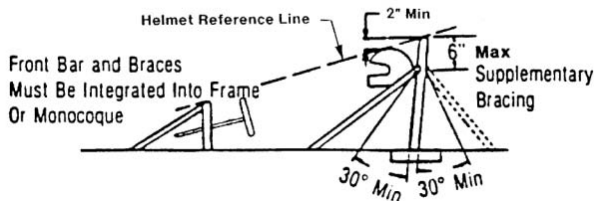
TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/07 unless otherwise noted.

## GCR

1. Section 5.4.1.C, p. 31, correct to read as follows: A copy of the medical, fire and safety plan for each track must be submitted by the Divisional Executive Steward to the Club Office and the following officials prior to the beginning of the race season: Divisional Administrator *Emergency Services*, Club Racing Department, Risk Management Department, National Administrator of Stewards, National Administrator *Emergency Services*, National Administrator Race Control.
2. Section 6.11.2.B, p. 57, correct the reference at the end of the section to 6.3.2.
3. Section 9.4.5.C.1, p. 98, insert the following figure after the section.



Note: this was inadvertently omitted from the 2007 GCR

## Formula

### FA

1. Section 9.1.1.A.2.b, p. 157, add to the FA engine table as follows: Manufacturer: Mazda, Engine Series: Renesis (6 port), Notes: Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted, Req'd restrictor: F.I w/ 70mm throttle body, Weight(lbs): metallic chassis: 1230, non-metallic chassis: 1255.

### FC

1. Based on the weight of available Crower connecting rods, change the minimum permitted weight specified in sections 9.1.1.B.1.c.6.B, C, and D to read as follows: Minimum permitted weight = 1240 grams.

### FB

1. Section 9.1.1.H.1.H.2, p. 222, add to the end of the section as follows: *Internal transmission gears shall remain stock.*
2. Section 9.1.1.H.1.H.5, p. 222, clarify the section to read as follows: *The clutch assembly is unrestricted.*

## Grand Touring

1. Section 9.1.2.F.4.i.10.a, p. 258, clarify the SIR requirements by changing to read as follows: *All GTL cars shall use an SIR for National competitions unless the specification line specifies "unrestricted IR or 27mm SIR".*

### GT3

1. Engines - Mazda, revised in TB 07-03, change the specs for the 12A Bridge Port to read as follows: Fuel Induction: (1) auto-type 2bbl w/ 40mm choke(s).
2. Engines - Nissan, revised in TB 07-03, change the specs for the NAPZ, 2188cc engine to read as follows: Weight(lbs): 1930.

### GTL

1. Classify Acura Integra (-93) in GTL.  
Add new spec line to GTCS, p. 277, Cars - Acura, Model: Integra, Years: (-93), Body Style: 2dr, Driveline: FWD, Wheelbase(in): 96.5, Notes: May use any class legal Honda engine.
2. Classify Acura Integra (94-) in GTL.  
Add new spec line to GTCS, p. 277, Cars - Acura, Model: Integra, Years: (94-), Body Style: 2dr, Driveline: FWD, Wheelbase(in): 101.2, Notes: May use any class legal Honda engine.
3. Classify Acura RSX (02-05) in GTL.  
Add new spec line to GTCS, p. 277, Cars - Acura, Model: RSX, Years: (02-05), Body Style: 2dr, Driveline: FWD, Wheelbase(in): 96.5/101.2, Notes: May use any class legal Honda engine.
4. Classify Alfa Romeo 1750 GTV / 2000 in GTL.  
Add new spec line to GTCS, p. 277, Cars - Alfa Romeo, Model: GTV 1750 / 2000, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 92.5.
5. Classify Alfa Romeo Giulietta Spider and Giulia Spider in GTL.  
Add new spec line to GTCS, p. 277, Cars - Alfa Romeo, Model: Giulietta Spider / Giulia Spider, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 86.6 / 88.6.
6. Classify Alfa Romeo all Spider models in GTL.  
Add new spec line to GTCS, p. 277, Cars - Alfa Romeo, Model: all Spider models, Years: (-94), Body Style: 2dr, Driveline: RWD,

Wheelbase(in): 88.6, Notes: Windshield and hardtop required.

7. Classify the 1779cc Alfa Romeo engine in GTL.

Add new spec line to GTCS, p. 277, Engines – Alfa Romeo, Engine Type: DOHC, Bore x Stroke(mm): 80.0 x 88.5, Displ(cc): 1779, Head Type: Alum, Crossflow, Valves/Cyl: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1920.

8. Engines – Nissan, L18 engine classified in TB 07-04, correct the specs to read as follows: Weight(lbs): 1920.

### Improved Touring

1. Clarify the allowance for OEM hardtops by removing the language from individual spec lines and adding to section 9.1.3.D.8.f as follows: Convertibles may compete with their respective OEM hardtop. All latches shall be replaced with positive fasteners.

### ITA

1. BMW 318ti/i/is / Sport (96-99) revised in TB 07-01, correct the specs by deleting the i/is models from the classification.

2. Classify BMW 318i/is (96-99) in ITA.

Add new spec line to ITCS, p. 315, BMW 318i/is (96-99), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 85.1 x 83.6 / 1895, Valves IN & EX(mm): (I)33.0 (E)30.5, Comp. Ratio: 10.0, Wheelbase(in): 106.3, Wheel Dia.(in): 15, Gear Ratios: 4.23, 2.52, 1.67, 1.22, 1.00, Brakes Std.(mm): (F)286 Solid Disc (R)272 Solid Disc, Weight(lbs): 2600.

