

## BOARD OF DIRECTORS MINUTES

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

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

**MOTION:** To approve the minutes of the June 4, 2007 meeting. (Porterfield/Allen)  
PASSED, Unanimous

### PRESIDENTS REPORT

Jim Julow reported on feedback he has received from the membership from his visits to individual Regions. He previewed items that will be brought to the Board at the August meeting.

### OLD BUSINESS

NONE

### NEW BUSINESS

**MOTION:** To approve Barbara Knox as Executive Steward for Southern Pacific Division effective immediately. (Porterfield/Jones)  
PASSED, Unanimous

**MOTION:** To adjourn.

Respectfully submitted,

Jim Christian  
Secretary

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# CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Aug. 7, 2007

The Club Racing Board met by teleconference on August 7, 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.

The following decisions were made:

**PROPOSED RULE CHANGES or CAR RECLASSIFICATIONS.** The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. Comments may be e-mailed to [crb@scca.com](mailto:crb@scca.com).  
**GCR**

**Item 1.** Effective 11/1/07: The following changes to item 5 as published in the July FasTrack are recommended based on member input:

Change section 9.4.B.2.c as follows:

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.~~

Change section 9.4.D as follows:

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 *only if the door bars extend into the door cavity 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.

## Production

**Item 1.** Effective 1/1/08: The following changes are recommended to the Production rewrite, item 3 of the August FasTrack, based on member input:

Change section 9.1.5.E.2.f.1 as follows:

**Camshafts** are unrestricted. Any lifters, **tappets**/cam followers of the same type and diameter as **stock** are permitted. The interchange of hydraulic and solid lifters is permitted.

Change section 9.1.5.E.2.f.4 as follows:

Any **ferrous** or stainless steel material **valves** meeting the specified head and **stock** stem diameter can be used. Any **ferrous valve springs** of the same type as **stock** can be used. **Valve retainers**, **Spring retainers**, lash Pads, **valve keepers**, **seals** and adjustment shims are unrestricted. Any **ferrous Valve keepers**, **valve springs**, and **shims** can be used.

Change section 9.1.5.E.2.f.5 as follows:

Pushrods are unrestricted. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. **Valve rocker arms**, cam followers, rocker ratios and rocker/follower ratios must be stock.

## American Sedan

**Item 1.** Effective 11/1/07: Change section 9.1.6.D.1.n as follows:

Any clutch disc and pressure plate of stock diameter may be used, ~~provided that they may be bolted directly to an unmodified stock flywheel.~~ Pressure plate/clutch cover assembly shall be ferrous only *and shall bolt in the original stock mounting location*. Balancing of the flywheel/clutch cover assembly/pressure plate is permitted. *Any flywheel of stock diameter and weighing a minimum of 15.0 lbs w. ring gear may be used.* ~~Lightening of the flywheel beyond the minimum material removal necessary to balance is prohibited. The addition of an external scattershield or explosion proof bellhousing per GCR 9.3.39., is required.~~ SFI 1.1 or 1.2 spec flywheel and clutch are allowed *as long as they meet the above specifications.* ~~The approval of flywheels and clutches meeting SFI specifications in no way modifies the requirements of this paragraph in the American Sedan Category Specifications (i.e. ferrous clutch pressure plate, steel flywheel of stock weight, etc.).~~ Aftermarket starters mounted in stock location are permitted.

## MEMBER ADVISORIES

Production - The Production rewrite requires changes to the spec lines of all limited prep cars to reflect the modifications that are currently allowed. The first generation limited prep cars will have these allowances such as a dry sump, added to the spec line. The items

currently listed on the spec line for second generation limited prep car will be removed as they will be addressed in the general text of the rules. The re-write committee is not intending to make changes with this rewrite, but simply clarify the existing rule set.

## **NEW CAR CLASSIFICATIONS**

None

## **REFERRED or TABLED**

### **Formula/Sports Racer**

1. FS – Change the FS homologation requirements for composite chassis (Kehoe). Tabled for further research.
2. FE – Clarify or eliminate the tire rule (Schmucker). Tabled for further research.
3. SR – Change the SR main hoop height requirement (Vavrosky). Tabled for advisory committee input.

### **Production**

P – Classify IT cars in Production (Floyd). Tabled for further research.

