

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Aug. 10-12, 2007

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, August 10 through 12, 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, 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, Vice President of Club Racing, Jeremy Thoennes, Technical Services Manager, Bob Wildberger President Pro Racing Bob Dowie, Chairman of the Club Racing Board, Ken Patterson, Chairman of the Stewards Program also participated.

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

MOTION: To approve the minutes of the July 2nd, 2007 meeting. (Allen/Porterfield)
PASSED Unanimous

PRESIDENTS REPORT

Jim Julow reviewed activities related sponsorship opportunities, and plans for the National Convention. He also discussed items from his recent visits to a number of regions. He reported that because FIA is planning to replace manual flagging with cockpit lights, the ACCUS funding for additional flags for the SCCA was denied. Jim provided an update on the Region D&O insurance as Pete Lyon could not be in attendance.

FINANCE AND ADMINISTRATION

Jeff Dahnert presented a financial report as of June 2007. He projected that year end will be within the current budget.

SCCA PRO RACING

Bob Wildberger projected that SCCA Pro Racing will finish the year with a profit.

MARKETING & COMMUNICATIONS

Eric Prill reported that Volkswagen is now the official pace cars of the SCCA and SCCA Pro Racing. He gave a preview of the improved web site scheduled to roll out September 4th.

CLUB RACING

Terry Ozment presented drivers school participation data, and an update of Runoffs activity.

MEMBER SERVICES

Colan Arnold reviewed membership retention activities, improvements to Inside Line, volunteer incentives, First Gear performance, and weekend memberships.

RALLY / SOLO / FOUNDATION

Howard Duncan reported on Solo, Road Rally, and Rallycross activities as well as pilot Drift events. He presented an update on the Tire Rack Street Survival program and highlighted the "Street Smarts" e-newsletter.

CLUB RACING BOARD

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Bob Dowie presented an overview of current CRB activities.

STEWARDS PROGRAM

Ken Patterson gave a status report on the Stewards Manual, and Strategic Plan.

LIASON REPORTS

Court of Appeals - Howard "Duck" Allen

The COA is now hearing case twenty for this year. Of that total, not all twenty cases were heard with some being withdrawn. So far, most divisions have checked in with an appeal with SEDIV and NORPAC leading the way. The year to date has been below average in terms of caseload but the court has heard the usual number of car-to-car cases or driver-to-driver cases. At this point of the year, the COA has not found any pressing or approaching problems on the horizon to alert the BOD about.

Road Rally and RallyCross - Howard "Duck" Allen

For next year, the RRB is looking at a minimum of rules changes and as a cost saving measure will not reprint the rulebook. They will probably issue an addendum sheet instead.

The national program to use regional events to count towards the national championship is still a work in progress but the preliminary numbers look good with the number of events and participants are up over previous years.

The rallycross program has had another year of growth with more regions joining the program and putting on events, therefore the number of events and participants is up for 2007.

The Rallycross board is still hammering out the details of governance and is working to establish a business model that will function efficiently and properly serve the needs of the club and its members.

Both boards are looking forward to their yearend events, for Rally it is the USRRC in Pittsburgh and the Rallycross national championships in Hastings Nebraska.

OLD BUSINESS

None

NEW BUSINESS

Ken Patterson is reappointed as Chairman of the Stewards for 2008.

MOTION: To supply 93 octane fuel for the 2007 Runoffs priced no higher than the 100 octane fuel, and that SCCA Inc. absorb the additional costs involved in doing so. (Dent/Gordy) FAILED Voting yes, Dent.

MOTION: To revise the Board of Directors Handbook "Reimbursement of expenses", first sentence to read: Directors are eligible for per diem at the appropriate IRS rate (provided by the FO) to cover hotel, meals and ground transportation to and from hotel. Also revise next to last bullet item to read: The four National Championship series events (maximum of 7 days total). (Gordy/Fairer) PASSED Voting No, Jones, Christian Abstaining, Sauce

MOTION: To appoint the President of SCCA, and the Vice President of Finance to the insurance committee. (Sheridan/Fairer) PASSED Voting NO, Porterfield and Jones

MOTION: To require Solo and Rally contestants beginning January 1, 2008 to be an SCCA regular or weekend member. (Clark/Fairer) PASSED Voting NO, Dent, Sheridan, Sauce

MOTION: To approve those changes to the SCCA 401 (k) plan's Vesting Schedule that are necessary to conform to the requirements of the Pension Protection Act of 2006. (Christian/ Dent) PASSED Unanimous

MOTION: To appoint Richard Miller Rallycross Steward in Southwest Division. (Allen/ Sauce) PASSED Unanimous

MOTION: To appoint Jerry Doctor Rallycross Steward in Midwest Division. (Allen/ Lybarger) PASSED Unanimous

MOTION: To authorize the national staff to proceed with a Chief driver Instructor Program to include a National Chief Driver Instructor and Divisional Chief Driving Instructor as presented to the Board of Directors. (Sheridan/Lybarger) PASSED Voting NO, Jones, Porterfield, Dent

MOTION: To hold the 2008 Solo Nationals September 14 - 19 and the Runoffs October 5 - 12. (Fairer/ Lybarger) PASSED Voting NO, Sauce, Allen, Introne, Sheridan, Clark

MOTION: To waive the provisions of GCR Section 3.2.2.H.1 to allow Southern Pacific Division to conduct 4 double national events in

2008. (Porterfield/Jones) PASSED Unanimous

MOTION: To waive the provisions of GCR Section 3.2.2.H.1 to allow Southeast Division to conduct 3 double national events in 2008. (Jones/ Fairer) PASSED Unanimous

MOTION: To waive the provisions of GCR Section 3.2.2.H.1 to allow Southwest Division to conduct 2 double national events in 2008. (Sauce/ Fairer) PASSED Unanimous

MOTION: To direct the CRB to use existing procedures to delete GCR Section 3.2.2.H.1 (Only one Double National per Division). (Christian / Fairer) PASSED Unanimous

MOTION: To waive the qualification requirements (GCR Section 3.9.2.A) to allow Woody Adams to participate in the 2007 Runoffs. (Christian/Fairer) FAILED, Voting Yes, Christian, Porterfield, Clark, Sauce

MOTION: To waive the qualification requirements (GCR Section 3.9.2.A) to allow Chas Schaffer to participate in the 2007 Runoffs (Holtz/Christian). FAILED, Voting Yes, Porterfield, Holtz, Sauce

MOTION: To approve the following changes to the Operations Manual. (Fairer/Sheridan) PASSED Unanimous

I. Structure of SCCA (page 1)

A. CORPORATE ORGANIZATION AND ADMINISTRATION

At its July 1961 meeting, the Board adopted policies, which for the first time asserted the Club's interest in automobile road racing affairs outside the SCCA, and liberalized the Club's previous attitude on strict amateurism. The motions passed at this meeting and amended at later meetings have formed the spine of SCCA racing policies since January 1, 1962. A digest of these motions is as follows:

SCCA reaffirms its position as a member-oriented Club, interested in sports car activities; and will continue to organize, sanction and conduct professional and Club automobile sports events to satisfy the needs and pleasures of its members. SCCA encourages the organizing, sanctioning and conducting of Club races as public spectator events.