3. Classify Toyota Celica (94-99) in ITA.

Add new spec line to ITCS, p. 321, Toyota Celica GT Liftback / Coupe (94-99), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 87.0 x 91.0 / 2164, Valves IN & EX(mm): (I)32.0 (E)27.0, Comp. Ratio: 9.5, Wheelbase(in): 100.0, Wheel Dia.(in): 15, Gear Ratios: 3.29, 1.96, 1.32, 1.03, 0.82, Brakes Std.(mm): (F)273 Vented Disc (R)267 Solid Disc, Weight(lbs): 2400.

### ITB

1. Honda Accord SE-I (1989), p. 326, change the specs to read as follows: Weight(lbs): 2550.

### Production

#### EP

1. Lotus Mk 46, 54, 65 Europa, p. 386-387, change the specs to read as follows: Wheels (max): 13 x 7.
2. Mazda MX-5 / Miata 1.8L (90-97), p. 386-387, change the specs to read as follows: Weight(lbs): Carb: 2220 F.I.: 2280.

#### FP

1. Classify the Honda Civic Si (92-95) in FP

Add new spec line to PCS, p. 404-405, Honda Civic Si (92-95), Weight(lbs): 1950 \*1999 \*\*2048, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 75.0 x 90.0, Displ.(cc): 1590, Block Mat'l: Alum, Head/PN & Mat'l: Alum, Valves IN & EX(mm): (I)30.0 (E)26.0, Carb. No & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm): 2573, Track(F/R)(in): 62.3 / 61.9, Wheels (max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)262 Vented Disc (R)201 Solid Disc, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited prep transmission.

2. Volkswagen Rabbit (includes convertible) 1715 / 1780, p. 412-413, change the specs to read as follows: Weight(lbs): 2000.

#### GP

1. Nissan/Datsun 210 1.4, p. 418-419, change the specs to read as follows: Weight(lbs): 1800.
2. Nissan/Datsun B-210 1.4, p. 418-419, change the specs to read as follows: Weight(lbs): 1800.
3. Volkswagen Rabbit 1457 / 1471 (includes Cabriolet / Convertible), p. 420-421, change the specs to read as follows: Weight(lbs): 1705.
4. Volkswagen Rabbit 1588 (includes Cabriolet / convertible), p. 420-421, change the specs to read as follows: Weight(lbs): 1915.

#### HP

1. Austin-Healey Sprite Mk I, II, III, IV, MG Midget Mk I, II, III, IV (948), p. 424-425, (948cc full prep), change the specs to read as follows: Weight(lbs): 1600.
2. Austin-Healey Sprite Mk I, II, III, IV, MG Midget Mk I, II < III, IV, & 1500, p. 424-425, (1275cc full prep suspension / limited prep engine), change the specs to read as follows: Weight(lbs): 1710.
3. Austin-Healey Sprite Mk I, II, III, IV, MG Midget (ALL) (1275), p. 424-425, (1275cc limited prep), change the specs to read as follows: Weight(lbs): 1575 \*1614 \*\*1654.
4. Austin-Healey Sprite Mk I, II, III, IV, MG Midget Mk I, II, III, IV, Midget 1500, p. 424-425, (1098cc full prep), change the specs to read as follows: Weight(lbs): 1690.
5. BLMI Austin / Morris Mini-Cooper 1275, p. 426-427, (1275cc limited prep), change the specs to read as follows: Weight(lbs): 1415 \*1450 \*\*1486, Track(F/R)(in): 53.0 / 53.0, Wheels (max): 13 x 7.
6. BLMI Austin / Morris Mini Cooper, p. 426-427, (1275cc full prep suspension / limited prep engine), change the specs to read as follows: Weight(lbs): 1600.
7. Fiat X-1/9 1300, p. 426-427, change the specs to read as follows: Weight(lbs): 1725 \*1768 \*\*1811.
8. Fiat 124 Sport Coupe, p. 428-429, change the specs to read as follows: Weight(lbs): 2055 \*2106 \*\*2158.
9. Ford Fiesta (78-80), p. 428-429, change the specs to read as follows: Weight(lbs): 1775 \*1819 \*\*1864, Track(F/R)(in): 56.0 / 55.5, Wheels (max): 13 x 7.
10. Ford Festiva (88-93), p. 428-429, change the specs to read as follows: Weight(lbs): 1700 \*1743 \*\*1785, Track(F/R)(in):

60.1 / 59.5, Wheels (max): 13 x 7.

