

## BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | June 4, 2007

The Board of Directors, Sports Car Club of America, Inc. met via teleconference June 4, 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 May 18, meeting. (Porterfield/Sauce) PASSED, Unanimous

### FINANCIAL REPORT

Jeff Dahnert reported on the April financials.

### PRESIDENT'S REPORT

Jim Julow reported on activities at the National office. He also reported on the World Challenge race at Charlotte.

### OLD BUSINESS

**MOTION:** To approve the following changes to the Operations Manual Section 1.

1.5.3.a. The chairman of the Stewards Program shall be appointed at the August board meeting by the Board of Directors with input from the Senior Executive in charge of Club Racing. Term begins November 1.

1.5.4.1.b.viii. Maintain full responsibility for licensing all stewards in their division, except National Series Chief Stewards.

1.5.4.1.b.ix. Nominate a sufficient number of National Chief Stewards in their division to be National Series Chief Stewards. Nominations shall be made no later than October 1 of the year prior to the effective date and shall be made to the Chairman of the Stewards program.

(Jones/Fairer) PASSED. Unanimous.

**MOTION:** To approve Section 1 of the May 2007 proposed Operations Manual, except Sections 1.B.5.1 and 1.B.5.2. (Jones/Gordy) PASSED. Voting NO, Sauce.

### NEW BUSINESS

**MOTION:** To approve the following change to the Time Trials Rules effective Immediately.

**Item 1.** Change section 11.1 to read as follows:

At PDX (Level 1) events, any car that is street legal will NOT require a ~~be waived from the roll bar/roll cage requirement~~, except for Convertibles and Targa top automobiles. These cars must have either a roll bar meeting the requirements of this section of the TTR, a non-mechanical factory roll bar/roll over protection (i.e. no pop-ups), ~~Section 18 of the TTR~~ or a factory hard top using the factory mounting hardware and mounting points. Owners of cars equipped with factory roll bars/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle tech inspection (a factory issued Owner's or Shop Manual will fulfill this requirement). ~~No exceptions to this rule allowed.~~ For the purposes of this determination only, street legal will be defined as a car which meets local requirements for inspection (if applicable) and the car in question must possess CURRENT, VALID registration. If this street legal requirement is not met, then the roll bar requirement as stated in this section shall apply.

~~If these requirements are not met, then the roll bar requirement defaults to the rules listed below for Level 2 Time Trials events.~~

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(Holtz/Sauce) PASSED. Voting No, Jones, Dent, Lybarger, Christian. Abstaining, Introne, Porterfield

MOTION: To adjourn. (Sheridan/Fairer)

Respectfully submitted,

Jim Christian  
Secretary

# CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | June 5, 2007

The Club Racing Board met at SCCA headquarters in Topeka, KS, May 20-21 and by teleconference on June 5, 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 Mike Sauce and Bob Lybarger, BoD Liaisons; Terry Ozment, Vice President 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 07-07, the following decisions were made:

## SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board. Comments may be e-mailed to crb@scca.com.

### GCR

**Item 1:** Effective 11/1/07: To allow competitors under the age of 16 in SCCA Club Racing events, the following changes are recommended.

Change section 4.4.1.A to read as follows:

Every applicant for a Competition License or Permit shall submit a completed physical examination on the SCCA form to the National Office. The examination date shall be no more than three (3) months prior to the date of application. A new medical form is not required for a Novice Permit holder upgrading to a Regional or National License. A current physical examination form must be submitted every five (5) years for applicants ages 16-35; every two (2) years for applicants ages 36-59; and every year for applicants age sixty plus (60+). A member shall maintain continuous membership and license for physical examination form to be valid.

Change section 4.4.3.A to read as follows:

An SCCA Regular, or Spouse member who is over ~~sixteen (16)~~ *fourteen (14)* years of age, ~~who holds a valid Operators Permit/State Driver's License in his or her state of residence which allows the solo operation of a motor vehicle,~~ may apply for a Novice Permit. For applicants under the age of majority (typically eighteen (18) years of age but see Section 4.4.6.B.), only the National Office may issue permits. All others may be issued by the National Office, a Divisional Licensing Chairman, or a Region by submitting the following:

Change section 4.4.6.A to read as follows:

No one under ~~sixteen (16)~~ *fourteen (14)* years of age may be issued a Novice Permit or Competition License.

**Item 2.** Effective 11/1/07: Change section 8.4.5 with the following numbering and additional items:

- A. After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty or other action of the SOMs or other body appealed from should be nullified, mitigated, affirmed, increased, or a different penalty imposed, but it shall not order a competition to be re-run. The Court of Appeals may order a rehearing by the original SOM committee at the Court's discretion.
- B. *Should the Court determine the evidence indicates a party unnamed in the appeal may have contributed to the matter, it may refer the matter to the Executive Steward of the Division. The Executive Steward may request the original court review the material supplied by the Court of Appeals or may order a driver review per the GCR. The Court may not forward any driver-witness provided materials or evidence supplied for the appeal to the Executive Steward or the Stewards of the Meet for any reason.*
- C. *At no time shall the Court of Appeals act as a first court.*
- D. Penalties imposed by the Court of Appeals shall incur automatic penalty points outlined in section 7.4.
- E. The Court may order the return or forfeiture of appeal fees or of stay bonds. The Court shall direct the disposition of protest fees and teardown bonds, if any, in those cases where the original Court's decision is nullified or otherwise changed.
- F. The Court's decision shall be final, binding and not subject to further appeals by any other party, either within the SCCA organization or outside the Club.

**Item 3.** Effective 1/1/08: Change section 3.3.5.E as follows:

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

Note: This recommendation supplants Sports Racer item 1 from the May FasTrack.

**Item 4.** Correct the first section of Item 9 in the June FasTrack as follows:

9.3.31 Lights —~~Brake and Tail~~

*Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped. ~~Fog/driver~~ Lights mounted on or below the bumper shall be removed, and all*

resulting holes shall be covered to prevent air passage through said holes.

**Item 5.** Effective 1/1/08, replace section 9.4, 9.4.1, 9.4.2, 9.4.3, 9.4.4, 9.4.6, and 9.4.7 with the following:

Note: Section 9.4.5 will remain unchanged for 2008 except that the section references will be updated.

#### 9.4. ROLL CAGES FOR GT AND PRODUCTION BASED CARS

All cars must utilize a roll cage compliant with the following specifications. These specifications apply to all vehicles registered (issued an SCCA logbook) after 1/1/08. Cars registered before 1/1/08 may continue to compete with their previous roll cage as specified in the 2007 GCR.

##### A. DEFINITION

The roll cage consists of the main hoop, front hoop, side protection, and braces as specified in these rules.

##### B. MAIN HOOP

1. The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of crimping or wall failure. The main hoop must maintain a single plane.

a. On all closed cars, the main hoop must be as close as possible to the roof and "B" pillars.

b. Open cars without the windshield frame may use an asymmetric main hoop. The main hoop must be full width to the passenger side of the car. On the passenger side of the car the hoop must be at least as high as the top of the rear corner of the door as illustrated in figure TBD. The main hoop must be high enough that a straight line drawn from the top of the main hoop to the top of the front hoop would pass over the driver's helmet and steering wheel when the driver is seated in the normal driving position. Additionally, the top of the main hoop must be at least 2 inches above the driver's helmet as illustrated in figure TBD.

c. On open cars retaining the windshield frame the main hoop must be full height for the entire width of the hoop. The top of the main hoop must be at least 2 inches above the driver's helmet as illustrated in figure TBD.

##### 2. Main Hoop Bracing

a. Main hoops must incorporate either a single-diagonal brace, or a double-diagonal "X" brace in the plane of the main hoop. The brace must be attached at both ends to the main hoop, span at least 50 percent of the width of the main hoop, and at least 75 percent of the height of the main hoop as shown in figure TBD.

b. Cars must incorporate a main hoop horizontal brace at the approximate level of the driver's shoulders but not lower than the shoulder belt mounting point as described in section 9.3.18.D. If a double-diagonal "X" brace is used in the plane of the main hoop, a half-width horizontal brace may be used behind the driver's seat to mount the seat back and shoulder harness as shown in figure TBD.

c. Cars must have two braces extending to the rear from the main hoop and attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6 inches below the top), and at an included angle of at least 30 degrees. Main hoop rear bracing must not extend rearward past the shock towers.

d. Open cars must have two braces extending forward from the main hoop and attaching to the front hoop, not more than 6 inches below the top of the front and main hoop. It is recommended that the front and rear braces attach to the main hoop as close as possible to each other.

##### C. FRONT HOOP

1. Roll cages may be of two designs, low front hoop or high front hoop. All closed top cars and cars that retain the windshield frame must have a high front hoop design. Open cars may incorporate a high or low front hoop design. High front hoop are also referred to as side hoops.

##### a. Closed cars

The front hoop (side hoop) must follow the line of the A-pillars to the top of the windshield and be connected by horizontal bars to the top of the main hoop on each side (as close to the roof as possible). Instead of a single front hoop, two side hoops (down tubes) may be used. Alternatively, a top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the A-pillars to the floor may be used. Regardless of which one of the two approved tubing configurations there shall be a tube connecting the two A-pillar tubes at the top of the windshield.

##### b. Open cars

The height of the front hoop (per section 9.4.B.1.b) must be consistent across the full width of the cock-

pit.

c. **Front Hoop Bracing**

All open cars with a high front hoop and all closed cars except those competing in the Improved Touring, Showroom Stock, and Spec Miata classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in Improved Touring, Showroom Stock, and Spec Miata classes also have the front hoop brace.

2. One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Showroom Stock, Spec Miata, and Touring. This tube, one on each side, must connect to the chassis at a point not more than 12 inches forward of the front axle centerline.

3. Cars competing in Improved Touring, Showroom Stock, Spec Miata, and Touring may extend one tube, from each front down tube, forward to the firewall but not penetrating the firewall.

D. **SIDE PROTECTION**

Two side tubes connecting the front and rear hoops across both door openings are mandatory. NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the door. In American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed to facilitate this type of side protection. The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules.

E. **ROLL CAGE ATTACHING POINTS**

A. **AMERICAN SEDAN, IMPROVED TOURING, SHOWROOM STOCK, SPEC MIATA, AND TOURING CLASSES** – The roll cage must attach to the vehicle structure (floor pan/ rocker boxes) within the passenger compartment in a minimum of six points and a maximum of eight points as specified in these rules.

B. All other classes – There is no limit on cage attachment points. The roll cage shall be integrated into the frame or chassis.

C. **Mounting Plates**

a. Mounting plates welded to the structure of the car shall not be less than .080 inches thick. The maximum area of each mounting plate in the American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring classes shall be 144 square inches. Plates may be on multiple planes.

b. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis, and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. The maximum area of each mounting plate must be 144 square inches. Plates may be on multiple planes.

c. Fasteners for bolted or riveted mounting plates must be Grade 5 or better with a minimum diameter of 5/16".