EP – Increase the valve lift for the 1987-91 BMW 325 to .450 in. (Smith). Tabled for input from the requester.

### **Spec Miata**

Allow the 95-05 cars to use the flywheel from the 94 model year (Henry). Tabled for further research.

## **NOT RECOMMENDED**

### **Formula/Sports Racer**

1. FV – Reconsider crushable front structure (McCarthy). The proposed rule recognizes the current configurations as compliant. The crushable front structure recommendation is an available option.
2. F500 – Exempt F500 from the new impact attenuator requirement (Walbran). The rule is adequate as written based on the speed and construction of the cars.

### **Grand Touring**

1. GT1 – Classify the Daytona prototype in GT1 (Tuttle). The car does not fit within the stated intent and purpose of the GT1 class.
2. GT2 – Classify the Porsche 997 in GT2 (Grant). We have just classified the car in GT1 and wish to monitor its performance.

### **Improved Touring**

1. ITA – Reclassify the SOHC Neon in ITB (Pritchett). The car is classified appropriately.
2. ITA – Reclassify the MK1 MR2 to ITB (5 letters). The car is classified appropriately.

### **American Sedan**

Allow 350/351 create engines (Johnson). We have proposed a plan for the AS community and wish to limit the number of variables to remain parity within the class.

### **Spec Miata**

1. Allow additional camber adjustments (Bennett). The rule is adequate as written. SM is a spec class.
2. Change the 1995-97 restrictor plate to 47 mm (Henry/Hill). Performance is adequate as specified.
3. Investigate the speed of the 1999+ Miatas (Henry). We continuously monitor performance of all cars.

## **PREVIOUSLY ADDRESSED**

*Addressed in Technical Bulletin 07-08 or the August 07 FasTrack:*

P – Clarify the 2007 GCR reference relative to the roll cage proposal (Nesbit).

Addressed in Technical Bulletin 07-07 or the July 07 FasTrack:

AS – Allow the removal of headlights (Becker).

## **NO ACTION REQUIRED**

### **Formula/Sports Racer**

1. F500 – Support for 13 in. wheels (Wassersleban). Thank you for your input.
2. F500 – Opposition to 13 in. wheels (2 letters). Thank you for your input.
3. FE/FM – Support for combining FE and FM (15 letters). Thank you for your input.
4. FE/FM – Opposition to combining FE and FM (40 letters). Thank you for your input.
5. FE – Impact attenuator input (Gomberg/Pare). Thank you for your input.
6. FE – Support for impact attenuator proposal (Osinga). Thank you for your input.
7. FV – Allow unleaded fuel (Schiff). We are researching fuel testing options.
8. CSR/DSR – Support for combining CSR and DSR (16 letters). Thank you for your input.
9. CSR/DSR – Opposition to combining CSR and DSR (42 letters). Thank you for your input.

### **Grand Touring**

1. GT – Classify Production cars in GT (Floyd). Production category cars may be classified in GT provided they meet the applicable rules.
2. GT1 – Classify the Mangusta bodywork (Walton). TransAm approved bodywork is allowed in club racing.
3. GT3 – Classify the 13B and Renesis with no bridge port or peripheral port and unrestricted intake (Drummond). All new engine classifications will be required to use an SIR.
4. GTL – Form an exploratory committee to investigate combining GTL and Production (Zekert). As noted in the July FasTrack, the CRB welcomes comments from the membership about procedures for reclassifying cars to ensure competitors have Runoffs eligibility.
5. GTL – Allow the D 15/16 blocks with 3-valve heads (Maloney). Thank you for your input. Alternate blocks of the same dimensions are already permitted.
6. GTL – Merge GP into GTL (Patten). Production category cars may be classified in GT provided they meet the applicable rules.
7. GTL – Implement a tiered structure for SIRs (Lentz). We will continue to monitor the effects of the SIR in competition with the current set of variables in place.

### **Improved Touring**

1. IT – Publish the weight process (Montgomery). The ITAC uses a quantitative process that uses a framework of subjective adders and subtractors to arrive at a process weight that meets the target performance envelope for each class.
2. IT – Keep IT regional only (Floyd). Thank you for your input.
3. IT – Support for open ECUs (2 letters). Thank you for your input.
4. IT – Opposition to open ECUs (3 letters). Thank you for your input.