11. Nissan /Datsun 210 (79-82), p. 428-429, correct the specs as follows: Engine Type: 4 Cyl OHV. Change the specs to read as follows: Weight(lbs): 1850 \*1896 \*\*1943.
12. Renault Alliance 1.4, p. 430-431, change the specs to read as follows: Weight(lbs): 1935.
13. Renault Alliance / Encore 1.7 (84-87), p. 430-431, change the specs to read as follows: Track(F/R)(in): 58.7 / 56.3, Wheels (max): 13 x 7.
14. Suzuki Swift GA 1.3L (89-94), p. 430-431, change the specs to read as follows: Weight(lbs): 1600 \*1640 \*\*1680, Track(F/R)(in): 58.4 / 57.4, Wheels (max): 13 x 7.
15. Triumph Spitfire Mk I & II, p. 432-433, change the specs to read as follows: Weight(lbs): 1720.
16. Triumph Spitfire, p. 432-433, change the specs to read as follows: Weight(lbs): 1615 \*1655 \*\*1696.
17. Triumph Spitfire 1500, p. 432-433, change the specs to read as follows: Weight(lbs): 1715 \*1758 \*1801.
18. Volkswagen Rabbit 1588 (includes Cabriolet / convertible), p. 432-433, change the specs to read as follows: Weight(lbs): All: 1785 \*1830 \*\*1874, Track(F/R)(in): 58.2 / 56.6, Wheels (max): 13 x 7.
19. Volkswagen Scirocco 1588, p. 432-433, change the specs to read as follows: Weight(lbs): 1785 \*1830 \*\*1874, Track(F/R)(in): 58.2 / 56.6, Wheels (max): 13 x 7.

#### American Sedan

1. Section 9.1.6.D.1.a.C, p. 438, clarify by changing the second sentence to read as follows: Any carburetor jets, needles, and/or metering rods, *accelerator pump, pump cam, and accelerator pump nozzles* may be used.
2. Due to the variants of allowed flywheels and their weights, clarify the fourth sentence of section 9.1.6.D.1.n. to read as follows: *The flywheel w/ ring gear shall weigh a minimum of 15.0 lbs. Lightening of the flywheel beyond the minimum material removal necessary to balance is prohibited.*
3. Section 9.1.6.D.1.o, p. 441, add to the section as follows: *Power steering and alternator brackets may be modified or replaced with similar items performing the same mounting function.*
4. Section 9.1.6.D.5.e, p. 445, change the last sentence to read as follows: *Brake system circuitry may be revised. The original master cylinder may be replaced by an OEM or equivalent master cylinder of the same specifications. ~~but~~ No modification or substitution of the original master cylinder, of its location, or mounting is permitted.*
5. Section 9.1.6.F Engine Build Sheets, p. 450 (GM) & 452 (Ford), change the Connecting Rod specs by deleting the list of approved alternate manufacturers and replace with the following: *Any connecting rod meeting the AS specifications is permitted.*
6. Ford Mustang Incl. Cobra & Cobra R (79-93), p. 455, change the specs to read as follows: Weight(lbs): 3180.
7. Ford Mustang Incl. Cobra thru 95 (94-98), p. 455, change the specs to read as follows: Weight(lbs): 3380. Add to the specs as follows: Notes: *Under hood bracing may be removed to facilitate air cleaner installation provided the material forming the outer hood surface is not modified. Bracing may be removed from an area no further than 2" from the outer upper edge of the air cleaner in use.*
8. Ford Mustang Incl. Cobra (99-02), p. 455, change the specs to read as follows: Weight(lbs): 3380. Add to the specs as follows: Notes: *Under hood bracing may be removed to facilitate air cleaner installation provided the material forming the outer hood surface is not modified. Bracing may be removed from an area no further than 2" from the outer upper edge of the air cleaner in use.*
9. Ford Mustang GT (2005), p. 455, change the specs to read as follows: Weight(lbs): 3380. Add to the specs as follows: Notes: *Under hood bracing may be removed to facilitate air cleaner installation provided the material forming the outer hood surface is not modified. Bracing may be removed from an area no further than 2" from the outer upper edge of the air cleaner in use.*
10. Mercury Capri (79-86), p. 455, change the specs to read as follows: Weight(lbs): 3180.

#### Showroom Stock

##### SSC

1. Toyota Corolla XRS (2005), p. 471, add to the specs as follows: Tire Size(stock): 195/55 or 225/50 max, Notes: Due to the availability of performance tires this max. size supersedes SS tire rule in SSS section 9.1.7.E.7.

#### Spec Miata

1. In order to clarify that coatings, platings, etc. are prohibited in the Spec Miata class the following paragraph is being added to the SMCS. Competitors are reminded that the SM class is restrictive and modifications may only be made if specifically authorized.  
Add a new paragraph to section 9.1.8.C, p. 475, to read as follows: The application and/or use of any painting, coating, plating, or impregnating substance (i.e. anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, transmission, differential, internal or external surfaces of the exhaust manifold or downtube, is prohibited.
2. Section 9.1.8.C.1.f, p. 477, add to the end of the section as follows: *The minimum weight (including the pilot bearing) is 17.6 lbs for the 1.6L and 17.1 lbs for the 1.8L.*

#### Sports Racer

**Member advisory** – The GCR requires homologation for the class entered. Competitors interested in more than one class, or changing classes, may apply for a dual homologation or conversion homologation for the appropriate class. There is no fee for a conversion; simply send in your old certificate along with a letter outlining what class you are seeking homologation for and the changes you have made to the car.

##### CSR

1. Section 9.1.9.A.2.a, CSR Engine Table, add a new spec line to read as follows: Engine Type or Specific Engine: Mazda Renesis (6-port), Carburetion of Fuel Injection: FI only w/ 70mm throttle body, Weight(lbs): 1325, Notes: Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted.



ed.