F. **TUBING**

1. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended) or alloy steel tubing (SAE 4130) must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

2. The following table shows the minimum allowed tubing outer diameter and wall thickness by vehicle weight:

**GCR Vehicle Weight Tubing Size (inches)**

GCR Vehicle Weight	Tubing Size (inches)
	(outer diameter x wall thickness)
Up to 1,700 lbs	1.375 x .080
1,701 – 2,699 lbs	1.500 x .095
2,700 lbs & up	1.750 x .095

3. The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.

4. The minus variance of tubing wall thickness due to manufacturing tolerances is limited to .010 inch.

5. An inspection hole between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the front and rear hoop as well as one of the supplemental braces to facilitate verification of wall thickness.

G. BASIC DESIGN CONSIDERATIONS

1. All portions of the roll cage subject to contact by the driver must be padded with a minimum 1 inch of material. Padding that meets or exceeds SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.
2. No portion of the roll cage may have an aerodynamic effect by creating a vertical force.
3. The radius of all bends in the roll cage (measured at centerline of tubing) must not be less than three times the diameter of the tubing.
4. It is recommended that all joints of the roll cage be welded. All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Alloy steel must be normalized after welding. It is recommended that a certified AWS D1.1 welder do all welding.
5. It is recommended that gussets be used at all joints. In Improved Touring, Showroom Stock, and Spec Miata a maximum of two gussets per joint are allowed and must be no thicker than .125".
6. Any number of additional tube elements is permitted within the boundaries of the minimum cage structure. Such tube elements may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area provided the bulkhead is sealed around such tube elements.
7. Removable roll cage bracing is acceptable in one of the following configurations:
  - a. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom by design, and at least two bolts must be used to secure each joint. The telescoping section must be at least 8 inches long. The minimum bolt diameter is 3/8 inch.
  - b. Removable bracing may incorporate connectors of the double-lug, double ear-type, tapered, or muff-type as shown in figure TBD. The double-lug type must include a doubler, gusset, or capping arrangement to avoid distortion or excessive strain caused by welding. Double ear-type joints must be fully welded at all the mating surfaces.

H. MANUFACTURER SUPPLIED / FIA HOMOLOGATED ROLL CAGES

Cars may compete with FIA homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car.

**Item 6.** Effective 1/1/08, change section 9.3.40 to read as follows:

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. In cars where the seat is upright the back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats homologated to and mounted in accordance with FIA standard 8855-1999 or higher need not have the seat back attached to the roll structure. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc). ~~(See Section 9.4., Driver Protection Structures)~~ Passenger seat back - if a folding seat, it shall be securely bolted or strapped in place.

A system of head rest to prevent whiplash and rebound, and also to prevent the driver's head from striking the underside of the main hoop shall be installed on all vehicles. Racing seats with integral headrests satisfy this requirement.

The head rest on non-integral seats shall have a minimum area of thirty-six (36) square inches and be padded with a minimum of one inch thick padding. It is strongly recommended that padding meet SFI spec 45.2 or FIA Sports Car Head Rest Material. The head rest shall be capable of withstanding a force of two-hundred (200) lbs. in a rearward direction. The head rest support shall be such that it continues rearward or upward from the top edge in a way that the driver's helmet can not hook over the pad.

**Item 7.** As a part of the proposed roll cage changes above, the CRB recommends the following changes to the GTCS.

Effective 1/1/08: delete section 9.1.2.D.10.a. in its entirety and re-letter subsequent sections.

a. Roll Cage

- ~~1. The chassis shall be completely constructed of steel tubing. Monocoque or semi-monocoque methods of construction are prohibited except in the case of a vehicle constructed using the original unibody.~~
- ~~2. NASCAR type side door bars are strongly recommended.~~
- ~~3. Removable roll cages and/or bracing are prohibited. The roll cage shall be a fully welded, integral part of the chassis.~~
- ~~4. All cars constructed after January 1, 1988 shall meet the roll cage tubing size requirements of GCR Section 9.4., specified for cars weighing more than twenty five hundred (2500) pounds.~~

**Item 8.** As a part of the proposed roll cage changes above, the CRB recommends the following changes to the ITCS:

Effective 1/1/08, change section 9.1.3.D.9.f. to read as follows:

Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Door interior trim panels may be replaced with 0.060" aluminum securely attached to the door. All other interior trim panels, except the dashboard, may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted. ~~The door window glass, window operating mechanism, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed. The stock side impact beam, if equipped, and the outside door latch/lock operating mechanism shall not be removed or modified. This gutting of the door shall only be made if roll cage incorporates NASCAR style side protection extending into the door.~~

Effective 1/1/08, delete section 9.1.3.D.10.a in its entirety and re-letter subsequent sections.

All cars shall have a roll cage installed. The cage shall meet GCR Section 9.4.2., requirements for Showroom Stock cage configuration, tubing size, and material, except as provided for in these rules.

~~On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g., Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points.~~

~~This installation design must also incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point ("Petty Bar"). Alternatively, the rear window may be removed and a clear, Plexiglas replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or uni-body. Such allowances shall be noted on the car's specification line.~~

- ~~1- Cars registered prior to 10/1/95 are exempt from the mounting plate regulations of GCR section 9.4.2.H.2.~~
- ~~2- Main hoop braces may be mounted at the rear shock mounts/towers or suspension pickup points. Such rear braces may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area, provided the bulkhead is sealed around said cage braces.~~
- ~~3- Any number of additional reinforcing bars are permitted within the structure of the cage. Such reinforcing tubes may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area, provided the bulkhead is sealed around such reinforcing tubes.~~

**Item 9.** As a part of the proposed roll cage changes above, the CRB recommends the following changes to the PCS:

Effective 1/1/08, delete section 9.1.4.Q.1 in its entirety.

~~Roll Cages: A rollecage complying with GCR section 9.4.6. for closed top vehicles shall be installed. Cars may compete with FIA homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use in World Challenge. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Club Racing Technical Services certifying the origins of the car. No new cars may be constructed with FIA cages.~~

**Item 10.** As a part of the proposed roll cage changes above, the CRB recommends the following changes to the ASCS:

Effective 1/1/08, delete section 9.1.6.D.9.a in its entirety and re-letter subsequent sections.

~~All cars shall have a roll cage installed. The cage shall meet GCR Section 9.4.4., requirements for GT roll cage configuration, material, and tubing size, except as provided for in these rules.~~

~~Bolt in type cages shall no longer be allowed:~~

- ~~1- The cage and mounting plates shall be welded to the car.
  - ~~A- Each mounting plate shall be at least .080" thick.~~
  - ~~B- Each mounting plate shall not be greater than 100 square inches and shall be no greater than 12 inches or less than 3 inches on a side.~~
  - ~~C- Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box).~~
  - ~~D- The mounting plate may be multi angled but must not exceed these dimensions in a flat plane.~~
  - ~~E- Any number of tubes may attach to the plate or each other.~~~~
- ~~2- It shall attach to the main cabin of the car at eight (8) points consisting of the mounting plates for the main hoop, the front hoop, the main hoop rearward braces, and the front hoop firewall braces. Two stayrods may be fitted (also referenced in 9.1.6.D.4.d.4, suspension mounting points) from the shock or strut towers back to the firewall or through the firewall to the cage. If the stayrods intersect the allowed mounting plates at the firewall, they may be welded or bolted to the mounting plate. Otherwise, stayrods that pass through the firewall may not be welded or attached to the firewall, and instead any resulting holes should be sealed. Under no circumstances will there be more than eight mounting plates aft of the firewall.~~
- ~~3- The forward part of the cage (the front hoop or "downtubes") shall be mounted to the floor of the vehicle, not the firewall or front fender wells. Cages shall incorporate a horizontal bar running under or within the dash area connecting the forward downtubes and a horizontal bar at shoulder height connecting the two downtubes of the main hoop. Minimum tubing size for all required AS roll cage members shall be 1.50 X .120, 1.625 x .120, or 1.75 X .095 DOM mild steel or alloy.~~
- ~~4- Main hoop braces may be mounted at the rear shock mounts/towers or suspension pickup points. Such rear~~

braces may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/ fuel tank/fuel cell area, provided the bulkhead is sealed around said cage braces.

~~5- Within the restriction of Section D.9.a.2., ("mounting points"), above, any number of additional tubes/braces are permitted within the cage structure.~~

~~6- A minimum of two door bars are required on each side of the cage per GCR Section 9.4.4.3.A. Door bars may be extended to the outer door skin. If door bars are so extended, the inner door panel (metal) may be modified to clear door bars. Original door hinges, safety intrusion beam, and remainder of door structure shall be retained. Doors may be pinned, not bolted, for safety. All door glass and winding mechanisms may be removed.~~

~~7- A diagonal main hoop brace shall be located in the plane of the main hoop. In order to provide a secure seat back support a section of tubing equal to the roll bar shall be installed horizontally from the main hoop upright to diagonal brace. This tube should be no higher than shoulder height. Seat backs shall be secured to this tube. Additionally, it is required that the horizontal brace behind the driver's seat continue from the diagonal to the passenger side main hoop upright, or that a second diagonal be installed within the plane of the main roll hoop.~~

**Item 11.** As a part of the proposed roll cage changes above, the CRB recommends the following changes to the SSCS:

Effective 1/1/08, change section 9.1.7.D.1 to read as follows:

~~Installation of a roll cage shall be as specified and in accordance with Section 9.4.2, of the GCR. Roll cages shall be bolted or welded into the automobile and shall be contained entirely within the driver/passenger compartment. Carpet/padding may be cut for roll cage installation. Front and rear braces may pass through interior trim panels. *The front or side hoops may extend through the dash pad. This includes the forward part of the door if it is an extension of the dash pad.*~~

**Item 12.** As a part of the proposed roll cage changes above, the CRB recommends the following changes to the SMCS:

Effective 1/1/08, delete the second paragraph of section 9.1.8.D.8.e.

~~The door window glass, window operating mechanism, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed. The stock side impact beam, if equipped, and the outside door latch/lock operating mechanism shall not be removed or modified. This gutting of the door shall only be made if roll cage incorporates NASCAR-style side protection extending into the door.~~

Effective 1/1/08, delete section 9.1.8.D.9.a in its entirety and re-letter subsequent sections.

~~Roll cages shall meet all requirements of GCR Section 9.4.2, for Showroom Stock cage configuration, tubing size, and material. Regardless of car weight, all Spec Miata autos may be constructed to the requirements for a <2200 pound car.~~

**Item 13.** As a part of the proposed roll cage changes above, the CRB recommends the following changes to the TCS:

Effective 1/1/08, delete the section 9.1.10.D.10.a in its entirety and re-letter subsequent sections.

~~All Touring Category automobiles shall have a roll cage as specified in and in accordance with GCR Section 9.4.3.~~

## Formula

**Item 1.** Effective 1/1/08, add new section 9.4.5.F as follows:

1. All formula cars homologated with SCCA as of 1/1/1986 must have a front impact attenuation device meeting at least one of the following criteria:

A. An FIA-approved front impact attenuation structure.

B. A metallic structure, securely attached to the front bulkhead, with a minimum cross section of 200 sq cm (31 sq in.), 40 cm (15.75 in.) forward of the clutch and brake pedals (not depressed), constructed of a minimum of 18 gauge 6061-T4 or equivalent aluminum.