### **Production**

1. P – Form an exploratory committee to investigate combining GTL and Production (Zekert). Thank you for your input. This might be considered in connection with addressing the current situation in GP.
2. FP – Do not remove the Opel Manta (Anastopoulos). The Opel Manta will not be removed.
3. GP – Reclassify the Nissan 510 to FP (McColl). Thank you for your input. We are currently evaluating the production classifications and will be presenting a plan as soon as possible
4. GP – Reclassify the VW 1.6 Scirocco to FP (Coffin). Thank you for your input. This might be considered in connection with addressing the current situation in GP.
5. GP/HP – Support for combining GP and HP (7 letters). Thank you for your input.
6. GP/HP – Classify a limited prep engine/full prep suspension Fiat X/19 (Brannon). We will review the request in connection with the analysis of how GP cars can be reclassified.

## American Sedan

1. Support for all proposals (Johnson/Taylor). Thank you for your input.
2. Engine proposal input (6 letters). Thank you for your input.
3. Support for engine proposal (Johnson). Thank you for your input.

## Spec Miata

1. Post more detail about the SM compliance fee (3 letters). Thank you for your input. The fee will apply to both national and regional SM, but will not apply to regional only classes (SMT, SSM, etc.). The program will fund impound activities, training, and tools specific to the SM class.
2. Support for compliance fee with 50 percent towards regionals (Pressman). Thank you for your input.
3. Opposition to compliance fee (Cutler/Somers). Thank you for your input.

## Resumes

### Formula

John Brewer – Thank you for your resume. We will keep it on file.

# TIME TRIALS TECHNICAL BULLETIN

**DATE:** July 26, 2007

**NUMBER:** TB 07-09

**FROM:** Time Trials Administrative Council

**TO:** Participants, Stewards, Chief's of Tech

**SUBJECT:** Errors, and Omissions, Clarifications.

All changes are effective 9/1/07 unless otherwise noted.

1. Correct section 5.3.4 to read as follows:  
~~\$1,000,000~~ ~~500,000~~ medical reimbursement benefits are provided to licensed SCCA members properly credentialed for an event.
2. Correct section 11.3.4 to read as follows:
  - ~~A. It is recommended that braces be of the same size tubing as used for the roll bar itself.~~
    - A. *Roll bar hoops must have two (2) fore/aft braces with tubing of dimensions at least equal to that required for the main hoop itself. Diagonal lateral bracing of equal dimension tubing must be installed to prevent lateral distortion of the hoop. (In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop on the other side is sufficient). The following alternatives are permitted. Although installing the diagonal lateral brace in the main hoop is the strongest (and hence most preferable) alternative, there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace as shown in the diagram at the end of this section will be acceptable.*
    - ~~B. All roll bars must be braced in a manner to prevent movement in a fore and aft direction with the brace attached within the top one third of the roll hoop, and at an angle of at least thirty degrees from vertical. It is strongly recommended that two such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible.~~
      - B. *The bracing must be attached as near as possible to the top of hoop, but not more than six (6) inches below the top of the hoop, and at an included angle of at least thirty (30) degrees. If a single brace is used, it must be attached at the top of the main hoop.*
    - ~~C. It is suggested that roll bars include a transverse brace from the bottom of the hoop on one side to the top of the hoop on the other side.~~
      - C. *If the fore/aft bracing must be removable, the connection between the roll bar hoop and the brace rod must be of the double-lug type fabricated from material at least 3/16 inch thick and welded through a double or gusset arrangement to avoid distortion or excessive strains caused by welding. It is recommended that the fore/aft brace be attached to a chassis member through a double-lug connection.*
3. Clarify section 3.1.3.3 to read as follows: Drive a vehicle which meets the inspection required in TTR Section 9. Proof of current Annual Tech Inspection in Time Trials or Club Racing shall meet these requirements. Window net and arm restraint requirements are waived for cars that meet the definition of street legal. Street legal is defined as a car which meets local requirements for inspection (if applicable) and the car in question possess CURRENT, VALID license and registration. Vehicles that are not street

legal must be eligible for classification in the GCR classes of Showroom Stock, Touring, *Spec Miata*, or Improved Touring...

4. Clarify section 10.24.2 to read as follows: CLOSED SPORTS RACING CARS, PRODUCTION CARS, IMPROVED TOURING, *SPEC MAITA*, AND GT CARS...