## **S2000**

1. Based on the weight of available Crower connecting rods, change the minimum permitted weight specified in sections 9.1.9.B.5.f.2, 3, and 4 to read as follows: Minimum permitted weight = 1240 grams.

## **Touring**

### **T3**

1. Subaru Impreza WRX (02-04), p. 560, add to the specs as follows: Notes: Phoenix Performance brake duct kit #IPBK01 permitted.
2. Subaru WRX TR (2006), p. 560, add to the specs as follows: Notes: Phoenix Performance brake duct kit #IPBK02T3 permitted.



## **Race Officials** Revised 4/23/07

### **Race Administration**

Marina Kraft, Nat'l Administrator

### **Chief Steward**

Jerry Wannarka  
Jim Averett, ACS

### **Registration**

#### **Chief Registrar**

Rusty Goodale,  
Nat'l Administrator

#### **Asst. Chief Registrars**

### **Asst. Chief - Operating**

Barrett Braun  
Lee Carrico  
Michael Engelke  
A.G. Robbins  
Jim Rogaski

### **Tech Stewards**

Skip Yocum, ACS Tech  
John Martinsen  
Bob Lybarger

### **Stewards of the Course**

Laurie Sheppard, ACS - SOC  
Cathy Barnard  
Fred Cummings  
Duane Rost  
Earl Hurlbut

### **Pace Car Drivers**

R.J. Gordy  
Howard "Duck" Allen  
John Sheridan

### **Safety Stewards**

Dan Micklovic, ACS - Safety  
Stan Rider  
Pat Gleeson  
Jerry Casini

### **Stewards of the Meet**

Ken Patterson- Chairman, MWDiv  
Tom Brown, SWDiv  
Rob Walker, SPDiv  
Angelo Gazzola, CENDiv  
Jack Hanifan, NEDiv  
Steve Harris, GL Div  
Joseph Hobbs, RMDiv  
Norm Floyd, MWDiv  
Gary Meeker, NPDiv  
Rick Mitchell, SEDiv  
Annie Christian  
Dave Nokes  
Linda Rogaski - SOM Administrator  
Laura Stitch- SOM Administrator

### **Court of Appeals**

Mike West - Chairman  
Dick Templeton  
Bob Horansky  
Fred Schmucker - Alternate  
Tom Hoffman - Alternate  
Sue Roethel - Secretary

### **Competitor Service Center**

Bev Heilicher, Chief  
Dave Deborde  
Marie Fox  
Mike Smith  
Dr. Jim Malone

### **Driver Advisors**

Costa Dunias  
Jack Kish  
Barbara McClellin

### **Scrutineers**

#### **Chief Scrutineer**

Bill Pichardo, Nat'l Administrator

#### **Asst. Chief Scrutineers**

Lois Petersen - Data  
Frank Dinger - Closed Wheel  
Dale Smith - Open Wheel

#### **Category Supervisors**

David Badger - Fuel  
Frank Safranek - AS  
Chris Safranek - GT  
Dale Smith - F/SR  
Doug Gill - SS & Touring  
Bill Etherington - Production  
Ty Till - SM  
TBD- Grid Tech  
George Bloeser - Pit Tech  
William Bradley - Scales  
Judy Fitch - Clerk

### **TV Liaison**

Dee Duncan

### **TV Observers**

Pat di Natale  
Bill Johnson

**Timing and Scoring**

Con Peplowski, Nat'l Administrator

**Chief Timing & Scoring**

Gini Ragan

**Chief of Results**

Jack Kolpack

**Asst. Chiefs**

Charlene Bettinger

Randi Miller-Graffy

Candy Gerber

Clyde Bales

Denise Patten

Bruce Bettinger, Radio

Nedel Dutt, Secretary

Janet Berry

**Starters****Chief Starter**

Dee Greaves, Nat'l Administrator

**Asst. Chief Starter**

Michael Guess

Keith Pfautz

**Start Judge**

Rich Lorenz

**Flagging & Communication****Chief Flagging**

Ann Hefty, Nat'l Administrator

**Asst. Chiefs Flagging**

Alexander Clark

Dennis Hand

Doug Johnson

Chris Keith

Mack McCormack

Rich Mitchell

Jim Millard

Brian Sill

Rich Weixler

**Asst. Chief Communications**

Barbara Knox

**Pit and Grid****Chief Grid**

Gayle Lorenz, Nat'l Administrator

**Chief Pit**

Janet Bruce

**Emergency Services**

Leo Baker

**Course Marshal**

Ken Ragan

**Medical Safety/****Chief Race Physician**

Jim Butler, M.D.