C. A non-metallic composite structure, securely attached to the front bulkhead or incorporated into the nose piece, with a minimum of 200 sq cm (31 sq. in.), 40 cm (15.75 in.) forward of the clutch and brake pedals (not depressed), constructed of a minimum of 6 mm stabilized (honeycomb) material with inner and outer reinforcements of a minimum of two 5-ounce laminates of fiberglass, carbon, or kevlar material.

2. Formula Vee and other formula cars using the VW sedan H-beam front suspension may use the front crush structure specified in 9.1.1.C.3.a.12., or any of the structures listed in 1 above.

3. Formula Mazda cars may use the spec front wing support as a front crush structure, or any of the structures listed in 1 above.

4. Radiators may be incorporated in impact attenuation structures.

5. Composite impact attenuation structures may incorporate carbon and/or kevlar regardless of any class restrictions on materials.

6. Rear impact attenuation structures are strongly recommended for all formula cars, and may incorporate the materials and/or construction techniques listed above for front impact attenuation structures.



7. Pre-1986 formula cars and all sports racers are strongly urged to use front and rear impact attenuation structures, and may incorporate the materials and/or construction techniques for front impact attenuation structures listed above.

**Item 2.** Effective 1/1/08: In accordance with the strategic plan goal of reducing the number of class and in recognition of the similar performance and overall spec car philosophies of the two classes, the CRB is recommending that the FE and FM classes be combined with appropriate adjustments as needed for the 2008 season.

#### **American Sedan**

**Item 1.** Effective 11/1/07, add to the end of section 9.1.6.D.1.o as follows:

*Alternate polyurethane motor mounts are permitted.*

**Item 2.** Effective 11/1/07, change section 9.1.6.D.3.j to read as follows:

*Alternate polyurethane transmission mounts are permitted. Energy Suspension P/N 3-1108 (Camaro/Firebird) and P/N 4-1104 (Mustang) transmission mounts are permitted.*

**Item 3.** Effective 11/1/07, change section 9.1.6.D.5.j to read as follows:

*Rear calipers: Any ferrous or aluminum caliper using four or fewer pistons and using one brake line per caliper. 40mm or 50mm PBR single piston calipers are allowed.*

**Item 4.** Effective 11/1/07, change section 9.1.6.D.8.c to read as follows:

*Gauges and instruments are unrestricted. The instrument panel may be modified or replaced. may be added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate(s), or any other location using a secure method of attachment. Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.*

#### **Sports Racer**

**Item 1.** Effective 1/1/08: Based on the similar performance of the C and D Sports Racer classes the CRB recommends that the two classes be combined with appropriate competition adjustments.

#### **RECOMMENDATIONS TO THE BoD**

None

#### **MEMBER ADVISORIES**

1. The CRB recognizes that there are classes that will not be eligible for the 2008 Runoffs due to low subscription in 2007. The CRB welcomes comments from the membership about procedures for reclassifying cars to ensure competitors have Runoffs eligibility.
2. Improved Touring – Upon request of the IT advisory committee, the CRB respectfully withdraws the recommendation to classify the Spec Miata in IT, per the June FasTrack.
3. Showroom Stock – The CRB invites comments from the Showroom Stock community to allow trunk kits beginning in 2008.
4. Formula Continental – As part of the ongoing program to achieve parity between the Zetec and Pinto engines in Formula Continental, the CRB has conducted its scheduled review of the relative performance potentials of the two engines, and determined that no weight change for either configuration is warranted at this time. In spite of laudable efforts by Quicksilver RacEngines to fine tune the Zetec's ECU map and restrictor, the Zetec appears to retain a slight advantage in low-to-moderate RPMs at equal weights. Therefore, the CRB will retain the current 30 pound weight penalty, ECU map and restrictor on the Zetec in FC through the 2007 Runoffs. The CRB will continue to monitor development of the Zetec in FC with the aim of complete parity, but will not take any steps that disadvantage the traditional Pinto engine option.
5. Prepared – The CRB invites suggestions for renaming the Prepared category to a more marketable name.
6. American Sedan – The CRB welcomes input of the following engine/drivetrain proposal from the American Sedan advisory committee.

#### **Goal:**

Provide a set of rules/regulations that allow for competitors to build and maintain reliable high performance engines that maintain equity in performance and cost between manufacturers.

#### **Issues:**

Cars and engines are becoming dated and availability of parts to build and maintain current powertrains is becoming more difficult. Current engine components are no longer produced for off the shelf purchase.

As manufacturers introduce new models/platforms the older engines become more difficult to adapt to the new platforms and will continue to be the case in the future.

Competitors have a lot of money and time invested in current cars and new rules should/will not obsolete these existing cars and

powertrains.

**Proposed 2008 rule modifications for current engine configurations:**

**Commonize bore/stroke ratios:**

1. Any OEM cast iron block with maximum bore diameter of 4.040 inches. Replacement 2 and 4 bolt main caps are allowed for all manufacturers.
2. Any OEM cast crank shaft may be used. Any OEM or aftermarket steel crankshaft may be used with minimum weight TBD. Production bearing diameters must be maintained as currently designated.
3. Any ferrous flywheel of stock diameter, production or SFI approved, may be used with minimum weight of 15 lb.
4. Any ferrous rod (No Titanium) may be used with current rod large and small end dimensions.
5. Any piston may be used including domed pistons (maximum compression ratio of 10.3:1 remains common for all manufacturers)
6. Maximum swept displacement is 5.11 liters (Equivalent to today's max displacement for all manufacturers)

**Commonize valve train Specifications:**

1. Maximum lift at zero lash is .500 inches
2. Maximum lifter bore is .8740
3. Maximum valve diameter is Intake 2.02 and exhaust 1.60
4. Any firing order may be used.

**Introduce Restrictor Plate:**

1. A 4 hole restrictor plate will be required for all engines and positioned between intake manifold and insulator spacer with dimensions TBD.
  - The restrictor plate will be produced by a designated Supplier.
  - All manufacturers will utilize a common restrictor plate.
2. Appropriate Edelbrock Performer RPM manifold must be used.
  - Same as current required manifold except allowing P/N for alternate bolt patterns.
3. Current Holley 600 CFM carburetor as currently designated must be used

**Introduce Alternative cylinder heads:**

1. Any cylinder head modified or unmodified meeting OEM critical dimensions TBD, (ie no splayed valves, shaft mounted rockers, etc.) production or aftermarket may be used.

**Introduce Newer Powertrains:**

1. Alternate engine specifications will be allowed for certain classified vehicles:
  - A. Production engines will be allowed based on OEM available powertrains. (Rules will be based upon TCS 9.1.10.D.1 certain changes will be allowed to permit rebuilds/improvements of original equipment.)
  - B. Originally equipped blocks or OEM replacement blocks will be allowed.
  - C. Any OEM cylinder head modified or unmodified meeting OEM critical dimensions TBD, (ie no splayed valves, shaft mounted rockers, etc.) may be used with a designated restrictor plate, with dimensions TBD. Goal is to achieve 9.0 lbs./hp
  - D. Maximum engine displacement will be specified based on OEM available powertrains
  - E. Maximum cylinder bore will be specified based on OEM available powertrains
  - F. Maximum valve lift will be specified based on OEM available powertrains
  - G. Minimum crankshaft weight will be specified based on OEM available powertrains
  - H. Maximum engine C.R. will be specified based on OEM available powertrains.
  - I. Maximum lifter bore and type of lifter will be specified based on OEM available powertrains.
  - J. OEM firing order must be maintained.
  - K. Any ferrous connecting rod may be used with production large and small end dimensions.
2. Alternate transmission specifications will be allowed for certain classified vehicles:
  - A. Production transmissions will be allowed based on OEM available powertrains. (Rules will be based upon TCS

9.1.10.D.4 certain changes will be allowed to permit rebuilds/improvements of original equipment.)

3. Minimum vehicle weight will be specified.
4. Restrictor plate will be positioned between intake manifold and Throttle blade. - Number and Maximum bore diameters will be specified
5. All specifications must be met per spec line. No mixing and matching of old and new powertrains)

#### **NEW CAR CLASSIFICATIONS**

None

#### **REFERRED or TABLED**

##### **Touring/Showroom Stock**

T3 – Allow an alternate set of sway bars for the Subaru WRX TR (Rohr/Aquilante). Tabled pending further review of race results.

#### **NOT RECOMMENDED**

##### **Spec Miata**

1. Allow the removal of factory side impact beam if NASCAR style side protection is installed (Turner). Per class philosophy of production based cars with limited modifications for racing, you cannot remove side impact beams.
2. Slow the 99+ Miatas (Holland). We will continue to monitor the car's performance.
3. Slow down the development (Holland). All cars in this class use OEM or equivalent parts.
4. Classify the 2006-07 MX-5 (Daniels). The 2006-07 MX-5 exceeds the performance parameters of SM.
5. Create class parity; allow mix of 1999 parts in old cars to equalize them (7 letters). The cars are competitive as specified, including the advantages and disadvantages of each model.
6. Require sealed ECUs (Clements). The class requires stock ECUs.
7. Add 25 lbs to the 1.8 L cars (Clements). We will continue to monitor the cars' performance.
8. Reduce the weight of the 90-93 Miata (Thill). We will continue to monitor the cars' performance.
9. Allow the removal of the wiper and turn signal controls (Zwolle). Per class philosophy of production based cars with limited modifications for racing.

#### **PREVIOUSLY ADDRESSED**

*Addressed in Technical Bulletin 07-06 or the June 07 FasTrack:*

S2 – S2000 aero input (Colombotos)

*Addressed in Technical Bulletin 07-05 or the May 07 FasTrack:*

IT – Allow jacking points (Stevens)

#### **NO ACTION REQUIRED**

##### **GCR**

1. Support for allowing drivers to designate two divisions for two classes (3 letters). Thank you for your input.
2. Opposition to allowing drivers to designate two divisions for two classes (Entriiken). Thank you for your input.

##### **Formula**

1. FE – Fuel input (Skirmants). Thank you for your input. We are working on our fuel testing procedures.
2. FE – Approve the proposed rule rewrite by July 1<sup>st</sup> (Skirmants). We have recommended the changes per our rule making process.

3. FC – Do not obsolete the Pinto engine (Craig). The existing plan for integrating the Zetec into FC is aimed at keeping the Pinto on equal footing.
4. FV – Allow an alternate lifter (Clark). Per section 9.1.1.C.5, this is already allowed as long as you meet the specifications listed in the section.
5. F500 – F500 engine input (10 letters). Thank you for your input.

#### Improved Touring

1. ECU input (Davis/Angdale). Thank you for your input.
2. Opposition to allowing automatic transmissions (Tisdale). GCR section 9.3.7 prohibits the use of automatic transmissions; the change you reference is deleting redundant language.
3. Support for allowing station wagons with appropriate size limitations (Tisdale). Thank you for your input.

#### Spec Miata

1. Test for fuel additives and fuel that people make (Holland). Thank you for your input. We are working on our fuel testing procedures.
2. Use “e.g.” instead of “i.e.” (Leggett). Thank you for your input. We are working on editing the GCR and specifications.
3. Support for reducing the minimum weights (Black). Thank you for your input.
4. Opposition to compliance fee (Daniels). Thank you for your input.