5.2.1 National Administrators (Page 16)

Appointment: Selected by the Club Racing Board, subject to the approval of the Board of Directors at their November meeting. National Administrators shall normally serve for three to four years subject to annual appointments and approval. Term begins January 1 of the following year.

5.4 Divisional Field Staff (Page 17)

5.4.1. Executive Stewards

Appointment: One per Division, selected by the Area Director(s) for each Division, upon advice from the Chairman of the Steward's Program and final acceptance by the Board of Directors at their November meeting. Term begins January 1 of the following year.

I.C.

1.4 Competition Events (Page 27)

Regions must conduct their events under the sanction of the SCCA. The SCCA may grant or withdraw such sanctions for individual events or for specific categories of events. An SCCA sanction is considered to be a privilege and responsibility. Regions that fail to conduct events within the policies, standards, rules and regulations of SCCA are subject to penalties and restrictions ranging up to and including revocation of Charter as determined by the Board of Directors. Specific procedures for handling such cases are described in I.C.1.1.5 of the SCCA Operations Manual.

MOTION: To approve the following changes to the Operations Manual. (Holtz/Sheridan) PASSED, Voting NO, Allen, Christian, Holtz, Lybarger, Sauce

5.2 Club Racing Board (CRB) (Page 15 & 16)

Appointment: The Board of Directors annually shall appoint a Chairman and two to six additional members to the Club Racing Board, those selected shall be SCCA members in good standing. Members shall normally serve three to six years subject to annual appointment by the Board of Directors.

Duties: The Club Racing Board is responsible for establishing rules, specifications, and standards for scheduling, organization, conduct, and supervision of Club Racing programs. The Club Racing Board shall work in con-

cert with the Club Racing Department to ensure such rules and procedures mesh smoothly to the benefit of the program and the participants.

Each Club Racing Board member shall have liaison responsibilities for specific categories.

The Club Racing Board is authorized to:

- i. Clarify a rule – characterized as adding/subtracting/changing language to reinforce the intent of the rule without changing the core definition.*
- ii. Make specification changes – this includes weight, track, restrictor sizes, and other items typically contained within a vehicle specification line.*
- iii. Classify cars.*
- iv. Correct errors and omissions.*
- v. Implement rule changes for all classes in cases where parts are no longer available and such a shortage would negatively affect the ability to compete.*
- vi. Recommend rule changes and car reclassification to the Board of Directors for approval.*

MOTION: To approve the following SOLO Rules as recommended by the Solo Events Board. (Fairer/Lybarger) PASSED. Unanimous.

GENERAL CATEGORY

ITEM 1) Change 4.2.C.2, second paragraph, second sentence to read:

“...and accompanied by a check or money order in an amount which is twice the current National Tour entry fee, payable to SCCA.”

Also change the last sentence to read:

“The fee will be held by National Office and earmarked for Divisional Solo program use.”

March 2007 Fastrack News

ITEM 2) Change Appendix D to read:

“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 cover the foot at least to the ankle.”

July 2007 Fastrack News

ITEM 3) For new Appendix section (not mandatory):

“Sound Measurement Procedure

The competitor shall carry sole responsibility for ensuring their vehicle complies with these Sound Control Standards and Procedures. Vehicle sound emission is not a constant factor that can be trimmed to barely legal (in the manner of engine displacement or vehicle weight.) Sound emissions may vary significantly from morning to afternoon, and day to day, so the competitor is advised to target any vehicle sound emission level “adjustments” to well under the limit, to allow for variations in conditions. The intent of the following rules is to truly make our events quieter by limiting the sound level produced by individual vehicles. Competitors are expected to use mufflers as the primary method for sound reduction. Sound measuring stations will be on both sides of vehicles to ensure sound output levels are below limits.

Standard:

Maximum limit of (XX) dB, A weighted, at the measuring point.

Measurement:

The measuring point will be established during course set up, and approved by the event chair. The course map shall be provided to the chief of sound two days before the event.

When possible, measurements will be taken at all event sites to provide information for competitors.

Measurement will be taken at a point on course where the car can reasonably be expected to be at full throttle, under load, and at high RPM.

The measuring point will be 50 ft from the edge of the course lane, using a coned gate as a reference. More than one measuring point may be established.

Sound Station(s):

A Sound Station will be established at the measuring point(s) on the course.- At a minimum, an ANSI Type 2 sound with a digital readout will be used.

The meter will be mounted on a tripod, 3-4 feet above ground level.

The meter will be positioned perpendicular to the vehicle’s direction of travel.

The meter will be set to “A” weighting, “Slow” Response.

When possible and practical, the Sound Station(s) will be as far away as practical from inhabited buildings.

The Sound Station Operator will record the Heat #, Run #, Car # and Class and Sound Reading, on a Log developed for that purpose.

Sound Logs will be posted on site after each run group, and on the web following the event.

Sound Logs will be maintained for one year.

Every car will be measured on every run.

The Sound Station Operator and the Grid Sound Control worker will be equipped with a radio on the same channel

as the Corners, Grid and Control.

One or more (as required) of the "downstream" corner stations will be equipped with a black flag and dedicated flagger.

The Sound Control Grid worker will be equipped with a clip board & notepad to record the car number of violators announced by the sound operator, for his reference when the car returns to Grid.

Violations:

When a vehicle exceeds (XX - 3) dBA, the sound operator will inform the grid sound control worker.