**Radio Tech**

Nancy Foster

**Sound Control****Chief Sound Control**

Wayne Briggs, Nat'l Administrator

**Asst. Chief Sound**

Jason Briggs

E.B. Lunken

**Victory Circle**

Bonnie Pool

Annie Bonvoulior

Geri Martinsen

**Driver Information**

Sue Cowan

**Race Control Hospitality**

Wilma Dunias

**Club Racing Board**

Bob Dowie - Chairman

Chris Albin

Stan Clayton

Peter Keane

Russ McHugh

Craig Taylor

Lauri Burkons - Secretary

Mike Sauce - BoD Liaison

Bob Lybarger - BoD Liaison

**Heartland Park Topeka Staff****President**

Raymond Irwin

**Business Manager**

Nancy Irwin

**Sales and Marketing Manager**

Bill Griffin

**Media/Public Relations Manager**

Sherry Lundry

**Event Manager**

Ed Ozment

**Information Technology/Event****Development**

Mike Casey

**Facility Manager**

Mike Walker

**Ticketing Manager**

Kathleen Casey

**Sales & Sponsorship Activation**

Jennifer Brown

**Emergency Dispatch**

Dwight Cowan

**SCCA Board of Directors**

Bob Introne - Area 1

Brian Holtz - Area 2

KP Jones - Area 3

Larry Dent - Area 4

Bob Lybarger - Area 5

Charlie Clark - Area 6

Mike Sauce - Area 7

Jim Christian - Area 8

RJ Gordy - Area 9

John Sheridan - Area 10

Andy Porterfield - Area 11

Kaye Fairer - Area 12

Howard "Duck" Allen - Area 13

**SCCA National Staff****President & CEO**

Jim Julow

**Director, Club Racing**

Terry Ozment

**Club Racing Events Manager**

Wyndi McCormick

**Club Racing Manager**

Deanna Flanagan

**Technical Services Manager**

Jeremy Thoennes

**Technical Assistant, Club Racing**

John Bauer

**Executive Assistant**

Aimee Thoennes

**Vice President Marketing****Communications**

Eric Prill

**Marketing Services Manager**

Melissa Flesher

**Marketing/Communications****Specialist**

Jenny White

**Public Relations Specialist**

Erin Cechal

**Vice President Member & Region****Services**

Colan Arnold

**Vice President Finance**

Jeff Dahnert

**Manager, Region Development**

Mike Dickerson

**Webmaster/Graphic Design**

John Steffik

**Information Technology Manager**

Joel Lemon



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

1. Enclose entry fee of **\$350** payable to SCCA Inc.; check, money order, Visa/Mastercard accepted.
2. Mail entry form and fee to **SCCA Runoffs, Attn: Club Racing, PO Box 1833, Topeka, KS 66601** or **FAX (785) 232-7214**. Faxed entries accepted with credit cards only. Online entries accepted with credit card only.
3. Entry must be officially postmarked, faxed or completed online no later than the **DEADLINE** date of **Sept. 7, 2007**.
4. Entry fee will be refunded if your entry is not accepted or if you withdraw in writing by Sept. 17, 2007. If you withdraw Sept. 18-Oct. 8. your entry fee minus \$175 will be refunded. No refunds will be issued after Oct. 8.
5. Late fee for entries postmarked after Sept. 7, 2007 is **\$500** additional.  
**\*ENTRIES WILL NOT BE ACCEPTED PRIOR TO MAY 1, 2007.**

Heartland Park Topeka Held Under 2007 GENERAL COMPETITION RULES  
SANCTION # IDC-07-S PLEASE PRINT CLEARLY  
This information will be printed in the Driver Manual, Entry list and Tech Card.

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

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

**All of the information in this section must be filled out if required for your class. Per supplemental regulations 1.3., incomplete entries are considered invalid and will be returned.**

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_  
Transponder: \_\_\_\_\_ Logbook: \_\_\_\_\_ Official Weight: \_\_\_\_\_ Spec Page: \_\_\_\_\_  
VIN #: \_\_\_\_\_ Homologation: \_\_\_\_\_ GCR Track (F&R): \_\_\_\_\_  
**SS/T/SM F/SR SS/P/GT**

Alternate Heads (**GT1/FC/S2**): Yes  No  Wheel Width (**GT1**): 10"  12-13"  Wheel Size (**GTL**): 13"  14-15"   
IRS Penalty (**GT2, 3, L**): Yes  No  Fuel Injection (**CSR/FA**): Yes  No  Drivetrain (**DSR**): Chair or Belt  Other

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

**ENTRANT:** \_\_\_\_\_ Membership #: \_\_\_\_\_ Exp Date: \_\_\_\_\_  
(Must be different from driver & must be a SCCA member)

**CREW:** Only Driver/Entrant may add/change crew. Overcrew passes will be available at the track.

Free \_\_\_\_\_ Free \_\_\_\_\_ Free \_\_\_\_\_

**EMERGENCY CONTACT:** \_\_\_\_\_ Phone #: \_\_\_\_\_ This person is at track?

**PAYMENT** Check/Money Order # \_\_\_\_\_ Visa/Mastercard: \_\_\_\_\_ Exp \_\_\_\_\_

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

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

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

When & how began racing \_\_\_\_\_  
Other racing experience (i.e. Karts, Circle Track, AMA, Pro Racing) \_\_\_\_\_  
Any series championships won (year/class/type/series) \_\_\_\_\_  
Current track records held (include year, set, class) \_\_\_\_\_  
Best Runoffs finish (position/class/year) \_\_\_\_\_  
Top-Six Runoffs finishes \_\_\_\_\_ Top-Ten Runoffs finishes \_\_\_\_\_  
Unusual happenings during 2007 season \_\_\_\_\_