#### Resumes

None

## CLUB RACING TECHNICAL BULLETIN

**DATE:** June 5, 2007

**NUMBER:** TB 07-07

**FROM:** Club Racing Board

**TO:** Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/07 unless otherwise noted.

#### GCR

1. Correct GCR item 1 of the June FasTrack by changing the section reference to 5.1.3.

#### Formula

##### FA

1. Correct the alt. Formula 3 Volkswagen engine classification from TB 07-04 as follows: 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/ 92mm stroke (2088cc) allowed w/ cam lift limited to .500” lift measured at zero lash.

##### FF

1. Correct section 9.1.1.D.2.s.10. to read as follows: Exhaust outlets on cars registered after January 1, 1986 ~~1996~~ shall not extend more than 60cm (23.6”) behind the centerline of the rear axle and shall be positioned between 30cm (11.8”) and 60mm (2.36”) from the ground, measured to the bottom of the exhaust pipe.

#### Grand Touring

##### GT2

1. Nissan 300-ZX / Z31 (-1989), p. 262, add to the specs as follows: Carburetion: 2960: 37mm SIR.
2. Nissan 300-ZX / Z32 (1990-), p. 262, add to the specs as follows: Carburetion: 2960: 37mm SIR.
3. Nissan 350Z, p. 262, add to the specs as follows: Carburetion: 2960: 37mm SIR.

#### Improved Touring

1. Remove the SM classifications from ITA by deleting items 3-5 of TB 07-06 as follows;
  - ~~3. Mazda MX 5 / Miata (90-93), p. 319, add to the specs as follows: Notes: Cars may be prepared to the current Spec Miata rules in their entirety or the IT rules in their entirety.~~
  - ~~4. Mazda MX 5 / Miata (94-97), p. 319, add to the specs as follows: Notes: Cars may be prepared to the current Spec Miata rules in their entirety or the IT rules in their entirety.~~
  - ~~5. Classify Mazda MX 5 / Miata (99-02) in ITA.~~

Add new spec line to ITCS p. 319 to read as follows: Mazda MX-5 / Miata (99-02), Engine Type: 4-Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 83.0 x 85.0 / 1830, Valves IN & EX(mm): (I)33.1 (E)28.2, Comp. Ratio: 99-00: 9.5 01-02: 10.0, Wheelbase(in): 89.2, Gear Ratios: 3.14, 1.89, 1.33, 1.00, 0.81, Brakes Std.(mm): (F)255 Vented Disc (R)252 Solid Disc, Weight(lbs): 2425, Notes: Cars shall be prepared to the current Spec Miata rules in their entirety.

#### Sports Racer

1. Clarify the last sentence of section 9.1.9.A.2.d.2, p. 496 to read as follows: All ducted air *which exits through the top of the bodywork behind the rear of the front tires, excluding the cockpit opening, fender louvers, or slots, louvers, grills and similar devices for allowing heat to escape the engine bay*, shall pass through a heat exchanger.

#### CSR

1. Section 9.1.9.A.2.a, CSR Engine Table, p. 494, add to line "S" as follows: Notes: Alt crank w/ 92mm stroke (2088cc) allowed w/ cam lift limited to .500" lift measured at zero lash.

#### Showroom Stock

##### SSB

1. Mazda MX-5 (2007), classified in TB 07-01, change the specs to read as follows: Weight(lbs): 2780.

#### Touring

##### T2

1. Lotus Elise (2005), p. 555, add to the specs as follows: Notes: Floor may be modified to facilitate installation of rollcage mounting plates.
2. Lotus Exige (06-07), classified in TB 07-01, add to the specs as follows: Notes: Floor may be modified to facilitate installation of rollcage mounting plates.
3. Mitsubishi Lancer EVO 8/9 /RS /GSR / MR (03-06) p. 555, add to the notes: Alternate transmission cooler, Setrab Part # SET616 allowed.

## CLUB RACING TECHNICAL MEMO

**To:** Competitors, Stewards, and Scrutineers  
**From:** Jeremy Thoennes, Technical Services Manager  
**Re:** Immediate Rule Changes TB 07-06a  
**Date:** May 21, 2007

The Board of Directors approved the following changes during their May 18-19, 2007 meeting. The Board has invoked GCR section 1.2.2.C to make these changes effective immediately.

#### GCR

**Item 1.** 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.~~

**Item 2.** To authorize the Club Racing Department to waive the filing deadlines of GCR section 3.9.1.F.4 until June 1, 2007. The competitor must provide proof of dual entries for this waiver.

#### FE

**Item 1.** Change section 9.1.1.A.5.11.a to read as follows:

Brake pads as *labeled* and supplied from SCCA Enterprises, ~~SBS Part #WM801001.~~

#### CSR

**Item 1.** Change section 9.1.9.G.11.a to read as follows:

Brake pads as *labeled* and supplied from SCCA Enterprises, ~~SBS Part #WM801001.~~

# TIME TRIALS MEMO

**To:** Time Trial Participants, Stewards, Chiefs of Tech  
**From:** Jeremy Thoennes, Technical Services Manager  
**Re:** Immediate Rule Change  
**Date:** June 6, 2007

The Board of Directors approved the following change during their June 4, 2007 meeting. The Board has invoked TTR section 1.1.B to make these changes effective immediately.

**Item 1.** Change section 11.1 to read as follows:

At PDX (Level 1) events, any car that is street legal will ~~NOT require a be waived from the roll bar/roll cage requirement~~, except for Convertibles and Targa top automobiles. These cars must have either a roll bar meeting *the requirements of this section of the TTR, a non-mechanical factory roll bar/roll over protection (i.e. no pop-ups), Section 18 of the TTR* or a factory hard top using the factory mounting hardware and mounting points. *Owners of cars equipped with factory roll bars/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle tech inspection (a factory issued Owner's or Shop Manual will fulfill this requirement). No exceptions to this rule allowed.* For the purposes of this determination only, street legal will be defined as a car which meets local requirements for inspection (if applicable) and the car in question must possess CURRENT, VALID registration. *If this street legal requirement is not met, then the roll bar requirement as stated in this section shall apply.*

~~If these requirements are not met, then the roll bar requirement defaults to the rules listed below for Level 2 Time Trials events.~~

# COURT OF APPEALS

Judgment of the Court of Appeals  
Sammy Valafar vs. SOM, COA Ref. No. 07-04-SP  
May 17, 2007

## PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Cal Club National Race at Willow Springs on February 25, 2007, John Snow, Chief Steward, filed a Chief Steward's Action (CSA) disqualifying Spec Miata #70, driven by Sammy Valafar, for a non-compliant front fender. Mr. Valafar filed a protest of the action. Mr. Valafar was also entered in the same car in a regional race that remained to be run. The Stewards of the Meet (SOM) met, examined the car, took photos, and gave Mr. Valafar permission to compete in the regional race, with the agreement that he would report to the SOM for his hearing within five minutes following the regional race's conclusion. Following the race, Mr. Valafar reported to the SOM well past the agreed upon time at which point the SOM returned his protest form and fee. Mr. Valafar appealed the SOM decision citing lack of due process.

## DATES OF THE COURT

The National Court of Appeals (COA), Bob Horansky, Tom Hoffman, and Michael West, Chairman, met on March 22, 2007, May 10, 2007, and May 17, 2007, to hear, review and render a decision on the appeal. Dick Templeton, a member of the COA, having been an official at the event, recused himself from this hearing.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Sammy Valafar, received March 13, 2007.
2. Official Observer's Report and related documents.
3. Photos from Mr. Valafar, received March 13, 2007.
4. Witness statement from Jeff Walker, received March 13, 2007.
5. Witness statement from Jack Walker, received March 13, 2007.
6. Photocopy of logbook notations, received March 13, 2007.
7. All documents from the reconvened First Court of April 9, 2007.
8. Photos of car #70 taken in impound at the event on February 25, 2007.
9. Email witness statement from Bill Wells, Assistant Chief Steward-Tech, received April 23, 2007.

## FINDINGS – March 22, 2007

On March 22, 2007, the COA agreed with Mr. Valafar's concern that his protest was not properly heard by the SOM (First Court). The COA held Mr. Valafar's appeal in abeyance and requested that the First Court reconvene to hear Mr. Valafar's original protest.

## RECONVENED FIRST COURT PROCEEDINGS AND FACTS IN BRIEF

The original SOM, Mary Lou Robson, Rob Walker and Richard Templeton, Chairman, met via conference call with Mr. Valafar on April 9, 2007. Jerry Borgelt, a fourth member, was not available. The SOM heard testimony from Mr. Valafar and re-examined photos, witness statements, copies of the vehicle logbook, and other documents relative to the protest. The SOM determined that the right front fender of Mr. Valafar's car did not conform to GCR Spec Miata Specifications Sections 9.1.8.6.D. and 9.1.8.7.A and B. Additionally, Mr. Valafar admitted both verbally and in writing that his car #70 ran in the same configuration for all three races in which he competed the weekend in question.

The SOM denied Mr. Valafar's protest and assessed four penalty points against his competition license per GCR Section 7.4.A.5. In addition, the SOM imposed an additional penalty of loss of event points for the two regional races in which Mr. Valafar competed that weekend. (GCR 7.2.G.) The SOM also reprimanded Mr. Valafar for failure to obey the directions of the SOM and the Assistant Chief Stewards-Tech in violation of GCR 2.1.5. and 2.1.6. The SOM informed Mr. Valafar of its decision on April 21, 2007. Mr. Valafar appealed this decision under rights granted him by the COA on March 22, 2007.

## FINDINGS OF MAY 10 AND MAY 17, 2007

The action of disqualification by the Chief Steward was based on violation of GCR Spec Miata Specifications Sections 9.1.8.6.D (tire/fender clearance) and 9.1.8.7.A and B. (body repair modification). After the SOM examined the car and took photos, with the consent of the SOM, Mr. Valafar competed in the remaining regional race. By agreement, he was to report to the SOM for his hearing five minutes following his arrival in impound following the race. Testimony shows that Mr. Valafar did not report to the SOM until approximately fifty minutes after the race was completed. Bill Wells, Assistant Chief Steward-Tech, testified that he reminded Mr. Valafar three times while Mr. Valafar was in impound to report to the SOM, and that another reminder was given by Roger Littell, another Assistant Chief Steward-Tech.

Photocopies of the logbook entries for car #70 show a notation from a previous event (January 11, 2007) that required the wheel well/fender on the front driver's right to be fixed. The SOM found that this was not done. A subsequent Annual Tech (February 19,

2007) did not guarantee the car's total compliance with SM specifications.

The documentation and testimony relied on by the SOM in arriving at their decision was thorough and conclusive. The penalties issued to Mr. Valafar were within the powers granted to the SOM. Mr. Valafar did not submit any new testimony or evidence that would cause the COA to overturn the reconvened SOM's ruling.

## **DECISION**

The Court of Appeals upholds the decisions of the reconvened First Court in their entirety. Mr. Valafar's appeal fee will be returned less the administrative portion retained by the SCCA.