When a vehicle exceeds (XX + 3) dBA, the sound operator will announce over the radio, "sound flag, sound flag," then state the car number and class, and the measured reading. The Grid Sound Control Worker will record the car number and sound reading.

The corner station(s) with the black flag will display it when called by Sound Control, so it can be seen by the driver, signifying to the driver that his vehicle has exceeded the (XX + 3) dBA secondary limit.

The driver must immediately come off the throttle and continue through the course, without either stopping or driving at a competition pace.

Any run (XX) dBA or over will be scored a DNF.

The driver will be notified of any measurement over (XX - 3) dBA.

When a car in violation ((XX) dBA or over) returns to grid, the Grid Sound Control worker will notify the driver of the car's measured sound level. The driver will be given the opportunity for a "mechanical delay" to attempt to reduce the vehicle's sound level. If, in the judgment of the Grid Sound Control worker, the driver has attempted a viable remedy, he will authorize a "second chance run". If the driver(s) declines any "repair" action, or the "repair" is deemed inadequate or inappropriate by the Grid Sound Control Worker, the driver(s) will forfeit all subsequent runs in that vehicle. The Grid Sound Control Worker may offer advice to competitors. This advice, however, shall be in no manner be construed to imply that said suggested corrective action(s) absolves the competitor from complying.

If the vehicle exceeds either limit on the "second" chance run, the vehicle may be given one "final chance" run if the vehicle meets all the requirements of the previous paragraph (second chance run).

If the vehicle exceeds the limit on the "final" chance run, all subsequent runs by that vehicle, if any, are forfeited.

Drivers may appeal the decision of the Grid Sound Control Worker to the Event Chair."

March 2007 Fastrack News

SAFETY CATEGORY

ITEM 4) Add to 4.3.1 as follows:

"Helmets meeting British spec BS6658-85 type A/FR are also acceptable."

July 2007 Fastrack News

ITEM 5) Add to Appendix E, just prior to the logbook portion:

"GUIDELINES FROM THE SSC

A. Rollover potential guidelines

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	Turn Radius (ft.)											
	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	

July 2007 Fastrack News

ITEM 6) Change 3.3.3.B.1 to read as follows:

“All loose items, inside and outside the car, must be removed. Hand held items, such as but not limited to, cameras and cell phones are considered loose items. Passenger’s seat back and squab shall be secured. Any cameras, if installed, must be securely mounted to withstand loads from driving maneuvers. The camera may be installed either inside or on the outside of the car. In either case, its mounting method and position must not interfere with driving or pose an additional hazard to driver, passenger, or course workers.”

August 2007 Fastrack News

STOCK CATEGORY

ITEM 7) 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.”

April, July 2007 Fastrack News

ITEM 8) Move from AS to FS, the Pontiac Firebird WS6 and Chevrolet Camaro SS, with listings in FS as below:

Chevrolet Camaro SS 1998-2002
Pontiac Firebird WS6 all

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

February 2007 Fastrack News

STREET TOURING CATEGORY

ITEM 9) Remove 14.1.B, the allowance for removal of non-optional A/C components.

July 2007 Fastrack News

ITEM 10) 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."

July 2007 Fastrack News

ITEM 11) 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.

July 2007 Fastrack News

STREET PREPARED CATEGORY

ITEM 12) Change 15.2.B to read:

"Factory rub strips, emblems, and mud flaps may be removed."

March 2007 Fastrack News

ITEM 13) Replace 15.2.E with the following (adapted from 14.2.B and the 2nd 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."

May 2007 Fastrack News

ITEM 14) 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 driveshaft 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).

July 2007 Fastrack News

ITEM 15) 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.

July 2007 Fastrack News

ITEM 16) 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.)

July 2007 Fastrack News

ITEM 17) Reword first sentence of 15.9.A as follows:

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

July 2007 Fastrack News

ITEM 18) Reword 15.10.C.1 as follows:

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

July 2007 Fastrack News

ITEM 19) 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.”

April, July 2007 Fastrack News

ITEM 20) Move from ASP to BSP, Porsche Boxster (all). Add listing on same line in BSP for Porsche Cayman (all).

July 2007 Fastrack News

PREPARED CATEGORY

ITEM 21) Change third sentence of 17.10.P.2 to read:

“Separate expansion or header tank(s) are permitted, provided they are not mounted in the driver/passenger compartment.”

March 2007 Fastrack News

ITEM 22) Change 17.11.F to read:

“All cars may have towing eyes, hooks, or straps, which do not dangerously protrude from the bodywork.”

June 2007 Fastrack News

ITEM 23) Add to Appendix A, Prepared Class X (XP), as new 2nd paragraph:

“Vehicles previously classed in Prepared Class B (BP), and currently NOC in the Prepared Category, may use the 2006 BP rules in their entirety, in class XP. All 2006 BP allowances, restrictions, and weights apply. This allowance will be removed from the SCCA Solo rules on 1/1/2011.”

June 2007 Fastrack News

ITEM 24) In Appendix A, Prepared Class C (CP), insert before the paragraph covering track allowances:

“Unlimited wheel diameters are allowed in C Prepared. Wheels exceeding 16” in diameter will incur a 100# weight penalty.”

June 2007 Fastrack News

ITEM 25) In Prepared Class F (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)."

July 2007 Fastrack News

MODIFIED CATEGORY

ITEM 26) Modified Category, Modified Class B, C, change to read as follows:

"C. Sports Racers and All Open Wheel Cars Including Formula Atlantics

1. May use any automotive based 2-valve motor up to 1300cc, any 2-stroke motor up to 900cc, any 4- or more valve motor up to 1005cc. Minimum weight: 1020 pounds.
2. May use any 2-valve automotive-based production engines up to 1615cc. Minimum Weight: 1110 pounds
3. May use any four- or more valve engine up to 1615cc. Any 2-stroke up to 1300cc, Mazda 12A rotary with any porting, any carburetion. May use fuel injection without weight penalty as required by the GCR. Minimum weight: 1180 pounds.
4. May use any naturally aspirated engine up to 3000cc. Minimum weight: 1285 pounds.
5. Minimum rim width: none.
6. Maximum rim width: 15 inches."

Leave "D" for Formula 2000 with FA wings at 1090# as it is currently

Remove sections "E" and "F" and re-letter "G" as "E".