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

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

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

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

Driver's Signature \_\_\_\_\_

Entrant's Signature \_\_\_\_\_



# Volunteer Worker Form

October 8-14, 2007, at Heartland Park Topeka ONLINE REGISTRATION AT WWW.SCCA.COM

If you are interested in working the 2007 SCCA National Championship Runoffs® October 8-14, 2007, please register online at [www.scca.com](http://www.scca.com). You may also fill out this form and mail to SCCA Attn: Club Racing, PO Box 19400, Topeka, KS 66619 or fax to 785-232-7214 no later than **Sept. 7, 2007**. Please remember to complete a minor release form for any minors that you will be bringing. Guest names must be supplied and paid for no later than **Sept. 7, 2007** or you will not receive a guest pass. Guest Passes WILL NOT be available at the track. If you have any questions please contact Club Racing at 800-770-2055. \*Forms will not be accepted prior to May 1, 2007.\*

### PLEASE PRINT CLEARLY

First Name \_\_\_\_\_ Last Name \_\_\_\_\_ SCCA Membership No. \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 E-Mail Address \_\_\_\_\_  
 Region Name \_\_\_\_\_  
 Specialty \_\_\_\_\_ License Level \_\_\_\_\_  
 Experience \_\_\_\_\_  
 Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_  
 Shirt Size \_\_\_\_\_ Guest Name \_\_\_\_\_  
 Vegetarian?   
 Will you be attending Monday night's Welcome Party? Yes  No   
 Will you be attending "Eat, Drink and Be Scary: Monster Bash?" (Thursday night's member bash) Yes  No   
 Will you be attending the Volunteer of the Year party on Saturday night? Yes  No

### EMERGENCY CONTACT INFORMATION

(Please read 2007 GCR 2.3.2.C)

Emergency Contact Name \_\_\_\_\_  
 Relationship: \_\_\_\_\_ Contact Phone: \_\_\_\_\_ At Track? Yes  No

### DAYS I CAN WORK (FILL OUT EVEN IF YOU WORKED THE 2006 RUNOFFS®)

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Thursday, Oct. 4 (Reg.-Tech) | <input type="checkbox"/> Friday, Oct. 5 (Reg.-Tech) | <input type="checkbox"/> Saturday, Oct. 6 (Reg.-Tech) |
| <input type="checkbox"/> Sunday, Oct. 7 (Reg.-Tech)   | <input type="checkbox"/> Monday, Oct. 8             | <input type="checkbox"/> Tuesday Oct. 9               |
| <input type="checkbox"/> Wednesday, Oct 10            | <input type="checkbox"/> Thursday, Oct. 11          | <input type="checkbox"/> Friday, Oct. 12              |
| <input type="checkbox"/> Saturday, Oct. 13            | <input type="checkbox"/> Sunday, Oct. 14            |   |

Special Requests for Specialty Chief (including daily availability):

**ENTRY FORMS MUST BE RECEIVED BY THE DEADLINE DATE OF September 7, 2007 TO:**

SCCA Club Racing, PO Box 19400, Topeka, KS 66619 Fax: 785-232-7214  
For questions or information contact Club Racing at 800-770-2055 or Email: [runoffs@scca.com](mailto:runoffs@scca.com)

GOLF CART RESERVATIONS CAN BE MADE THROUGH [WWW.RMIGOLFCARTS.COM](http://WWW.RMIGOLFCARTS.COM)

DON'T FORGET TO SUBMIT YOUR NOMINATION FOR THE YOKOHAMA ADVAN VOLUNTEER OF THE YEAR!  
VISIT [WWW.SCCA.COM](http://WWW.SCCA.COM) THEN CLICK ON CLUB RACING - RUNOFFS - VOLUNTEER INFO & ONLINE REGISTRATION

# COURT OF APPEALS

## Judgment of the Court of Appeals

Lee Carrico vs. SOM, COA Ref. No. 07-05-SW

April 8, 2007

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 4 National Race at Texas World Speedway on Saturday, March 10, 2007, Lee Carrico Chief Steward, filed a Request for Action (RFA) with the SOM citing that T3 Mazda RX-8, car #31, driven by Robert Huffmaster, was in violation of GCR 9.1.10.D.5.b.2.c. (The placement of the spring shall remain as stock.) The Stewards of the Meet (SOM) Mike Alexander, Larry Svaton, and Jordan Fruehauf, Chairman, refused to hear the RFA as they had no stock component available for comparison and no dimensions were stated in the factory shop manual or GCR. Mr. Carrico is appealing this decision.

### DATES OF THE COURT

The National Court of Appeals (COA), Dick Templeton, Bob Horansky, and Michael West, Chairman, met on March 29 and April 5, 2007 to hear, review and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. E-mail appeal from Lee Carrico, received March 22, 2007.
2. Official Observers Report and related documents.
3. E-mails from John Cooper, Chief Scrutineer, received on March 29 and 30, 2007.
4. E-mail from Jeremy Thoennes, SCCA Technical Services Manager, received April 4, 2007.
5. E-mail from Lee Carrico received March 29, 2007.

### FINDINGS

Prior to the T3 race on Saturday March 10, 2007, a protest was filed by a competitor against T3 car #31, driven by Robert Huffmaster, related to the placement of a suspension spring. This protest was withdrawn and car #31 was allowed to race without inspection. Following the T3 race, Chief Steward Lee Carrico filed an RFA at post-race impound citing violation of GCR 9.1.10.D.5.b.2.c (placement of spring). No Scrutineer's report was recorded on the back of the RFA. The SOM chose not to hear the RFA as no stock RX-8 suspension was available for comparison. The SOM further cited the absence of stock dimension specifications for this particular assembly in the Mazda Factory Shop Manual and the GCR as further basis for declining to render a ruling. The vehicle was released from impound to the entrant.