# **COURT OF APPEALS**

**Judgment of the Court of Appeals**  
**Fred Schmucker vs. SOM, COA Ref. No. 07-07-SE**  
**June 7, 2007**

## **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

On May 5, 2007, prior to the start of the Group 4 race at the Daytona Classic at Daytona International Speedway, Fred Schmucker, Chief Steward, filed a Chief Steward's Action (CSA) disallowing the qualifying times for Formula E car #18, driven by Jack Corthell, for violation of GCR 9.1.1.A.5.13.a, b, c. Mr. Corthell protested the CSA. The Stewards of the Meet (SOM) Norm Esau, Russ Smith, Sherri Croyle, Sandy Jung, Dennis Wicklein (SIT), and Rick Mitchell, Chairman, met, reviewed the issue, and upheld Mr. Corthell's protest. The SOM restored Mr. Corthell's qualifying times. Mr. Schmucker is appealing the SOM ruling.

## **DATES OF THE COURT**

The National Court of Appeals (COA), Dick Templeton, Bob Horansky, and Michael West, Chairman, met on May 31 and June 7, 2007 to hear, review and render a decision on the appeal.

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

1. Appeal from Fred Schmucker received May 21, 2007.
2. Official Observer's Report and related documents.
3. E-mail from Fred Schmucker dated May 30, 2007.
4. E-mail from Rick Mitchell dated June 6, 2007.

## **FINDINGS**

The action of disqualification by the Chief Steward was based on violation of GCR Formula E Specifications Section 9.1.1.A.5.13.b. GCR 9.1.1.A.5.13.b. clearly states that changing tires between a qualifying session and the race voids all previous times. Mr. Corthell used one set of properly marked tires in qualifying session one. He changed to a different set of properly marked tires for qualifying session two, thus voiding the times from session one. Following qualifying session two and prior to the race he changed back to the properly marked tires used in qualifying session one, thus voiding the times from session two. At that point, according to 9.1.1.A.5.13.b., all his qualifying times were lost and he should have started at the back of the field.

While 9.1.1.A.5.13.a. states the tires used in the race must have been used in "a" qualifying session, 9.1.1.A.5.13.b. clearly provides additional limitations on changing to different sets. The rule (GCR 9.1.1.A.5.13.b.) is clearly stated and is written as the Club Racing Board intended.

The CSA voiding Mr. Corthell's qualifying times was in accordance with the GCR.

The COA notes this appeal was filed to obtain a clarifying judgment on GCR 9.1.1.A.5.13.a. and b., and not to change the results that have been declared final and published.

## **DECISION**

The Court of Appeals upholds Mr. Schmucker's appeal. However, the results will stand as published. Mr. Schmucker's appeal fee will be returned in its entirety.



# SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | May 21-22, 2007

The Solo Events Board met in Houston May 21-22. Attending were board members Chris Dorsey, Jason Isley, Ron Bauer, Andy Hollis, Marcus Merideth, Donnie Barnes, Steve Wynveen, and Tina Reeves. Also attending were Howard Duncan and Doug Gill of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2008.

## SOLO SAFETY

- The following proposed change to the helmet rule is being submitted for member comment:  
Add to 4.3.1 as follows: "Helmets meeting British spec BS6658-85 type A/FR are also acceptable.
- The following rule change proposals are being submitted for member comment:
  - o Move Solo Rules section 1.3 into Section 2, and renumber subsequent sections accordingly.
  - o Change the third sentence of Solo Rules section 2.1.J to read: "The finish section and course exit should be clearly and carefully defined to safely restrict speeds." Also change "long straights" in 2.1.L to "portions of the course where significant braking is necessary."
  - o Add to Appendix E, just prior to the logbook portion:

## "GUIDELINES FROM THE SSC

### A. Rollover potential guidelines

(In work, will be finalized for publication in the next issue)

### B. Guidelines to corner speeds determinations based on radius of a turn

The following chart is a guideline for Regional Officials and Course Designers: it shows values of cornering speeds versus corner radius (not diameter) for various lateral accelerations. This data should be considered in light of other calculations which estimate that a fast Stock or Street Prepared car can pull well in excess of 1.0G's in lateral acceleration, and can accelerate from 30mph to 70mph in less than 300 feet.

### Cornering Speeds in Miles Per Hour

Lateral G's	20	30	40	50	60	70	80	90	100	125	150
0.9	16	20	23	26	28	31	33	35	37	41	45
0.95	17	21	24	27	29	32	34	36	38	42	46
1	17	21	24	27	30	32	35	37	39	43	47
1.05	18	21	25	28	31	33	35	38	40	44	49
1.1	18	22	26	29	31	34	36	38	41	45	50
1.15	19	22	26	29	32	35	37	39	41	46	51
1.2	19	23	27	30	33	35	38	40	42	47	52
1.25	19	23	27	31	34	36	39	41	43	48	53
1.3	20	24	28	31	34	38	40	43	45	50	55
1.35	20	25	28	32	35	38	40	43	45	50	55

## SOLO GENERAL ITEMS

- The following changes to Appendix B, Bumping Order, are proposed for implementation 1/1/2008 and are being published for member review: Add new section STREET TOURING CATEGORY, showing the following sequence: " STS => STS2 => STX => STU => To correct Street Prepared class for bumped car." Also add under PREPARED CATEGORY that GP bumps to DP.
- The SEB considered member feedback regarding the provisions of Section 4.9 and participation level requirements, and considered a variety of alternatives including lowering the minimum number required, extending the number of years, and/or providing variations according to preparation level. The Board believes at this time that the current requirement is reasonable based on the overall numbers of classes and participants at Nationals, and will continue to watch participation levels in all classes. (ref. 07-015)
- The SEB approved adding the previously-published Sound Control policy guidelines to the Solo Rules as a new Appendix. Measurements will be taken at future National-level events, and an advisory sound level maximum will be determined and made part of the guidelines for 2009.
- The following updated version of the proposed Solo Trials rules is presented here for member review and comment:

## **"APPENDIX D - SOLO TRIALS RULES**

### **I. PURPOSE**

Solo® Trials provides a venue for SCCA® members who wish to experience higher speeds than the current Solo® program allows and/or for whom the Time Trials program has not been available or desirable. Solo® Trials is a program for regions and drivers with a lower level of speeds, hazards, administrative complications and costs than Time Trials.

#### **Background Motivation:**

Several independent and marque autocross clubs, although considerably less regulated, have offered his type of program for many years without competition from SCCA®. Since region and member input indicated a need SCCA® has developed this new program. An added incentive to formulate this program for our membership was the potential to attract new members from the independent clubs who run this type of event into the SCCA® Solo® Program.

The Solo® Trials Program has three primary goals:

- 1) to be a venue for our members to compete in a safe, higher speed Solo® event;
- 2) to give SCCA® Regions, previously unable for various reasons to conduct Time Trials, a different type of Solo event to offer current and potential members; and
- 3) to develop a cadre of new competitors and organizers experienced in Solo® Trials events who will be encouraged to consider involvement in Time Trial Events. With the achievement of these three goals the Solo® Trials Program will provide a more rounded Solo® program for our members.

### **II. CONCEPT**

All Solo® Trials Events will generally be run on flat, expansive asphalt or concrete pavement with very minimal fixed objects present on the course site. Essentially, these events will be planned for sites such as airport facilities or very large parking areas that can have a defined perimeter to control access and be protected from unwanted entry. This program is not intended for racetrack facilities, which are used for Time Trials events or shopping mall-type parking lots that are commonly used for Solo® events. Extremely rare exceptions may be made for racetrack facility usage under special circumstances when the course design and locations of hazards present appropriate risks, such as an airport-based facility. The course will be designated by pylons, and as in other Solo® events, displacement of these pylons will penalize drivers. Solo® Trials events can be characterized as introductory Time Trials events, using pylon defined road courses and speeds in excess of those currently limited in the Solo® program are permitted but are more limited than for Time Trials events. Approved course designs will not normally permit potential vehicle speeds of the fastest Stock, Street Touring®, or Street Prepared vehicles to exceed 95 MPH.

Solo® Trial events will fall under the authority of the Divisional Solo® Steward (DSS) and under the regulation of the National Solo® Rules (SR), except as exempted by these Solo® Trials Rules.

### **III. PROCEDURE FOR SCCA® SANCTION**

Regions wishing to participate in the Solo® Trials Program shall:

1. Submit to the National Office an event site approval request which includes a proposed scale course design map with surrounding areas indicated; and
2. Submit sanction application to the DSS after receiving event site approval.

### **IV. SITE SELECTION AND COURSE DESIGN APPROVAL**

Courses shall be placed on relatively level, smooth pavement surfaces and shall avoid incorporating elevation changes or abrupt high speed maneuvers that could lead to loss of control. The course design should limit straights (defined as a section of course where full acceleration is possible, regardless of whether it is totally straight or not) to a maximum of 1,200 feet, including the braking zone preceding a subsequent maneuver. The intent of this requirement is for the top speed of the fastest Solo Stock or Street Prepared-type cars to not normally exceed 95 mph at any point on the course. The course shall be designed to provide the Safety Steward and Chief Steward, or their designated representatives, a direct line of sight to all portions of the course or radio communications must be provided between all corner stations and officials.

Prior event site inspection is mandatory and shall be coordinated with the Solo® Safety Committee (SSC). The inspection shall be made by the Divisional Solo Safety Steward (DSSS) or a designated representative of the SSC. This inspection will ensure that:

1. The proposed course pavement and overall event facility is capable of supporting a safe event;
2. Proper worker safeguards are available and will be utilized; and
3. The event site can be appropriately secured from unwanted entry by unauthorized individuals.

A safety report on the acceptability of the site shall be filed with the SSC with copies to the Director of Solo®. This report shall form the basis of SCCA® sanction and insurance issuance. Once a course site has been approved, it need not be inspected again unless there have been changes in pavement or to surrounding course areas. However, each subsequent event must go through all other sanction requirements.

### **V. SCCA INSURANCE**

Liability and Participant Accident coverage will be provided as indicated in the SCCA® Insurance Manual

## **VI. EVENT OFFICIALS**

The Chief of Safety shall be appointed by the Divisional Solo® Safety Steward (DSSS). The host region shall appoint all other officials. All event officials must be SCCA members in good standing. The selection of the Safety Steward shall be done with utmost care reflective of the type of event. It is recommended that the Safety Steward have Time Trials experience but, as a minimum, shall have five years Solo® experience as a Safety Steward..

## **VII. ENTRANT ELIGIBILITY AND LICENSING**

Driver Eligibility:

Must be an SCCA® member, at least 16 years old, and possess a “full privilege” operator’s (driver’s) license from their state of residence. Novice drivers may not participate in any Solo® Trials event. Drivers in a Solo® Trials event must have experience in at least four parking

lot type Solo® events within the last two years. Proof may be in the form of event results or a letter from a Regional Executive, Divisional or National Solo® Official attesting to the experience level of the prospective entrant.

## **VIII. WORKERS**

Events will operate primarily utilizing competitors, who are not competing at the moment, as course workers. This practice will duplicate the procedures currently in place for the Solo® Program. However, it is highly recommended that experienced Club Racing Flagging and Communications workers be used in a supervisory capacity. Prior to the beginning of competition runs, a workers training session will be held in order that each worker (driver) be familiar with what will be expected of them when they are placed on station.