"E. Aerodynamic restrictions for Sports Racers:

The total area when viewed from the top of all wings shall not exceed eight square feet. The current GCR CSR and DSR 45% flat bottom rule and all other aero specifications shall also apply to ASR. Production cars as recognized in DM/EM running in BM as sports racers must have the tires as viewed from above at least ½ covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open wheel in BM) shall follow the current GCR, no additional Solo wing limitations."

NOTE: There is almost no change to the existing BM weight vs. engine breaks; this is mainly an alignment between Sports Racers and open wheeled cars to have equal weight for equal engine.

March 2007 Fastrack News

ITEM 27) Add to 18.1.E.5 as an additional paragraph:

"Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall not exceed 1 inch deviation from the horizontal in any longitudinal section. Additionally, no side skirt or body side, etc. may extend more than 1cm below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules. Diffuser side-plates and strakes may extend more than 1 cm below the diffuser surface as long they do not attain a definite seal with the ground on level ground."

March 2007 Fastrack News

ITEM 28) Delete current rule section 18.2, *Sports Racing Cars* and replace with:

"18.2 SPORTS RACERS

Closed wheel vehicles are referred to as Sports Racers and are assigned to Modified classes A, B, and C. AM vehicles do not have to comply with any GCR, while BM and CM vehicles must comply with the current year GCR. The competitor must indicate on his entry form to which set of specifications that the car is prepared.

Vehicles that qualify as Sports Racers are those listed in the GCR SRCS, dune buggies, and production based automobiles, whether or not from Appendix A.

Dune buggies and DM/EM cars are allowed in BM at ASR, CSR, and DSR engine and weight rules as long as they do not exceed the D/E Modified aero rule allowances and with the following noted specifics:

- A. Tire covering shall be as noted in the DM/EM rules
- B. Minimum body width between front and rear tires does not have to extend to the mid plane of the rims.
- C. Suspension does not have to be covered when observed from above.
- D. The BM minimum wheelbase of 80" is not required.

Any dune buggy, production, or non-production street car meeting all GCR SRCS rule requirements may alternately run in BM with full BM SR aero allowances.

The following applies to all Sports Racers in AM, BM, or CM:

1. Minimum track (front and rear) is 42 inches.
2. Minimum wheel diameter is 10 inches. No maximum wheel diameter. No minimum rim width. Maximum rim width is 15 inches.
3. All four wheels are sprung from the chassis.
4. Wing area shall be computed as described in Section 12.9."

August 2007 Fastrack News

ITEM 29) In 18.2, Modified Production-based Cars, delete the 2nd, 4th, and 5th sentences of the second paragraph, and replace with the following:

"Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:

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

April 2007 Fastrack News

ITEM 30) In Appendix "A", Modified Category, Modified Class F, reword current section "B" to read (changes from the prior version are shown in italics):

"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 per-

mitted:

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. Coil-overs 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 unshrouding 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 ventures. 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#"

March, July 2007 Fastrack News

ITEM 31) Change Appendix A, Modified Class F, A.5, second sentence to read:

"Add 50 pounds for AMW and Rotax 494 (RAVE or non-RAVE) and 493 engines."

August 2007 Fastrack News

ITEM 32) 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, Ski Doo 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."

July, August 2007 Fastrack News

CLUB RACING BOARD

GCR changes

MOTION: To approve GCR General items 1 thru14. (Fairer/Allen) PASSED Unanimous

The following items were approved.

GCR

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

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

- Each sanctioned national meets all the rules of a national event.

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

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

Item 2. Effective 11/1/07: Add the following to section 4.4.4.E:

Licenses accepted in section 3.1.4 paragraphs 1 and 3 shall be accepted in lieu of requirements as listed in section 4.4.4.A.1 and 2 for issuance of a Regional Competition License.

Item 3. Effective 11/1/07: Change section 6.2.2.E as follows:

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

Item 4. Effective 11/1/07: Change Appendix A 8 EXECUTIVE STEWARD as follows:

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

Item 5. Effective 11/1/07: Change section 9.3.17 DETACHABLE PANELS/SUNROOFS for clarification:

~~Detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. Movable panels such as sliding sunroofs shall be closed. Glass sunroofs must be removed. Metal sunroofs may be retained if bolted in. All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. Note: Specification Books take precedence over GCR rules.~~

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

Item 6. Effective 11/1/07: Add the following sentence to section 9.3.22.A.5:

It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.

Item 7. Effective 11/1/07: Change section 6.2.3.A as follows:

Split starts are recommended where there is a large differential in speed or cornering ability between the classes or categories in a single race group. The procedures for a split start shall be set out in the Supplementary Regulations or explained at a Drivers' Meeting. The ~~group~~ *class* containing the car with the fastest qualifying time shall start first. *The lead start group may contain one or more classes.*

Item 8. Effective 11/1/07: Delete section 3.5.6.F in its entirety and re-letter subsequent sections.

~~A separate medical information card, containing at least the following information: name, current medications, blood type, date of last tetanus shot, and allergies shall be provided with all Entry Forms and submitted with all entries to SCCA events.~~

Add a new section to 2.3.2 to read as follows:

Each competitor and worker is encouraged to have someone in their group maintain medical information about them in the event it may be needed by a medical treatment team.

Item 9. Effective 11/1/07: Change section 2.3.2.A to read as follows:

Medical Responsibility of Drivers

No driver shall compete in any event unless he has been examined by a physician within the period specified in Section 4.4.1., Competition Licensing Medical Requirements *and recommended by the physician to be approved for a competition license. Approval will only come from SCCA Licensing Department with the assistance of the Club Racing Medical Director and the Medical Review Board.* ~~, and certified by him or her to be medically fit to drive in speed events.~~

Item 10. Effective 11/1/07: Change section 2.3.2.B to read as follows:

Medical Condition Affecting Fitness of Driver

Any known medical condition (including pregnancy) which could affect medical fitness to compete shall be reported immediately to the Medical Review Board *via the Licensing Department.* Any significant change in medical status including cardiac or neurological problems, such as heart attack, heart surgery, strokes, seizures, any major surgery or diagnosis of cancer must be reported before the competitor resumes racing. The driver cannot compete until reapproved by the Medical Review Board.