In an e-mail to the COA, Chief Scrutineer John Cooper stated: "I used a 25' tape measure to measure the height of the spring perch from the approximate center of the bolt. The measurement was approximately 9 ¾" and was taken by holding the tape to the spring perch and to the bolt, that is the tape was not parallel to the axis of the shock. Because we could not find a measurement in the shop manual or any stock RX-8 to compare to, I did not make a note of the measurements because I could not tell if it met or did not meet the factory distance nor could the measurement be considered accurate."

In his appeal, Mr. Carrico indicated that a measurement of this suspension assembly was taken from another RX-8 entered in the race and found to be 10.75 inches. No photos or diagrams of the locations of the measurement points were submitted. Jeremy Thoennes, SCCA Technical Services Manager, obtained a stock RX-8 suspension member and measured 10.5 inches from center of lower shock mounting point to lowest point of spring seat.

There is insufficient documentation of the measurements taken from Mr. Huffmaster's car #31 in post-race impound to accurately compare them to the measurements obtained by SCCA from a stock Mazda RX-8. Further, the chain of evidence is incomplete and the suspension assembly in question is no longer in SCCA's custody.

### DECISION

The Court of Appeals rules that the final results will stand as published. Mr. Carrico's appeal fee will be returned.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Jim Averett vs. SOM COA Ref. No. 07-03-SW

March 15, 2007

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

On February 17, 2007 at the Motor Sports Ranch-Houston Double National, Jim Averett, Chief Steward, disqualified Scott McQueen, FE # 57, and Bobby Gordon, FA # 72, for exceeding the sound control standard during their races. Mr. McQueen protested the Chief

Steward's Action. (Note: Mr. Gordon did not protest the Chief Steward's Action.) The Stewards of the Meet (SOM), Larry Svaton, Michael Alexander, and David Nokes, Chairman, held a hearing and disallowed Mr. McQueen's protest. Mr. Averett is appealing the action of the SOM based on new information.

#### **DATES OF THE COURT**

The Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on March 8 and March 15, 2007, to hear, review and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from Jim Averett, received March 2, 2007.
2. Observers report and related documents, received March 2, 2007.
3. Email from Bobby Gordon, FA # 72, received March 9, 2007.
4. Email from Wayne Briggs, National Administrator for Sound Control, received March 10, 2007.
5. Email confirming date sound control meter last calibrated, received March 6, 2007.
6. Email from Jim Averett, received March 12, 2007.
7. Copy of most current Sound Control Manual (1999 revision), received from Club Racing March 12, 2007.
8. Letter from David Nokes, received March 14, 2007.

#### **FINDINGS**

In his appeal, Mr. Averett contends the sound control meter location used during this event was not certified in accordance with GCR 5.7. and the SCCA Sound Control Manual. Specifically, he contends the location had not been properly submitted to SCCA's National Administrator for Sound Control for review and issuance of a certificate of approval. Based on the lack of certification, he respectfully requested that the Court of Appeals overturn the SOM's decision pertaining to Mr. McQueen and also to reinstate Mr. Gordon's finishing position.

Due to wet, muddy conditions, the sound control station had to be moved from its normal location to an alternate site accessible via pavement. The Chief of Sound Control followed the procedures set forth in the GCR and the Sound Control Manual for choosing a suitable alternate location. The microphone and meter were positioned according to the specifications set forth in the GCR and the Sound Control Manual at the alternate location. On January 11, 2007, the meter, microphone, and attaching cables were properly certified by Quest Technologies in accordance with GCR 5.7.1.G.

Following extensive research, the Court finds the location used for sound control at this event was chosen in accordance with the GCR and Sound Control Manual (met the distance requirements and did not include any known physical impediments to obtaining valid readings). The Sound Control Manual clearly states that sites are "provisionally" approved when first used and will then receive certification from the National Administrator of Sound Control following review of pertinent data and maps. The Sound Control Manual specifies no time frame for issuing the certification nor does it specify how much data (number of events) will be required before the National Administrator reaches a decision. The Manual also specifies the provisional certification is appropriate if there are no known physical issues or problems with the new location.

The COA thanks all parties that provided information and documentation. The Court also acknowledges that the National Administrator for Sound Control is undertaking a major revision of the Manual with the goal of providing better clarity to the guidelines.

#### **DECISION**

The Court of Appeals upholds the decision of the SOM in its entirety. All results will stand as published. Mr. Averett's appeal is well founded and his fee will be returned.

# SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | March 28, 2007

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

## SOLO STREET PREPARED CATEGORY

- Per the SPAC, the following proposed rule change is published for member review: Effective 1/1/2008, replace 15.2.E with the following (adapted from 14.2.B and the 2<sup>nd</sup> half of 15.2.E):

“The driver and front passenger seats may be replaced, with the following restrictions: The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver’s head. The seat, including mounting hardware, must weigh at least 20 pounds and must be attached using the standard body mounting holes/studs. Additional mounting points may be added. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements.”

- As previously noted and per the SPAC, the proposal to move the Lexus IS300 and various BMW E30, E36 and E46 models out of DSP to CSP or BSP has been withdrawn.