## **IX. EVENT SAFETY REQUIREMENTS**

1. A fire vehicle shall be provided that will be equipped to fight car fires. This vehicle must carry a minimum of 60 pounds total capacity dry chemical fire extinguisher(s).
2. An ambulance must be on call and available to respond within five minutes of a telephone call from the event site. A cellular phone must be available on site to minimize response time in the event of an emergency. At a minimum, one individual certified in Advanced First Aid by the American Red Cross, or equivalent, along with an extensively equipped First Aid, kit must be present and available. If this individual is also a competitor, another certified individual must be on duty while he or she is competing. It is highly recommended that an ambulance be stationed on site and staffed with qualified personnel for the duration of the event.
3. A prearranged safety plan, approved by the SSC, must be in place to cope with major emergencies.
4. At least 20 pounds of dry chemical extinguisher (total capacity) must be provided at each flagging station. Each station shall also be equipped, at a minimum, with a red flag.
5. Radio communication shall be provided from each flagging station to event officials at the event control point.
6. As a minimum, each station shall have two workers.
7. Each flagging station shall be on the inside approach of its respective corner and be placed a minimum of 75 feet from the course edge. It is highly recommended that the station be located behind a solid protection barrier such as, but not limited to, concrete, tire wall, Armco.

## **X. VEHICLE SAFETY EQUIPMENT REQUIREMENTS**

A vehicle safety inspection conducted in accordance with the Solo®Rules, Section 3.3.3. must be successfully completed prior to competition. Competitors and officials are reminded that this inspection must be conducted with consideration to conditions of a Solo Trials event. The Chief Steward is authorized to prevent any vehicle from competing that he or she believes to be inadequate. In addition, vehicles must meet the following applicable requirements:

1. Vehicles prepared to Club Racing specifications must meet all current GCR safety equipment requirements.
2. Vehicles prepared to Time Trials specifications must meet all current Time Trials safety equipment requirements.
3. Vehicles prepared to Solo® specifications must meet the following additional requirements:
  - a. Prepared and Modified category vehicles, and all open vehicles, must have a roll bar meeting current Solo® Appendix C standards (exception: open cars may substitute factory hardtops equipped with bolt-in fasteners). In addition, Stock, Street Touring®, Street Prepared, and Street Modified vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar. Bolt-in roll bars are permitted. It is highly recommended that all Solo® prepared vehicles have roll cages/roll bars meeting current GCR requirements. Roll cages are highly recommended for all vehicles and, if installed, must conform to current GCR Section 9.4.
  - b. A driver restraint system as described in the current GCR Section 9.3.18 is required for all Prepared, and Modified category vehicles, and for all Stock, Street Touring®, Street Prepared and Street Modified category vehicles equipped with a roll bar or roll cage. Stock, Street Touring®, Street Prepared and Street Modified category vehicles not equipped with a roll bar or a roll cage may not use an upper body restraint system other than the factory system.
  - c. A hand-held fire extinguisher meeting the current GCR Section 9.3.22.B is highly recommended.

## **XI. DRIVER SAFETY EQUIPMENT REQUIREMENTS**

The following equipment must be displayed for Tech Inspection and be used during competition by all drivers:

1. A helmet meeting the current Solo® requirements as a minimum.
2. Vehicles prepared beyond the allowances of Street Modified are required to have a window net, roll up windows or an approved arm restraint system. All open cars that do not have original equipment roll up windows must be equipped with a

window net, or the driver must wear an approved arm restraint system. Vehicles with original equipment roll up windows may compete without either a window net or a driver arm restraint if the driver side window is rolled up during competition.

3. Drivers of open cars shall wear goggles or face shields.

4. SCCA approved fire resistant clothing as listed in the current GCR, Section 9.3.19, is highly recommended for all drivers.

5. Minimum apparel shall be long pants, long sleeve shirts and shoes which fully covers the foot at least to the ankle.”

### SOLO STOCK CATEGORY

- The following class change proposals are submitted for member review:
  - o Move the listings for the variants of the Mini Cooper S which are currently in G Stock to D Stock.
  - o Move the listing for the Mini Cooper S John Cooper Works package which is currently in B Stock to D Stock.
- The following new class listing is proposed and submitted here for member review:
  - o Mini Cooper S Works GP package: DS
- After reviewing member feedback, the SEB and SAC are recommending the following previously-published rule change proposal to the BOD:

ITEM 1) 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.”

### SOLO STREET TOURING CATEGORY

- Per the STAC, the following rule change proposal is submitted for member comment:

Add new 14.10E, re-letter subsequent sections accordingly:

“E. Catalytic converters may be replaced by aftermarket units. Replacements must: 1) be certified for use in that vehicle application by the manufacturer or reconditioner, 2) bear correct EPA-mandated labeling, 3) be of the OE quantity and type (i.e. oxidation, three-way, etc.) and 4) be used in the same location(s) as the OE converter(s). This does allow for high performance replacements, provided they meet all restrictions herein.”

NOTE: This proposal is in response to member input from STS/STS2 competitors on the recent Stock category proposal to limit catalytic converter replacement to OE-only, and to continuing questions regarding legality of OE-equivalent aftermarket cats. The proposal meets two primary tenets of the Street Touring category by allowing a common street tuner performance mod (i.e. hi-flow cats) while maintaining emissions legality, as defined by the EPA. For reference, the EPA regulations are summarized in the document labeled “What You Should Know About Using, Installing, or Buying Aftermarket Catalytic Converters” which can currently be found at .

- The following rule change proposal is submitted for member comment:

Change the last sentence of 14.7 to read as follows: “Non-standard lateral members that connect between the brackets for the bar, including allowed strut bars per 14.8.M, are permitted.” Also move 14.8.M to a new subsection within 14.2.

- The following class name change proposal is submitted for member comment: rename STS2 to STR. *Comment:* this is for better consistency with the form of other class names.

- Based on member feedback, the following previously published rule change proposal has been recommended by the SEB and is being sent to the BOD for final approval:

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

### SOLO STREET PREPARED CATEGORY

- The following previously-published change proposal has been reviewed and recommended by the SPAC, is being recommended to the BOD by the SEB, and is published here again for member reference:

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

“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: This change affects Street Modified as well (see 16.1.G, which will be removed and superseded by the above)

· The following class change proposals have been recommended by the SPAC and are published here for member comment:

o Move from CSP to DSP, Dodge SRT-4. (ref. 07-291)

o Move from ASP to BSP, Porsche 911/Carrera normally aspirated (964 chassis and 993 chassis, on one line), '89-'98 (ref. 07-278)

· The following listing changes proposals are being submitted for member comment:

o Replace the Porsche 911 listings in ASP with the following lines:

911 Turbo NOC (all through '98)

911 996 chassis (all) ('99-'04)

911 997 chassis (all) ('05+)

o Combine onto one line in ASP the listings for Porsche 924 (all), 944 (all), and 968 (all)

· The following rule change proposal has been recommended by the SPAC and is published here for member comment:

Change the last sentence of the second paragraph of 15.7 to read: “Non-standard lateral members that connect between the brackets for the bar, including allowed strut bars per 15.2.C, are permitted.” NOTE: this also affects Street Modified.

· The following class change proposal is being published here for member comment:

Move from ASP to BSP, Porsche Boxster (all). Add listing on same line in BSP for Porsche Cayman (all)

· The SPAC and SEB have considered member feedback on the traction control proposals, and the SEB is recommending to the BOD the following group of previously-published rule changes:

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.”

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.)

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.)

Change 15.9.A to read as follows:

“Any ignition setting, adjustment, or system may be used, but these modifications may serve no other purpose including as a traction and/or stability control system. This does not prohibit the use of ‘two-step’ rev limiters used when the car is stationary.” (rest of section stays as current)

· The following rule change proposal is being published for member comment:

Change the first sentence of 15.10.Q to read: “For cars listed on lines with model years prior to 2005, cylinders may be rebored...” Also insert after second sentence as follows: “For vehicles in listings which only include model year 2005 and later, 13.10.B applies.” (ref. 01-215)

## SOLO STREET MODIFIED CATEGORY

· The following rule change proposals are submitted for member comment:

o Change 16.1.D.4. to: “Transmissions must have the same number of gears as produced. SMTs (sequential manual transmissions) and CVTs (continuously variable transmissions) are not allowed unless they are available from an automobile meeting stock class eligibility requirements. SMTs and CVTs may not be modified. Pneumatic or hydraulic assisted shifting mechanisms may not be modified or added.”

o Change 16.1.D.1. to: “Engine block must be a production unit, *from an automobile*, manufactured and badged the same as the original...”

o Add to 16.1.K. Items such as carpeting that use the rear seats as an attachment point must remain. Alternative methods of attachment may be used to secure these items within the vehicle. (ref. 07-152)

· The SEB and SMAC are considering conditions under which SM could be merged with SM2, including but not limited to appropriate weight adjustments.

## SOLO PREPARED CATEGORY

· The following amended version of a previously published rule change proposal is being provided here for further member review and comment:

In classes CP, DP, EP, FP; add 5% 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.

## SOLO MODIFIED CATEGORY

- The MAC has provided the following updated version of their previously-published set of proposals affecting F Modified. Changes from the prior version are shown in italics.

In Appendix "A", Modified Category, Modified Class F

Reword current section "B" to read:

B.1. GCR legal Formula V

(Add): B.2. Formula First (FST)

(Add): C.2.u. A limited-slip (*deleted "or "locked" differentials"*) differential (LSD) is permitted

In C.2.c. (Add) new ending sentence: "This would include VW *replacement heads as specified without raised ports* and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted."

Delete current section "D" and renumber to "F",

Add new section "D" – "Although the following allowances are generally based upon the FST ruleset, they have been altered to better follow the needs and goals of this program and the philosophy of the Solo Vee."

D.1. Front Suspension.

The front suspension shall be standard VW Type I sedans H-beam front suspension (i.e., link pin or ball joint), or an exact replica of one of them and dimensionally identical. *Aluminum H beams are prohibited.* The following modifications are permitted:

D.1.1. Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

D.1.2. Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coilovers are permitted.

D.1.3. Removal of the shock towers above the upper H-beam tube centerline.

D.1.4. Relocation of the shock dampers is permitted. Shock dampers and their actuation are free

D.1.5. The use of any anti-sway bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Sway bars may not be cockpit adjustable.

D.1.6. Replacement of torsion bar rubbers with spacers of another material.

D.1.7. Installation of any ride height adjuster(s)

D.1.8. Removal of the drum brake backing plates.

D.1.9. In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, and toe-in and link pin inclination are free.

D.1.10. In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

D.1.11. Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

D.1.12. Steering column may be altered or replaced. Steering wheel is free, and may be detachable. Steering mechanism is free, but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

D.2. Rear Suspension

D.2.1. The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

D.2.2. The rear axle bearing retainer flange mating surface may be machined, or shims may be installed under the rear axle bearing, for the sole purpose of adjusting bearing axial float.

D.2.3. Springs, shock dampers, their actuation, and camber compensating devices are free.

### D.3. Braking System

D.3.1. Standard VW Type 1-3 brake components, disk or drum, may be used, including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle or any combination thereof is unrestricted as long as the units chosen are deemed safe.