5. Clarify section 11.3.2.E to read as follows: Minimum tubing sizes for all Showroom Stock, Touring, *Spec Miata*, and Improved Touring Category automobiles...

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Peter Zekert vs. SOM, COA Ref. No. 07-01-RO

July 26, 2007

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

On May 31, 2007, Peter Zekert protested the GTL qualifying schedule for the 2007 Runoffs. Specifically, Mr. Zekert cited safety concerns in his petition to separate the combined GTL and GT3 qualifying sessions. Also, he objected to having the GTL competitors qualify with the FP cars. He feels the latter grouping is unreasonable as well as a safety concern. The Stewards of the Meet (SOM) Norm Floyd, Steve Harris and Rick Mitchell, Chairman, met via conference call on June 21, 2007 and June 27, 2007 to review the protest, hear testimony, and rule on the protest. Based on their assessment, the SOM ruled that GTL would qualify with the FP cars on Tuesday, October 9, 2007, rather than with the GT3 automobiles. The SOM ruled that the schedule for the other three qualifying days would remain as originally published in the April 2007 Fastrack News. Mr. Zekert is appealing their ruling.

### DATES OF THE COURT

The Court of Appeals Dick Templeton, Bob Horansky and Michael West, Chairman, met on July 26, 2007 to hear, review and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Zekert dated July 7, 2007.
2. Mr. Zekert's Protest Form dated May 31, 2007.
3. SOM Decision Letter dated July 4, 2007.
4. April 2007 Fastrack News.

### FINDINGS

In his appeal, Mr. Zekert elaborated on his safety concerns regarding combining GT3 and GTL. He provided statements from two other competitors to support his concern. In addition, he questioned the reasoning of the SOM regarding the expected reconfiguration of various sections of the Heartland Park track for this year's Runoffs.

The SOM, in their deliberations, heard testimony from Mr. Zekert, other competitors, and SCCA administrators responsible for the schedule. They also reviewed data from last year's event to determine if the speed differential between the two classes posed any inherent safety concerns. Their conclusion was it did not, particularly with expectations that several sections of the track are being reconfigured with greater safety in mind. The SOM looked closely at the schedule and Mr. Zekert's concern that GTL and GT3 would share the track early in the week when some competitors may still be learning the course. Based on their extensive research, the SOM decided to move GTL qualifying in with FP on Tuesday, leave GTL with FP on Wednesday, and keep GTL with GT3 on Thursday, as scheduled.

Specifically, the SOM granted as much relief to Mr. Zekert as possible considering how tight the schedule is at the Runoffs. The Court of Appeals finds no flaws in the SOM deliberation process, and the decision is within the authorities granted by the GCR.

### DECISION OF THE COURT

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

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Monte R. Shelton vs. SOM COA Ref. 07-11-NP

July 22, 2007

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Portland International Raceway on Saturday, June 2, 2007, prior to the Regional Group C race of the Oregon Region Rose Cup, Tom Hendrickson, driver of SPO Lola #06, protested the eligibility of SPO Porsche 962 #58, entrant Monte Shelton, driven by Neil Shelton. Mr. Hendrickson contended the #58 Porsche 962 violated the Supplementary Regulations Paragraph 24.G (Super Production cars) for this event. The Stewards of the Meet (SOM) Gail Fetterman, Howard Allen, and John Martinsen, Chairman, held a hearing and upheld the protest. Monte Shelton, the entrant, is appealing this decision.

## **DATES OF THE COURT**

The Court of Appeals (COA) Dick Templeton, Fred Schmucker, and Bob Horansky, Acting Chairman, met on July 5, 12, and 19, 2007 to hear, review, and render a decision on the appeal.

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

1. Letter of Appeal from Monte Shelton received June 29, 2007.
2. Observers Report and related documents.
3. Witness Statement from Don Smethers, Assistant Chief Steward, received July 3, 2007.
4. Witness Statement from Spencer Gorham, Jr., Chief Steward, received July 3, 2007.
5. Memorandum from Jeremy Thoennes, SCCA Technical Services Manager, received July 5, 2007.
6. Witness Statement from Tom Hendrickson received July 6, 2007.
7. Witness Statement from John Martinsen, Chairman SOM, received July 9, 2007.