## SOLO STREET MODIFIED CATEGORY

- The SEB approved the addition of Randy Noll and Jason Rhoades to the SMAC.
- The SEB thanks Dan Pedroza for his service to the Club as a member of the SMAC.

## SOLO PREPARED CATEGORY

- Per the PAC, the previously published proposal to move the following cars as shown, in conjunction with weight penalties for IRS, has been withdrawn: Corvette (all) to CP, Mustang (99+ with IRS) to CP, Porsche 928 to CP. The accompanying proposal to move the Toyota MR2 Turbo to FP, Porsche 924 Turbo to FP, and the Chrysler/Mitsubishi Starion/Conquest to FP, remains under consideration.

- The following preliminary rule change proposal is submitted for member review and comment: Effective 1/1/08 in classes CP, DP, EP, FP; add 10% to the minimum weight for any engine with variable valve timing (VVT). Variable valve timing (VVT) is defined as any system that dynamically alters the timing of intake and/or exhaust valve events while the engine is operating.

## MEMBER ITEMS REFERRED TO COMMITTEE

- STAC, SPAC – Rules 14.7, 15.7, and lateral “tie bar” allowances

## TECH BULLETINS

1. Stock and Street Touring: The pump fuel known as E85 is considered legal under 3.6.A.
2. Street Prepared, Street Modified, Prepared, Modified: The first sentence of 3.6.B is clarified to read: “In addition to fuels which are allowed by 3.6.A, Street Prepared, Street Modified, Prepared, and Modified vehicles may use diesel fuel or any grade of gasoline.”
3. Street Touring: Tech Bulletin #14 from the SEB Convention meeting minutes, regarding 14.8.M (strut bars) and stiffening along one axis, is being rescinded. Note: The SEB is working to amend this restriction for 2008 and will publish a proposal to that effect in a future FastTrack
4. Street Prepared: Tech Bulletin #22 from the SEB Convention meeting minutes, regarding 15.2.C (strut bars) and stiffening along one axis, is being rescinded. Note: The SEB is working to amend this restriction for 2008 and will publish a proposal to that effect in a future FastTrack.



# ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | April 4, 2007

Sports Car Club of America  
Road/Rally Board Minutes  
Via conference call  
April 4, 2007

The RoadRally Board (RRB) met via conference call at 7:30 PM CDT on April 4, 2007.

Attending were: Chuck Edwards, Secretary; members Rick Beattie, Tim Craft, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Mike Thompson, guest.

Kevin Poirier and Pego Mack, were unable to attend.

The secretary called the meeting to order at 7:30 pm CDT.

The March 2007 minutes were accepted (/).

## Proceedings

### 1. USRRC

#### Discussion:

- United States Road Rally Challenge is trade-marked with Road Rally as two words
- The San Francisco Regionals were discussed
- The Rules Committee has sub-committees that work with GTA and GRC events
- GTA is slated to be known as "Gimmik" in the next competition year

### 2. Rally Stewards

#### Discussion:

- Mike Thompson, CENDIV Rally Steward wanted to discuss the role of Divisional Rally Stewards including how events can be promoted and controlled

### 3. GR Texas

#### Discussion:

Rick Beattie, who participated, discussed the event at length

### 4. Rules Committee

#### Discussion:

- SCCA rallyists are encouraged to send proposed rule changes to the Rules Committee. Proposals should be cited by section and letter, and written in good form. The proposals are needed by July 7. All proposals will be considered. Any proposals received after the deadline will be held until the following competition year.

A motion by Tim Craft to adjourn was seconded by Rick Beattie. The meeting adjourned at 8:45 CDT.

## Next meeting

May 2, 2007, at 7:30 pm CDT via conference call.

Submitted by Chuck Edwards, RRB Secretary

# RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | April 14, 2007

April 14 RallyCross Board minutes

Present on the call:

Matt Nichols  
Mark Walker  
Mark Utech  
John Barnett  
Pego Mack  
Howard Duncan

Meeting called to order @ 8:09pm cst

\* Previous meeting's minutes read and approved

- \* the Policies and Procedures wording proposal was discussed and approved
- \* 6.2.E.10 (Bolt-on body panel replacements) was discussed and approved
- \* 6.2.E.16 (Removal of bumpers/supports and mirrors) was discussed and approved
- \* 6.2.E.6 (glass removal) was discussed and sent to the rules committee for consideration for 2008 ruleset

Meeting adjourned 8:58pm cst

John Barnett  
RXB secretary

## **RALLYCROSS NOTE**

### **NATIONAL CHAMPIONSHIP COURSE DESIGN**

The RallyCross National Championship will be held Oct 26-28, 2007 at MPH, Hastings, Neb.

If you are interested in designing one of the courses for this 3 day weekend please send in a RallyCross resume to Pego Mack at [pmack@scca.com](mailto:pmack@scca.com). The designer will be chosen and notified by the end of June.

## 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

**National Championship Runoffs Presented by AT&T Supp. Regulations:** [http://www.scca.com/\\_FileLibrary/File/RunoffsSupps.pdf](http://www.scca.com/_FileLibrary/File/RunoffsSupps.pdf)

**National Championship Runoffs Presented by AT&T Schedule:** [http://www.scca.com/\\_FileLibrary/File/2007Schedule.pdf](http://www.scca.com/_FileLibrary/File/2007Schedule.pdf)

**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](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>