D.3.2. Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

D.3.3. Any type lining or pad material may be used.

D.3.4. Adapter plates may be fitted to allow mounting of front or rear brake calipers.

D.3.5. Cross-drilling or grooving of rotors is permitted. *Rotors made of a ferrous material* shall be used on both the front and rear of the car.

D.3.6. Rear brake drum assemblies may be removed and replaced with one piece cast iron brake rotors with machined-in rear axle splines. Caliper mounting is free.

D.3.7. The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

D.3.8. A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted

D.3.9. Brake lines may be of any suitable material, including steel braided lines.

D.3.10. 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

Add new section "E":

E. Solo Vees may upgrade their 1600 cc engines in **either** one of the following two option packages. There shall be no "mixing" of allowances. When chosen as a package, these allowances will override selective limitations in other sections of the Solo Vee rules.

E.1.

Increase compression up to and including 10:1 ratio *with OEM bore and stroke*. Fuel injection is prohibited. Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust. *Port location may not be changed from OEM stock. Machining of any type in the combustion chamber such as, but not limited to, valve un-shrouding is prohibited. Valve guide centers shall remain OEM stock. OEM stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor is permitted. Multiple carburetion is restricted to a maximum of two 40mm carburetors with 28mm venturers. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2inch ID pipe. Any intake manifold not having a plenum chamber is permitted.*

Minimum weight 1000#

OR

E.2. Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. *Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OEM stock. Port location may not be changed from OEM stock. OEM stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. 9:1 compression ratio. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.*

Minimum weight 1000#

The following other changes have been recommended by the MAC and are being published for member comment:

- o For the 949 Rave engine (SW Rotax w/ CVT for 2-strokes) the MAC recommends adding 50 lbs. for FM, in the 2<sup>nd</sup> sentence of A.4
- o In Appendix "A", Modified Class F, A.4., change second sentence: "Add 50 pounds for AMW and Rotax 494 (Rave or non-Rave) and 493 engines."

o Add new paragraph to Appendix "A", Modified Class F, A.5: "Competitors using the Rotax 494 Rave engine are required to use the 494 non-Rave rotary valve: Rotax part #924509 or 924508, SkiDoo prefix 420, 147 degree designation that opens @ 135 degrees BTDC and closes @ 64 degrees ATDC in their engine. Rave valves shall be blocked in the "full open" position or left as delivered. No other alterations are permitted. 494 Rave and non-Rave parts may not be interchanged between the two engines unless specifically noted."

#### MEMBER ITEMS NOT RECOMMENDED

- STS2 National Status in 2007 (ref. 07-273)
- Classing of Jeep Grand Cherokee SRT-8 (ref. 07-264)
- Request for SM to use XP turbo displacement formula
- Smoking ban (ref. 06-250)
- Lotus 7A weights in DP (ref. 07-315)

#### ITEMS UNDER REVIEW

- 17.11 allowances, ruleset mixing/matching

#### TECH BULLETINS

- 1) General: The reference to Time Trials immediately following the Introductory Section should be removed.
- 2) General: The entire Introductory Section, through subsection 10.2, is to be renumbered to resolve section number conflicts with items in the SOLO RULES sections of the book.
- 3) General: Add the content of the first paragraph of Section 8 as a new second paragraph in the Introductory Section, subsection 1.4.
- 4) General: The Protest Committee Chairman section (8.4.1) should be renamed "Chief of Protest" and moved to 5.10, with subsequent sections renumbered accordingly and references to 8.4.1 updated. Also add under "Chief of Protest" the notification of the parties to the protest, i.e. the protestor(s) and protestee(s).
- 5) General: Remove "Divisional" from the second sentence of 3.7.H.
- 6) General: The first sentence of 1.4.2.A should read: "All competitors except those in Formula Junior classes..."
- 7) General: Replace last sentence of 3.3.3.B.4 with: "For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire."
- 8) Stock: The Subaru "Impreza 2.5 RS" listing in G Stock should read: "Impreza 2.5L (normally aspirated)"
- 9) Stock, ST, SP: 13.3.E and 3.3.3.B.4 do not allow siping or re-grooving of tires in Stock, Street Touring, Street Prepared, or Street Modified.
- 10) Stock: The following classification, effective immediately upon publication, has been approved by the SEB:  
'07+ Mazda MX-5 MSR package (covered by existing listing for MX-5) CS
- 11) Stock: On a Mazda Miata with an integral bump stop / dust boot configuration, the OE boot may be detached from the OE bump stop and removed, replaced, or modified under the allowances of 13.5.D. (ref. 07-205)
- 12) Stock, errors and omissions: The reference to 13.5.H in Appendix D, page 237, should be to 13.5.D.
- 13) Street Touring: The out-of-date reference to "previously-listed STR class" in 14.0 should be removed.
- 14) Street Prepared: The front spoiler allowances of 15.2.H permit an attached splitter as part of the front spoiler, provided it meets the extent constraints of the rule. (ref. 07-022, 07-241)
- 15) Street Modified: The Club Racing Touring category should be added to the list of applicable categories in 15.2.1.3
- 16) Street Modified: The previously-published Tech Bulletin regarding turbo displacement factor should have read as follows: "Street Modified: In Appendix A, Street Modified, paragraph 2 is clarified to read: "Turbocharged or supercharged versions of all engines will be classified on the basis of 1.4 times the actual displacement."
- 17) Street Modified: The first portion of 16.1.1 should read: "Hoods (engine covers), front fenders, front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. *Associated hardware including latches, hinges, and window washer nozzles may be modified, removed, or replaced. This does not permit removal of the remainder of the window washer system.* Mid and rear engine cars may choose to modify or replace the front hood or rear engine cover, but not both."
- 18) Prepared: Add to the second paragraph of 17.11.A, after "....safety straps, and braided steel brake lines." as follows: "Single Inlet Restrictors are not required." (ref. 07-261)
- 19) The previously-published proposal to change the FP listings for the Porsche 911 should have read as follows: Effective 1/1/08, in class FP, Appendix A, change "Porsche 911 (all) (2.0, 2.2, 2.4, 2.7, 2.8, 3.0, 3.2, 3.5, 3.6L)" to "Porsche 911 (non turbo engines under 3.6 liters)"
- 20) Prepared: The first sentence under Appendix A, Prepared Class D should be removed.



- 21) Prepared: The Layout section in Appendix A, immediately under PREPARED CATEGORY, now only applies to GP and should be moved to the section for that class.
- 22) Prepared: Add to General Motors listings in CP the following (ref. 07-135):
- A-Body (Chevelle, El Camino, Tempest, etc.) ('64-'67)
  - A-Body (Chevelle, Cutlass, El Camino, GTO, etc.) ('68-'72)
  - A-Body (LeMans, Cutlass, Chevelle, El Camino, etc.) ('73-'77)
- 23) Modified: In Appendix A, Modified Class F, sections "A.7." and "A.8." contain information that is redundant with "A.6". Hence "A.7" and "A.8" can be eliminated in the rule book as a duplication and the section renumbered to reflect this removal.
- 24) Modified: The text in Appendix A, Modified Class F, "A.10" is incomplete. It currently begins: "F440....." It should read "F440/500....." There was never any reason or attempt to limit this paragraph information to just a 440 engined car.
- 25) F125: The EasyKart is considered legal for F125 provided its construction meets the requirements of Section 19, particularly 19.1.D.2 (ref. 07-288)

# ROADRALLY BOARD MINUTES

RALLYCROSS BOARD MINUTES | June 6, 2007

The RoadRally Board (RRB) met via conference call at 7:30 PM CDT on June 6, 2007.

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

Chuck Edwards, Secretary was unable to attend.

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

The May 2007 minutes were accepted as published.

## Proceedings

### **1. Event reports**

#### Discussion:

- The San Francisco rally weekend was successful, with a decent turn out.
- The next National events are in August and September and are coming along nicely.

### **2. Rules Committee**

#### Discussion:

- Claim forms need to be reprinted. Pego has drafted a revised version for review by the Rules Committee.
- All proposals and comments for new rules are on the SCCA web site forum. The Rules Committee will review this in July and make recommendations to the RRB in time for the RRB's August meeting.

### **3. Insurance**

#### Discussion:

- Questions continue to arise as to what is required of competitors and who is responsible for verifying their insurance status. The consensus is that the burden is on the competitor, not the rally organizers, so only SCCA membership and the drivers license should be checked by the rally committee at registration. Updated and clarifying language will be drafted for future editions of the RRRs and RFOs.

### **4. 2008 Convention**

#### Discussion:

- A tentative schedule needs to be in place by August, so discussions will take place at the July and August meetings.

### **5. Newsletter**

#### Discussion:

- Condensed current standings (e.g. the top 3) will be provided for inclusion in the newsletter.
- When available, event reviews and upcoming events will be included.
- Each RRB member will provide a brief biography for future editions.

The meeting was adjourned 8:15 CDT.

### **Next meeting**

July 17, 2007, at 7:30 pm CDT via conference call.

Submitted by Tim Craft

# RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | May 14, 2007

The Rallycross Board met by conference call on May 14, 2007. Members present were Mark Walker (Chair), Matt Nichols, Jason Woodruff, Tom Nelson, and Mark Utecht.

The meeting came to order at 8:07pm.

Tom Nelson (Safety Committee Chair) reported on the development and activities of the Rallycross Safety Committee (RxSC). The committee now has five members and is beginning to take assignments and review reports from events. A conference call schedule will be set up shortly.

Mark Utecht (Rules Committee Chair) reported on the current activities of the Committee. A number of issues are wrapping up and

there will be recommendations for the next meeting. The rules committee is on schedule for the 2008 rules recommendations.

The RxB briefly discussed the soon to be open Midwest Division Rxs position.

The meeting was adjourned at 9:09pm

## **RALLYCROSS BOARD MINUTES**

**RALLYCROSS BOARD MINUTES** | June 11, 2007

The Rallycross Board met by conference call on June 11, 2007. Members present were Mark Walker (Chair), Matt Nichols, Jason Woodruff, and Mark Utecht. Others present were Howard (Duck) Allen, BoD Liaison.

The meeting came to order at 8:12pm.

Mark Utecht (Rules Committee Chair) reported on the current activities of the Committee. The committee recommends the following actions on member submitted issues:

Clarification to body panel replacement (Lanctot): (Utecht/Woodruff) PASSED

The clarification will now read: 6.2.E.10: Exterior body panels may be added or substituted with any material. Doors may be "gutted" to reduce weight. Any edges created by these modifications that the driver or passenger may contact must be properly insulated to prevent injury. Roof panels must be metal of at least the same thickness as original. Sunroof panels may be replaced with sheet metal of at least the same thickness as an original roof skin without sunroof. Inner roof structure may only be modified with addition of a full roll cage built to specifications of a recognized auto racing organization.

Allow mechanical boost modifications in Prepared Category (Armstrong). Issue a clarification to the section 6.2.D.5 (Utecht/Nichols) PASSED.

The section will now read: 6.2.D.5. The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). *Turbocharger boost regulation systems, either electronic or mechanical, may be or modified or replaced.*

Add a category between Stock and Prepared (???): (Utecht/Woodruff) FAILED. The RxB feels the current classifications are sufficient.