## **FINDINGS**

Monte Shelton pre-entered Porsche 962 #58 in the Rose Cup Group C SPO class with his son Neil as driver. The car passed tech, was allowed by the Chief Steward to compete, and did qualify.

As background, in 2006 the Event Chief Steward filed a CSA disallowing the eligibility of this same car as a compliant SPO under the GCR. The action was protested and the SOM overturned the CSA under terms of the Supplementary Regulations which allowed stewards discretion for accepting entries of "other cars". The car was allowed to compete. The Chief Steward appealed the decision of the SOM, and the COA disallowed the appeal. Subsequent to that series of actions, a Technical Bulletin was issued by the Club Racing Board to clarify the SPO class to specifically include FIA homologated production cars. This clarification has been carried forward into the 2007 GCR. The Porsche 962 is a homologated FIA car.

This year, following the Group C qualifying, Tom Hendrickson late-entered SPO Lola #06 which would allow him to start with no qualifying times. Mr. Hendrickson then protested the eligibility of Porsche #58 under the terms of the Supplementary Regulations which stated that cars "must be based on mass produced automobiles for public roads or replicas thereof". The Chief Steward and Chief of Tech rendered this Regulation inapplicable based on an additional Supplementary Regulation that gave them discretionary power to allow "other cars" to compete. The SOM upheld Mr. Hendrickson's protest. Mr. Shelton's car was found non-compliant and was not allowed to compete. Mr. Hendrickson then withdrew the entry of his Lola #06 and did not compete.

## **DECISION**

It is clear that under the terms of the GCR the Porsche 962 is a conforming SPO automobile. The definition of "mass produced" is not clear in the requirements of the Supplementary Regulations. The car was accepted by the Chief Scrutineer and Chief Steward for competition.

The Court of Appeals upholds Mr. Shelton's appeal. Mr. Shelton's appeal was well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

# **COURT OF APPEALS**

## **JUDGMENT OF THE COURT OF APPEALS**

**Sherri Croyle vs. SOM, COA Ref. No. 07-12-SE**

**August 6, 2007**

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

On June 3, 2007, at the June National/PRO-IT held at Road Atlanta, Sherri Croyle, entrant of the Touring 1 Car #6 driven by Phil Croyle, protested Chris Ingle, driver of T1 Car #7, alleging violation of GCR 6.8.1.A, B, C, and D. (On Course Driver Conduct) for contact at Turn 1 on race lap 2. The Stewards of the Meeting (SOM) Robert Allen, Toni Creighton, Ken Irwin, Sue Roethel and Chairman Clyde Kiser met, reviewed evidence and testimony and upheld Ms. Croyle's protest. The SOM found Mr. Ingle in violation of 6.8.1.A. (avoid physical contact) and assessed a penalty of reprimand and the attendant one penalty point. During their review, the SOM determined that Mr. Croyle, the driver of T1 Car #6, was in violation of 6.8.1.B. (racing room) and assigned him the same penalty. Ms. Croyle is appealing the latter SOM decision.

## **DATES OF THE COURT**

The National Court of Appeals (COA) Dick Templeton, Tom Hoffman and Chairman Michael West met on July 19 and July 26, 2007 to hear, review and render a decision on the appeal.

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

1. Appeal from Sherri Croyle and extensive additional documentation.
2. Official Observer's Report and all related documents.
3. Video from Mr. Croyle's Car #6 received July 26, 2007.



4. Video from Mr. Ingle's Car #7 received July 26, 2007.

#### **FINDINGS**

The First Court's action penalizing both drivers was a result of contact between Cars 6 and 7 at the right hand Turn #1. The decision of the SOM was based on witness statements from Mr. Croyle, Mr. Ingle, Start, Corner 1 F&C Crew, three participants and officials observing the race, the Race Control Log, videos from both cars and inspection of the cars at impound. All evidence supported the fact that the left front of Mr. Ingle's Car #7 had contact with the right rear of Mr. Croyle's Car #6. Witness accounts and the videos agreed that Car #6 dropped two wheels off driver's left at Start/Finish at the beginning of lap 2, and upon return, each car then found itself on converging paths to Turn #1. The resulting contact at the entry to Turn 1 caused Car #6 to spin off course while Car #7 continued.