Item 11. Effective 11/1/07: Replace sections 4.4.1.C and D with the following:

C. Many medical conditions may impact the fitness of a competitor. They will be reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether to issue a license or not. The specific medical conditions that may preclude issuance of a license are varied and change according to medical improvements. They will not be listed, but any denial of a license medically will be explained to the applicant.

~~C. A Competition License shall not be issued to any applicant who has an organic abnormality of the heart as shown in an EKG and a Vector Cardiogram. Those with a possible history of cardiac abnormality may obtain a license only with the con-~~

sent of the Medical Review Board, through the National Office.

~~D. A Novice Permit may be issued to an applicant who has diabetes that requires insulin, provided the Divisional Medical Director approves. Existing licenses may be renewed subject to normal renewal requirements and approval by the Medical Review Board, through the National Office.~~

Item 12. Effective 11/1/07: Add to the end of section 5.4.1.B as follows:

At tracks where SCCA volunteer medical personnel cannot perform medical duties, the Chief Medical Officer will still be responsible to ensure the proper medical equipment is available, and that proper medical procedures are being followed.

Item 13. Effective 11/1/07: Change section 2.3.2 as follows:

G. A driver or volunteer who suffers loss of consciousness, (LOC) to be defined as lack of response to others or amnesia for the incident, shall be evaluated as follows:

1. Any traumatic LOC < 5 minutes will receive a trackside medical evaluation by the Chief Medical Officer (CMO) or an emergency room and shall not participate the rest of the day. If they are neurologically normal per the CMO 24 hours after the event they may participate. If not normal or not re-evaluated, the Licensing Department shall be notified and they shall submit a neurological evaluation before participating again.
2. Any traumatic LOC > 5 min needs ER visit, brain imaging and shall not be allowed to participate until cleared by the SCCA Medical Review Board. They shall submit a normal neurological evaluation to the Medical review Board before their license can be re-activated.
3. If a driver has sustained >3 concussions during same season they shall be evaluated neurologically, and not race for the rest of the season. SCCA Licensing shall be notified immediately.
4. Any significant non-traumatic and unexplained LOC (excluding obvious vaso-vagal, dehydration, expected hypoglycemia) shall result in a suspension of participation until diagnosed, treated, and cleared by the SCCA Medical Review Board.

Item 14. Effective 11/1/07: Change the section title and add the following paragraph to section 9.3.31 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/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.

Change section 9.1.3.D.10.d to read as follows:

~~Exposed headlights, parking lights, and side marker lights shall be taped. OEM light assemblies mounted on or below (but not in) the bumper shall be removed.~~

Delete section 9.1.4.J.1.c in its entirety and re-letter subsequent sections:

~~Any glass headlights, driving lights, or side marker lenses must be taped with clear tape.~~

Delete section 9.1.7.D.4 and re-letter subsequent sections:

~~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/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.~~

Delete section 9.1.8.C.9.e in its entirety and re-letter subsequent sections:

~~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.~~

Delete section 9.1.10.D.8.a.4 in its entirety and re-letter subsequent sections:

- a. ~~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.~~
- b. ~~Fog/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.~~

MOTION: To approve GCR General Item 17. (Sauce/Lybarger) PASSED Unanimous

Item 17. 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.

MOTION: To approve GCR General Item 18. (Sauce/Lybarger) PASSED Voting NO, Dent

Item 18. 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. Cars registered as Production class cars prior to 1/1/08 may continue to use their existing roll cage per the 2004 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 shall incorporate a diagonal brace. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (described in 9.4.B.2.c) to the bottom of the opposite rear brace. Automobiles with mid mounted engines can have the lower mounting point attach to the frame of the automobile within six inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop.

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.

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 cockpit.

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 only if the door bars extend into the door cavity.

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

1. 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.
2. All other classes – There is no limit on cage attachment points. The roll cage shall be integrated into the frame or chassis.
3. 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 but shall not be greater than fifteen inches on any side.
 - 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 but shall not be greater than fifteen inches on any side.
 - 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.

8. 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.

MOTION: To approve GCR General Item 19-26. (Sauce/Lybarger) PASSED Unanimous

Item 19. 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 20. 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 21. 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 unibody. 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 22. 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 rollcage complying with GCR section 9.4.6. for closed top vehicles shall be installed. Cars may compete with FIA homo-

gated 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 23. 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 24. 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 25. 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 26. 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.~~

MOTION: To approve GCR FV Item 2. (Lybarger/Sauce) PASSED Unanimous

Formula

Item 2. (FV) Effective 11/1/07: Replace section 9.1.1.C Formula Vee Preparation Rules with the following:

1. Background

A. History and philosophy of the class

Formula Vee was recognized by SCCA in 1963. The class is highly restricted, originally requiring the use of genuine VW parts "from the standard Volkswagen 1200 Sedan Series type 1, US model sedan as imported by VW" in the engine, drivetrain and suspension. Over the years, the rules have changed slowly to maintain parts availability and allow a gradual evolution of the class. However, the focus remains the same: to provide a cost effective, highly competitive class that, through consistent and tightly controlled component and preparation rules, emphasizes driver ability rather than technological development of the car. Today, as throughout its long history, FV is one of the most highly subscribed classes in SCCA. The goal of these rules is to maintain both the competitiveness and cost effectiveness of the class.

B. Definition

A formula for single-seat, open-wheel racing cars based on standard Volkswagen 1200 series Type 1, U.S. model sedan (imported by VW) components, and restrictive in specifications so as to emphasize driver ability and preparation rather than design and technology of the car.

Formula Vee is a **Restricted Class**. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. **IF IN DOUBT, DON'T**. Homologation is required for all cars registered after January 1, 1983.

No component of the engine, power train, front suspension, brakes shall be altered, modified, or substituted unless specifically authorized. Mass-produced, direct replacement components may be substituted for the following as long as they are of the same material and dimensionally identical to the original VW components they replace:

- VW transmission components
- Rear axle components
- Front suspension
- Brake components

These replacement parts must be generally available to all competitors and must offer no competitive advantage over the original VW parts. Replacement engine components are allowed as described in section C.5.

Any external surface of the suspension, brakes, and transmission/ rear axle may be painted, plated, or anodized.

Engine components shall be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or other official VW guides is allowed provided that tolerances, dimensions, and specifications stated in the GCR are met.