Allow removal of HVAC components in prepared. (???): (Utecht/Woodruff) FAILED. The RxB feels that the proposal is not within the spirit of the classification.

Remove tread gap specification in stock category (Gerber): (Utecht/Woodruff) FAILED. The RxB feels that this is a very divisive issue within the membership and does not have enough data to properly address the issue.

Motion: Walker/Utecht. Approve Jerry Doctor (Nebraska Region) for the Midwest Division Rallycross Steward Position to replace Jeff Templeton (St. Louis Region). The RxB thanks Jeff for his many years of service to the Rallycross community and the SCCA and wishes Jeff the best of luck in his future endeavors.

Motion to adjourn at 9:09pm (Utecht/Woodruff). PASSED

## **RALLYCROSS MEMO**

RallyCross Board seeking candidates for RallyCross Divisional Steward in Central Division and the Midwest Division. Please forward a Rally resume and letter of intent to the rxb@scca.com.

## 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

#### **SCCA National Championship Runoffs Presented by AT&T**

**Supplementary Regulations:** [http://www.scca.com/\\_FileLibrary/File/RunoffsSupps.pdf](http://www.scca.com/_FileLibrary/File/RunoffsSupps.pdf)

**Schedule:** [http://www.scca.com/\\_FileLibrary/File/2007Schedule.pdf](http://www.scca.com/_FileLibrary/File/2007Schedule.pdf)

**Entry Form:** [http://www.scca.com/\\_FileLibrary/File/2007EntryForm.pdf](http://www.scca.com/_FileLibrary/File/2007EntryForm.pdf)

**Officials List:** [http://www.scca.com/\\_FileLibrary/File/2007RunoffsRaceOfficials.pdf](http://www.scca.com/_FileLibrary/File/2007RunoffsRaceOfficials.pdf)

**Volunteer Form:** [http://www.scca.com/\\_FileLibrary/File/2007VolunteerForm.pdf](http://www.scca.com/_FileLibrary/File/2007VolunteerForm.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

**Tire Rack SCCA Solo National Championships Entry Form:** [http://www.scca.com/\\_FileLibrary/File/NationalsEntryForm.pdf](http://www.scca.com/_FileLibrary/File/NationalsEntryForm.pdf)

**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>

# BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | May 18-20, 2007

*NOTE - THE FOLLOWING MINUTES ARE FROM THE MAY FACE-TO-FACE BOARD OF DIRECTORS MEETING. THESE MINUTES WERE INADVERTENTLY OMITTED FROM THE JULY FASTRACK, WHERE THEY SHOULD HAVE APPEARED. THEY ARE AS FOLLOWS, WITH OUR APOLOGIES*

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, May 18, through 20, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Michael Sauce, and K.P. Jones. Jim Julow, President, Jeff Dahnert, Vice President of Finance, Eric Prill, Vice President Marketing and Communications, Colan Arnold, Vice President, Member Services and Region Development, Howard Duncan, Vice President Rally/Solo, Terry Ozment, Director of Club Racing, Jeremy Thoennes, Technical Services Manager, also participated.

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

**MOTION:** To approve the minutes of the April 2, 2007 meeting. (Sheridan / Allen) PASSED. Unanimous.

## PRESIDENTS REPORT

Jim Julow discussed membership programs, budget forecasts and plans to obtain additional sponsorships. He addressed the setting of priorities and the funding of activities at the National Office. Jim also reviewed the updated Operations Manual.

## FINANCE AND ADMINISTRATION

Jeff Dahnert presented a financial report as of April 2007. He presented the SCCA Inc. audited financial statement from Mize, Houser & Company for year end 2006.

## MARKETING & COMMUNICATIONS

Eric Prill updated the Board on plans for SCCA Super Events, including Pro Racing, Club Racing, Solo and Rally components, beginning in 2008. The Board encouraged the staff to begin discussions with regions and promoters. Eric presented new marketing materials, "Feed your obsession" which supersedes the "Get real fast" materials. He introduced a company that will be involved in the acquisition of new sponsorship partners. He also gave an overview of plans that Heartland Park Topeka has for improvements to the facility to better support the Solo Nationals and Runoffs.

## CLUB RACING

Terry Ozment presented participation statistics, Runoffs entry status, Time Trials rules process, Driving Instructor program, Endurance Racing, and FIA flagging procedures.

## MEMBER SERVICES

Colan Arnold presented membership history statistics, temporary / weekend memberships program, improvements to Inside Line, Volunteer license renewal program, Membership referral program, National Convention plans and Volunteer incentives. He also recapped activities relating to on line registration.

## TECHNICAL SERVICES

Jeremy Thoennes discussed the idea of a Spec Miata compliance fee to fund additional compliance inspections.

## RALLY / SOLO / FOUNDATION

Howard Duncan reported on the National RallyCross program, National Solo Program and Championship, National Tour, Pro Solo and Road Rally. He also reviewed plans for the Street Survival program.

## OLD BUSINESS

None

## NEW BUSINESS

The Chairman appointed an industry task force composed of Kaye Fairer, KP Jones, Mike Sauce and Jim Julow.

The Chairman appointed Mike Sauce to Safety Committee liaison.

**MOTION:** To accept the report of the independent auditors, of the SCCA Inc. consolidated financial position as of December 31, 2006. (Jones/Sheridan) PASSED, Unanimous

**MOTION:** To authorize the Pro Racing Board to continue World Challenge operations in 2008. (Holtz/ Allen) PASSED. Voting NO, Porterfield. Absent, Clark, Dent

**MOTION:** To adopt the Volunteer Incentive Program as presented by Member Services. PASSED, (Fairer / Allen) PASSED. Unanimous.

**MOTION:** To replace the current Temporary Membership program with the Weekend Membership program effective August 1<sup>st</sup> 2007. (Fairer / Lybarger) PASSED. Unanimous.

**MOTION:** To invoke GCR Section 1.2.2.C and make the following changes to the GCR effective immediately as follows:

GCR Section 9.1.1.A.5.11.a

Brake pads as labeled and supplied from SCCA Enterprises.

GCR Section 9.1.9.G.11.a

Brake pads as labeled and supplied from SCCA Enterprises.

(Porterfield/Sauce) PASSED. Unanimous, Abstaining, Christian

**MOTION:** To Amend the Operations Manual as follows:

5.7.3 Stewards Program

a. Chairman of the Stewards Program

Change 5.7.3a as follows:

i. The Chairman of the Stewards shall be appointed by the Board of Directors with input from the senior executive in charge of Club Racing. (same)

ii. The Chairman of the Stewards will have authority over and responsibility for the Club Racing Stewards program. (same)

iii. The Chairman of the Stewards shall designate a sufficient number of National Series Chief Stewards for each Division, from nominees of the Executive Stewards, for the following calendar year. Designations shall be made no later than October 31 of the year prior. In the event of disagreement between the Executive and the Chairman as to designation of a nominee(s), the Executive may request involvement of his/her Division Directors, and a majority vote of the Chairman, Executive Steward, and Directors is necessary for approval of the nominee(s). Any issues must be resolved by November 30 of the year prior. (new)

b. Executive Stewards

Add, 5.7.3.b.vii

Maintain full responsibility for licensing all Stewards in their Division, except National Series Chief Stewards. (new)

Add, 5.7.3.b.viii

Nominate a sufficient number of National Chief Stewards in their Division to be National Series Chief Stewards. Nominations shall be made no later than October 1 of the year prior to effective date, and shall be made to the Chairman of the Stewards Program. (new)

(Jones / Fairer) FAILED, Voting NO, Sheridan, Allen, Introne, Holtz, Sauce, Lybarger, Christian.

**MOTION:** To Amend the Operations Manual

5.7.3 Stewards Program

a. Chairman of the Stewards Program

Change 5.7.3a as follows:

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b. Executive Stewards

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Maintain full responsibility for licensing all Stewards in their Division, except National Series Chief Stewards. (new)

Add, 5.7.3.b.viii

Nominate a sufficient number of National Chief Stewards in their Division to be National Series Chief Stewards. Nominations shall be made no later than October 1 of the year prior to effective date, and shall be made to the Chairman of the Stewards Program. (new)

(Christian / Sheridan) PASSED, Unanimous

**MOTION:** To revise the Operations Manual as follows:

## B8. STRATEGIC PLANNING

It is appropriate that the leadership of the Club develops, and shares with the membership, long range plans for the growth and well being of the organization.

The Board's Planning Committee will review and recommend to the Board updates as needed to the Club's Strategic Plan in May of each year.

### B8.1 BUSINESS PLANS

The President of the Club will prepare a Strategic Business Plan addressing the vision and priorities for the Club in those areas that are the responsibility of the Club staff. This will include member service, communications, finances, and marketing.

This plan will be provided to the Board of Directors in May of each year for review and approval. It will be made available to the Club membership through presentation at the Convention, the Club's web site and SportsCar Magazine.

The President will prepare a Three Year Financial Plan that will provide a long term financial road map. This plan will be tied to the vision and longer-range objectives set forth in the Strategic Business Plan. The Three Year Financial Plan will be presented to the Board of Directors in August of each year for review and approval.

The first year of the Three Year Financial Plan will be modified to develop the Annual Budget that will be reviewed with the Board of Directors at the December Board meeting each year. The Annual Budget will be used to set the staff's goals and objectives for the year. A report of performance to that plan will be provided at the end of each year. These reports will be shared with the Board of Directors as close to the end of the fiscal year as possible and with the membership at the annual meeting and on the web site.

The Strategic Business Plan and the Three Year Financial Plan will be reviewed annually to ensure both are kept updated and relevant.

(Sheridan / Porterfield) PASSED. Unanimous

**MOTION:** To approve the revisions in Section III "AWARDS" of the Operations Manual. (Fairer / Christian) PASSED. Unanimous

**MOTION:** To approve the revisions in Section II. "RELATIONSHIPS WITH OTHER ORGANIZATIONS" of the Operations Manual. (Sheridan / Fairer) PASSED. Unanimous

**MOTION:** To approve the concept of a Chief Driving Instructor Program. (Fairer / Lybarger) PASSED. Voting NO, Porterfield, Sauce, Sheridan, Jones

**MOTION:** To instruct the National staff to pursue funding from ACCUS to obtain FIA compliant flags. (Jones / Fairer) PASSED. Voting NO, Porterfield, Introne, Holtz

**MOTION:** To approve a change of Division for Luis Rivera from Southern Pacific to Southwest Division. (Sauce/ Fairer) PASSED. Abstaining, Christian, Jones

Motion: To accept the following 2 items as recommended by the Club Racing Board.

Item 1. 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 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.~~

(March 6 minutes, published April Fastrack)

Item 2. To allow drivers who have already competed in 2007 events to avail themselves of this ruling, the CRB recommends the following: Authorize the Club Racing Department to waive the filing deadlines of GCR section 3.9.1.F.4 until June 1, 2007. The competitor must provide proof of dual entries for this waiver.

(Sauce/Porterfield) PASSED. Unanimous

**MOTION:** To adjourn. (Jones/Lybarger) PASSED.

Respectfully submitted,

Jim Christian  
Secretary