The COA conducted a thorough review of the evidence available to the First Court. In addition, the COA considered the extensive documentation, data and photos provided by the appellant, Ms. Croyle. The COA notes Ms. Croyle was concerned that she was not called to testify before the First Court since she filed the protest. The COA decided not to ask Ms. Croyle for any additional testimony based on the depth of detail and the completeness of her written appeal.

Based on the totality of evidence, the COA agrees with the First Court that both drivers shared responsibility for the contact.

#### **DECISION**

The Court of Appeals upholds the decision of the SOM in its entirety. The decision of the SOM and the penalties imposed were in accordance with the GCR. The Court finds the appeal to be well founded. Ms. Croyle's appeal fee will be returned less the administrative portion retained by SCCA.

## **COURT OF APPEALS**

**Judgment of the Court of Appeals  
Rules Interpretation – 2007 Mazda MX-5 with MS-R Option  
July 18, 2007**

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

On May 16, 2007, Bob Dowie, Club Racing Board Chairman, requested a rules interpretation, under GCR 8.4.1, regarding the eligibility in SSB of the 2007 Mazda MX-5 with the MS-R option. Ken Patterson, National Steward's Chairman, convened a Court to render a decision on this request. Gary Meeker, Angelo Gazzola, and Tom Brown, Chairman, reviewed the request, obtained documentation and testimony, and determined the 2007 Mazda MX-5 with the MS-R option is not eligible for SSB competition in 2007. The ruling was forwarded to the Court of Appeals for review.

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

The National Court of Appeals (COA), Dick Templeton, Bob Horansky, and Michael West, Chairman, met on July 18, 2007 to review the First Court's ruling.

#### **FINDINGS**

The First Court obtained information, data, and testimony from the Club Racing Board, (CRB), SCCA Club Racing, Mazda Motors, Mazda Motorsports, and a Mazda dealership. The Court assessed this information using a very detailed set of questions and criteria to determine if the 2007 MX-5 with the MS-R option met the requirements set forth in the GCR for Showroom Stock automobiles. The First Court determined the CRB exercised due diligence in approving the MX-5 with the MS-R option for competition in 2007. However, the Court determined the CRB had rendered a ruling that did not meet the tests set forth in GCR 9.1.7.B. for Showroom Stock automobiles, specifically, this model is not available to the general public. Therefore, the First Court ruled the 2007 Mazda MX-5 with the MS-R option is not eligible for competition this year.

Following an exhaustive review, the Court of Appeals concludes the First Court properly considered all facts and fully followed the GCR. Their methods and conclusions are supported by the applicable GCR sections and are within their powers to render.

#### **DECISION**

The Court of Appeals upholds the First Court's determination that the 2007 Mazda MX-5 with the MS-R option is not eligible for competition in SSB in 2007.

# SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | July 25, 2007

The Solo Events Board met by conference call July 25th. Attending were board members Chris Dorsey, Jason Isley, Ron Bauer, Andy Hollis, Dick Berger, Marcus Merideth, Donnie Barnes, Steve Wynveen, and Tina Reeves. Also attending was Howard Duncan 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.**

## GENERAL

- Nominations are requested for the Driver of Eminence and Solo Cup awards, to be presented at the Solo Nationals in September. Members should submit their nominees in writing to the SEB via the National Office.
- The following rule change proposal is submitted for member comment: Change the second paragraph of 3.1 to read as follows: "Models and option packages designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed model or option package is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication."
- The previously-published revised version of the Solo Trials rules has been updated, and is republished here for member review (changes shown in italics):

## 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.
6. *F125 drivers must wear full abrasion suits.*

## **SOLO SAFETY**

- The SSC has proposed that effective 1/1/09, retaining a Solo Safety Steward's license will require the licensee to attend a refresher SSS training course every three years. Member feedback is invited regarding this proposal.

## **SOLO STREET PREPARED CATEGORY**

- Per the SPAC, the previously-published proposal regarding seats is recommended to the BOD. The proposal is as follows: Replace 15.2.E with the following (adapted from 14.2.B and the 2<sup>nd</sup> half of 15.2.E):

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

- Per the SPAC, the Porsche 911 listings in ASP are proposed to be revised to read as follows (this is a revision to a previously-published proposal):

911 Turbo/930: ('75-'79; '86-'89)  
911 Turbo (964 chassis; '90-'93)  
911 Turbo and GT-2 (993 chassis; '95-'98)  
911 NA (996 and 997 chassis; '99+)  
911 Turbo (996 and 997 chassis; '99+)  
911 GT-3 (996 and 997 chassis; '99+)  
911 GT-2 (996 chassis; '99-'04)

## **SOLO STREET MODIFIED CATEGORY**

- Per the SMAC, the previously-published proposal regarding SM transmission rules has been tabled.