2. Weight and Dimensions

Minimum weight as qualified or raced, with driver:	1025 lbs.
Wheel base, minimum:	81.5"
Wheel base, maximum:	83.5"
Track, front: Standard VW – maximum	52.5" (no spacers allowed)
Track, rear:	49-13/16" + 7/8" - 5/8"
Overall length, minimum:	123" (includes exhaust)
Overall length, maximum:	127" (includes exhaust)
Body height at firewall (bottom of frame to top of bodywork), minimum:	25"

3. Suspension

A. The front suspension and steering shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. The following modifications are allowed:

1. Removal or modification of spring packs including the use of ride height adjusters incorporated into the front beam provided they are not adjustable from the cockpit. At least one spring pack shall be retained as the primary spring media for the front suspension.
2. The use of any anti-sway bar(s), mounting hardware, and trailing arm locating spacers.
3. The use of any direct acting, tube type shock absorber(s) mounted in a longitudinal, vertical plane and acting through the standard mounting points. Spring shocks and linkage activated shocks are prohibited.
4. Relocation of the steering gearbox to any position utilizing an appropriate mounting structure and replacements of the tie rods. Steering damper mount and/or the steering box locating bumps may be removed.
5. Any desired pitman arm may be used.
6. Steering column may be altered or replaced and any steering wheel may be used.
7. Standard steering arms may be altered or replaced and speedometer cable hole may be plugged. No other modification of the wheel spindle is permitted. Non-VW replacement spindles shall maintain the same bearing dimensions and locations and shall maintain the geometric relationship between the spindle and the king pin bore and boss.
Wheel tethers are recommended. If wheel tethers are used, a hole may be drilled in the spindle for the purpose of attachment.
8. The rubber portion only of the bump stop may be altered or removed.
9. Caster, camber, and toe in/out settings are unrestricted. Clearancing of carrier or trailing arm to eliminate binding is permitted. Offset suspension bushings and alternate locating spacers are permitted.
10. No structure, item, or component (including the battery) other than bodywork, can protrude further forward than ten (10) inches from the front of the lower axle beam tube. Any item protruding further than eight (8) inches must include a vertical safety plate. This plate must be constructed of no less than .060" 6061-T-6 aluminum or no less than 16 gauge steel. The plate shall have a minimum frontal surface area of 42 square inches, and shall have a height of not less than four (4) inches and a width of not less than six (6) inches. The plate may have no more than 1/2 inch cur-

vature or deflection from the vertical plane, and shall be attached to the chassis (frame) at all four corners. The lower braces shall not exceed a 15-degree upward angle when measured from the horizontal plane of the lower frame tubes. If a vented lead acid battery is mounted in front of the axle beam, it shall be encased in a marine-type container. It is recommended that the front area of the nose be filled with foam to aid in impact absorption.

B. The rear axle assembly shall be standard VW sedan as defined herein with axle location provided by a single locating arm on each axle.

1. The rear axle tube may be rotated about its axis.
2. Coil spring(s) shall provide the primary springing medium, with telescopic shock absorber(s) mounted inside the spring(s). Cables, straps, or other positive stops may be used to limit positive camber. An anti-roll bar or camber control device may also be used. When said anti-roll bar or camber control device is removed, the required coil springs shall continue to perform functionally.
3. The shock absorber mounts may be modified.

C. Wheels shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein, or any steel (15) inch X 4.5J wheel within the track dimensions of C.2. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip-on). Hub cap clips shall be removed.

D. Any tire size may be fitted, except that ungrooved radial race tires (radial slicks) are not allowed.

4. Brakes

A. Brake drums, backing plates, and wheel cylinders shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. Ribbed-type rear drums (VW Part # N113-501 615 D or ICP Part # 113 501 615 D) may be used in place of the 1200 series rear brake drums. Rear backing plates may be from any Type 1 model year.

B. These cars 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. Any master cylinder(s) may be used.

C. A separate hand brake (emergency brake) is not required. Removal of the hand brake and operating mechanism is permitted.

5. Engine

A. The engine shall be a standard VW power plant, as normally fitted to VW sedans as defined herein. Any engine part(s), listed by the manufacturer (VW) as a current, superseding, replacement part for the standard VW 1200 series, Type 1, U.S. model sedan and interchangeable with the original part(s), may be used. Turbocharging is not permitted.

B. The engine/transmission shall be mounted in the chassis with the transmission to the rear.

C. The following component parts may be replaced with that of other manufacture, provided said part is of the same material, is dimensionally identical, and meets all other tolerances and specifications stated in the GCR.

1. Engine Case - Type I or Type III style single or dual relief cases only
2. Cylinder Heads
3. Cylinders (an O-ring for centering is permitted).
4. Pistons and wrist pins - minimum combined weight without clips or piston rings = 330.0 grams
5. Cam followers - Minimum weight = 60.0 grams
6. Connecting rods with bolts and small end bushing - minimum weight = 425.0 grams
7. Oil pump - exact replica of any standard VW oil pump
8. Distributor
9. Ignition points or drop-in ignition triggering module (e.g., Pertonix)
10. Distributor cap
11. Fuel pump - any standard type VW fuel pump which can be fitted without modification of any other part
12. Crankshaft - minimum weight sixteen (16) lbs.
13. Crankshaft gear
14. Flywheel - minimum weight twelve (12) lbs.
15. Pressure plate, or alternate SACHS 211 141 025 DAM pressure plate
16. Clutch disc - 180mm nominal diameter only
17. Throw out bearing
18. Push rods
19. Push rod tubes

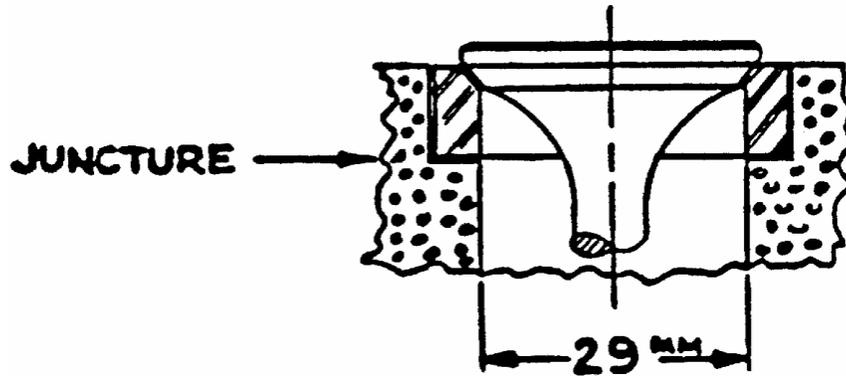
D. Allowed Modifications

1. Replacement of standard exhaust system with any exhaust system terminating one (1) to three (3) inches behind the rearmost part of the body.
2. Lightening of the flywheel to a minimum of twelve (12) lbs.
3. Balancing of all moving parts of the engine, provided such balancing does not remove more material than is necessary to achieve the balance except on those component parts where weights are specified.
4. The crankshaft may be ground and the case may be machined to accommodate the use of standard factory over-size/undersize crankshaft bearings, provided the crankshaft location is not changed.
5. Where minimum weights are specified, any lightening is permissible provided the original part complied with the dimensional restrictions set forth.
6. The following standard dimensions and tolerances of engine components are included as information and shall be observed:
 - a. Maximum bore: 3.040 inches
 - b. Stroke: 2.520 inches +/- 0.005 inch.

- c. Minimum capacity of combustion chamber in head: 43.0cc (Polishing and/or tooling is prohibited.)
- d. Minimum depth, top of cylinder barrel to top of piston: 0.039 inch.

The above dimensions may be achieved by machining any previously machined surface, provided that the total surface is machined on the same plane as the previously machined surface. The above dimensions shall be the average of all four (4) cylinders.

- 7. Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing. Fan belt origin is unrestricted. The use of a fan belt is optional.
- 8. Installation of a spark plug hole repair utilizing standard thread repair methods, such as Helicoil or welding and rethreading is permitted providing that the spark plug centerline is not changed. The original size and shape of the combustion chamber must be maintained.
- 9. Polishing of the intake and exhaust ports, provided such polishing does not enlarge the intake port beyond 29mm (1.142") inside diameter and the exhaust port beyond 33mm (1.299") inside diameter. The measurements are to be taken at the juncture of the seat insert and the aluminum port material, and at the manifold face. Valve seat angles shall be machined as specified in the official VW Workshop Manual.



- 10. Replacement of intake and exhaust valve seats is allowed for the purpose of repair only. Valve Seats may not be moved from their original position. Welding is allowed to facilitate repair and installation of replacement seats. The original size and shape of the combustion chamber must be maintained. Installed seats may neither be proud or recessed of the combustion chamber surface.

Seat Dimensions

Seat Dimensions				
	VW O.D. (inches)	Max O.D. (inches)	Max I.D. (inches)	Max Depth (inches)
Intake	1.385	1.445	1.142	0.375
Exhaust	1.265	1.315	1.299	0.375

Inside diameter of intake seat shall be 1.142" at the juncture of the seat to the aluminum on original seats, or a depth of 0.340" from the combustion chamber on replacement seats. This is to allow blending of the seat to the port. Valve seat angles may not be larger than the outer diameter of the original VW seat (1.385" intake, 1.265" exhaust).

- 11. The following standard dimensions are included for information only and must be observed:
 - a. Exhaust valve diameter: 1.102 or 1.18 inches
 - b. Intake valve diameter: 1.18 or 1.24 inches
 - c. Reprofilng of valves is not permitted.
- 12. Alternate exhaust valves are allowed provided the dimensions and materials are the same as standard (VW) exhaust valves.
- 13. In addition to the original VW manufactured valve, any mass produced, replacement intake valve may be used provided the material, profile, and finish remain essentially identical to the original VW valve, including the prominent lip at the inner edge of the valve seat. The valve must also meet the following dimensions:
 - stem diameter: 0.305 inches minimum, measured just below the keeper grooves
 - head diameter 1.24 inches maximum
 - length 4.450 inches maximum
 - valve face width 0.090 inches minimum
 - distance from combustion chamber face to seat surface (including any chamfer at valve head) 0.020 - 0.090 inches
 - stem diameter within 1.25 inches of the head of the valve 0.293 inches minimum.
- 14. Valve springs are unrestricted providing:
 - a. No more than one spring shall be used per valve.