## **SOLO MODIFIED CATEGORY**

- Per the MAC: It has been suggested that the carburetor restriction the MAC recommended to be placed on multiple carburetion contained in the proposed section E.1. (engine option #1) would make some of the more popular and currently used carburetors illegal, thereby causing unneeded expense to change carburetors to be within the rules.

The current proposal for engine option #1, E.1. reads in part: "...Multiple carburetion is restricted to a maximum of two 40mm carburetors with 28mm venturis..."

The MAC recommends an update to that sentence in proposed section E.1, prior to sending the proposal to the BOD, to read: "...Multiple carburetion is restricted to a maximum of two 44mm carburetors with 28mm venturis..." Member comment is invited regarding this revision.

## **MEMBER ITEMS NOT RECOMMENDED**

- Sky Redline and Solstice GXP classing, ASP to BSP (ref. 07-303) Note: the SEB will continue to monitor these cars' development.

## TECH BULLETINS

1) Street Touring: In the second sentence of 14.10.E, replace "US DOT" with "EPA tailpipe" and in 14.10.E.6, replace "STS" with "ST" and replace "the Federal 49-state safety and tailpipe emissions" with "EPA tailpipe emissions". Note: This corrects the reference to the responsible agency within the federal government.

2) Street Touring: The Tech Bulletin published in the August 2007 Fastrack in regards to the "emissions system" was intended to refer to the "emissions monitoring system" in all cases. Since the inception of the ST category, the goal has been to reflect common, street-legal modifications, as stated in the opening paragraph of section 14. An integral part of street legality is emissions legality. The SEB interprets the phrases "meet emissions standards" and "emissions legal" as the ability to meet the tailpipe emissions standards of an Inspection and Maintenance (I/M) test. I/M testing is commonly required by the EPA in so-called "non-attainment zones" and is a subset of the original vehicle emissions certification (Federal Test Procedure).

*On vehicles equipped with OBD-II monitoring, the I/M test relies on the OBD-II system to determine whether or not the vehicle meets the tailpipe emissions standards. Non-compliance is indicated by the malfunction indicator lamp (MIL, commonly called a check engine light). As such, modifications that invalidate the monitoring and/or reporting of the OBD-II system are not considered emissions legal.*

*On pre-OBD-II vehicles, the I/M test utilizes a dynamometer test to determine whether or not the vehicle meets the tailpipe emissions standards. The three common tailpipe dynamometer tests are IM240, ASM2525 and ASM5015.*

3) Street Prepared: The following new listings, effective immediately upon publication, have been recommended by the SPAC:

Chrysler Crossfire	BSP (same line as SRT-6)
Mercedes-Benz CLK320/CLK32 AMG	BSP

4) Prepared: per the PAC, 17.11.A is clarified to read as follows:

"Vehicles prepared in excess of Solo allowances and prepared up to either the current GTCS or PCS are permitted to compete in their respective Prepared classes. Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo minimum weight from Appendix A plus any Solo weight penalties (wheel size penalties, etc.).

Vehicles taking advantage of this allowance may use Solo or GTCS/PCS allowances in whole, in part or in combination. Cars which are not listed in the GTCS or PCS may not use this allowance, and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GTCS/PCS, upon member request the appropriate specifications will be developed and added to Appendix A.

An exception to the GTCS will be that open cars are permitted, provided they comply with all provisions of Section 17 pertaining specifically to open cars.

The following items listed in the GCR, PCS, or GTCS, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand held fire extinguisher, scattershield/ chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GT specifications. The 10% increase in minimum weight does apply to such cars."

# RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | July 9, 2007

The RallyCross Board met in conference call on July 9th, 2007. Members in attendance were John Barnett, Mark Utecht, Jayson Woodruff, and Mark Walker (Chair). Also present were Pego Mack, Rally Manager, Howard Duncan (VP Competition Programs) and Howard (Duck) Allen, BoD Liaison.

The meeting was called to order at 8:12pm.

John Barnett presented a progress report from the New Programs committee. Work is proceeding on the new programs packet and information will be submitted to Inside Line as it is produced.

Mark Utecht presented a report from the rules committee. The rules committee recommends no changes to the prepared category for non-strut camber modifications. Motion: Utecht/Woodruff: No changes to prepared category for camber adjustments at this time. (Passed)

Motion: Utecht/Walker: Request member input on the following: Allow Solo Street Prepared, Street Touring, and Club Racing Improved touring vehicles to compete in the appropriate Rallycross Prepared category. Vehicles must be prepared to one set of rules, no cross rules preparation is allowed. (Passed)

The RxB discussed criteria for year end awards. A written proposal will be submitted by Jayson Woodruff for RxB consideration.

The meeting was adjourned at 9:35pm cst.

# ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | July 17, 2007

The RoadRally Board (RRB) met via conference call on July 17, 2007.

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

Chairman Poirier called the meeting to order at 8:00 pm CST.

The June 2007 minutes were accepted.

## Divisional Stewards

Another invitation to attend future RRB meetings will be extended to divisional stewards.

## Great Race Report

The event was successful and was worth the effort to enter, reports Rick Beattie. Using route instructions that were 2 ½ inches thick Rick and Ron Ferris finished 18<sup>th</sup> in Ron's 1932 Ford.

## Event Updates

- The Oregon Rallies liaison is Rick Beattie. The website link has been corrected to provide access to the flyer and entry form. Pre-check is scheduled for August 4/5.
- St. Louis has been cancelled.
- The Elkhart Lake, Wisconsin rally on October 5 and 6 has received good support from the Chamber of Commerce and from the PDX at Road America. Although the entry fee may seem expensive all meals are included and the "goodie bags" are ample. The rally will be about 175 miles in length and will qualify to National Rally standards. It will offer E, L, S and Great Race classes.
- United States Road Rally Challenge. Free entries will not be offered this year because the region is bearing the cost of putting on the event. The rally is providing all meals and will offer a Course, Tour, and GTA events.

## Rules Committee

Several proposals have been received from SCCA members and the Rules Committee will begin considering them this month.

## SCCA Convention – 2008

The convention will be in San Antonio, Texas in February. Seminar topics were discussed.

### RRB Newsletter

The newsletter will feature resumes of the RRB members, a list of the 3 top-scoring rallyists, a link to the next National Rally, and will highlight a different region that's active in RoadRally.

### New Business

CERs are currently collected on paper documents, but an electronic link has been discovered that will track evaluations on line. Rallymasters need send only the link to rallyists.

There being no further business and no objections, the meeting adjourned at 9:00 PM CDT.

### Next Meeting

7:30 PM CDT on Wednesday, August 1, 2007.

## **ROADRALLY BOARD MINUTES**

**ROADRALLY BOARD MINUTES** | Aug. 1, 2007

The *RoadRally* Board (RRB) met via conference call on Wednesday, August 1, 2007.

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

Duck Allen, Board Liaison, was unable to attend.

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

On motion duly made and seconded the July 2007 minutes were APPROVED.

### Event Updates

The United States Road Rally Challenge is in the final stages of development. Headquarters is in Delmont, PA near Pittsburgh.

### Rules Committee

The RRB took no action on a number of contestant proposals regarding length, points and structure of events in the National Championship Series. Additionally, the RRB took no action on proposals to revise the term "in the vicinity of" and the definition of landmark, eliminate DIYCs from Tour events, allow additional passengers on National Course & Tour events, and compel results reporting by the Regions.

The RRB approved for member comment revisions to Article 18 regarding "Final" results, a minor clarification to Article 8 for scoring of Regional events, and clarification of the terms "/0.00", and "/0.000".

The Rules Committee will be allowed more time to suggest a revision to the definition of "opportunity."

### 2008 Convention

The RRB is developing programs for presentation at the SCCA Annual Convention to be held in San Antonio, Texas in February, 2008.

### 2007 Points Standing

The RRB discussed various issues regarding the accumulation of points. The board is pleased with the results to date as to number of events and number of competitors accumulating points.

### RRB Newsletter

The board discussed the content of the newsletter and continues to seek refinement and wider appeal.

There being no further business and no objections, the meeting adjourned at 10:00 pm.

Next Meeting: 7:30 PM CDT on Wednesday, September 5, 2007.

## 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>