- b. Any steel spring cap and retainers may be used.
 - c. Spring shall be made of steel.
 - d. Valve spring shims may be used.
15. Rocker arms may be lightened to a minimum weight of 80.0 grams. VW parts must be used, from 1200, 1300, 1500 or 1600 Type 1 engines; 1:1 or 1.1:1 ratios only.
16. Rocker arm shafts may be modified or replaced by those of other manufacture, including shafts that replace the stock clips with a solid center spacer and bolt on end caps/washers. Wave type spacer washers may be replaced by solid steel type flat washers.
17. The rocker arm shaft assembly may be shimmed out on the cylinder head mounting studs by placing appropriate shims between the cylinder head mounting boss and the blocks on the rocker arm shaft assembly.
18. Valve covers are unrestricted and may be bolted on.
19. Fitting of any standard Solex 28 PCI or 28 PICT carburetor and any jets may be used. Any venturi of standard VW/Solex dimensions may be fitted without alteration to the carburetor body. The venturi shall be fitted in the standard position, but its internal diameter may be machined. The carburetor may be rotated 180 degrees about its vertical axis. Modification of the float is allowed as long as no change is made to the float chamber and/or float valve. The carburetor must remain untouched with the following exceptions:
- a. No material shall be added.
 - b. Bead-blasting is permitted for cleaning only.
 - c. Throttle shaft - Shall be a minimum of 0.185" with throttle plate installed. Machined sides shall remain flat and parallel with no chamfering or radiusing.
 - d. Throttle Plate - Shall be a minimum of 0.053", flat and parallel with no chamfering or radiusing. Diameter shall be a minimum of 1.095 inches.
 - e. Carburetor Top - The junction of the bowl and bore may be radiused. The bore beneath the radius shall be a maximum of 1.120 inches. Accelerator pump boss shall remain original. The orifice in the base of the accelerator pump boss shall not allow a #56 (0.046 in.) drill bit to pass through (maximum hole diameter shall be less than 0.046 in.).
 - f. Carburetor Body - The removal of flashing from internal surfaces is permitted, but no additional material is to be removed from the casting in the area of the bore, emulsion tube carrier, or any carrier supports. Bore diameter from throttle shaft down shall not exceed 1.110 inches.
 - g. Carburetor air cleaner and choke mechanism may be removed. Choke shaft holes may be plugged. Plugs may not protrude into the choke bowl.
20. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded.
- a. Down Tube: The down tube shall be measured at two different locations within an area between .500" and 2.00" above the horizontal manifold tube. Each measurement shall be taken four times, rotating around the circumference of the tube, and averaged. Averaged down tube dimension shall not exceed 1.140 inches O.D.
 - b. Horizontal Tube: The horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between the bend and a point that is 1.500" from the center of the down tube connection. Each measurement will be taken four (4) times, rotating around the circumference of the tube, and averaged. Averaged horizontal tube dimension shall not exceed 0.994 inches O.D.
 - c. The manifold shall not weigh less than 24 ounces.
 - d. All exterior surfaces shall be in original condition and unpainted but may have a thin, transparent coat of rust proofing material.
 - e. Matching of manifold flanges is permitted.
21. Voltage regulator, generator, and/or generator stand may be removed.
22. Fitting of any standard VW distributor (not restricted to 1200, series) may be used. Use of any standard 6- or 12-volt non-transistorized ignition coil is allowed. Coil mounting location is unrestricted.
23. A VW "D" camshaft, Part Numbers 113-109-015D, 113-109-017D, 113-109-019D, 113-109-021D, 113-109-023D, 113-109-025D, 13-109-027D, or an exact replica of the same material and dimensionally identical shall be used. The maximum lift at the valve spring collar with zero valve clearance is as follows:
- a. Intake .354" + 0.000"
 - b. Exhaust .3365" + 0.000"
- The camshaft profile shall match those which are specified by the official SCCA camshaft plots, plus or minus .002 inch. It is permitted to regrind the camshaft to duplicate the official SCCA profile. In so doing, the relationship between the centerlines of peak lift at the exhaust/intake lobes shall remain at 214 degrees fifteen (15) minutes, plus or minus 1degree. (Reference the Official SCCA Camshaft Checking Procedure). The camshaft timing may be changed in relationship to the crankshaft by utilizing an offset key at the crankshaft timing gear. Camshaft timing is unrestricted within the restrictions provided as authorized above. The camshaft profile shall be checked using the official procedure published by the SCCA.
24. The crankcase may be machined to permit the use of standard VW camshaft bearing inserts, provided that camshaft location is not changed.
25. Crankshaft pulley is unrestricted and may be fitted with an oil seal. The engine case may be machined to facilitate the installation of an oil seal.
26. The installation of baffles housed completely within the original oil sump and crankcase.
27. The use of any oil temperature indicating device.

- 28. The oil pump cover may be modified or replaced.
- 29. An oil sump extension may be fitted utilizing the oil strainer cover plate, provided the extension does not extend horizontally beyond the edge of the oil strainer cover plate and the capacity does not exceed 250cc. The oil pump pick-up pipe may be extended into the sump extension. Accumulators (Accusump) may be fitted.
- 30. Replacement of oil galley plugs with threaded plugs.
- 31. A single standard automotive oil filter of not more than one quart total capacity, and a suitable mounting bracket and by-pass valve may be installed. Modification to the lubrication system to facilitate installation of the oil filter is permitted. All components shall be contained within the body to the rear of the firewall.
- 32. Any oil cooler is allowed. Oil coolers shall be mounted completely inside a plumb line extending downward from the outermost edge of the bodywork.
- 33. An alternate oil pressure regulator spring and/or shims may be used.

- 34. The standard clutch operating arm may be modified to allow its attachment in any appropriate position. Dowel pinning of the clutch pressure plate to the flywheel is permitted.
- 35. The use of any starter is permitted provided it can be fitted without any modification to the engine/transmission.

6. Transmission/Rear Axle

- A. The transmission/rear axle assembly shall be standard VW sedan, as defined herein.
- B. The synchromesh components shall be in place and operating on at least three gears.
- C. Reverse gear shall be operable from the driver's seat.
- D. Transmission shall not be installed in an inverted position.
- E. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.
- F. Allowed modifications:
Installation of any standard VW gear set which can be fitted without modification of any component of the transmission or of the gear set itself and the transposing of the ring gear to provide proper axle rotation. Permanent attachment of the synchro sleeve to 3rd and 4th gears is permitted.

Fully synchromeshed transmission

Gear	Part Number	# of Teeth	Ratio
1 st	113 311 251A	10:38	3.8
2 nd	113 311 261	17:35	2.06
3 rd	113 311 275	22:29	1.32
	113 331 275B	23:29	1.26
	113 331 275A	23:28	1.22
4 th	211 311 341	28:23	0.82
	113 311 341	27:24	0.8
Ring & Pinion	211 517 143A	8:35	4.375
	311 517 143B	8:33	4.125

Partly synchromeshed transmission:

Gear	Part Number	# of Teeth	Ratio
1 st	113 309 251	10:36	3.6
2 nd	113 309 261A	17:33	1.94
	113 309 261	17:32	1.88
3 rd	113 309 275	23:28	1.22
	113 309 275A	22:27	1.23
4 th	113 309 341A	28:23	0.82
Ring & Pinion	113 517 141A	28:23	0.82
	113 517 141B	7:31	4.43

There are different part numbers for various gears in addition to the ones listed here. This in general indicates changes on the parts such as:

Gear	Part Number	Ratio	Comment
4 th	113 311 341	0.82	with key way
	113 311 341A	0.82	with splines
Ring & Pinion	113 517 143	4.125	6 mgt bolts
	113 517 143	4.125	8 mgt bolts

However, there are no other standard ratios than the ones listed here. A gear removed from a transmission can be identified by the number of teeth.

7. Ballasting

Ballasting is permitted, per GCR.

8. Frame

- A. The frame/chassis shall be constructed of steel tubing of a maximum diameter or width of 4 inches and be of a safe and suitable design.
 - B. The driver's feet shall not extend beyond the rear of the front axle beam tubes.
 - C. There shall not be frame/chassis rigidity or strength derived by means other than the frame tubes. Stressed skin, monocoque, or semi-monocoque construction is not permitted, except that:
 - The firewall panel and undertray(s) may be rigidly attached to the frame tubes.
 - D. The undertray (belly pan) from the nose to the rear roll hoop shall not be wider than the bodywork at the bottom of the frame rail or no more than 1/4 inch wider (on each side) than the frame rail when the undertray has an upward turned edge that facilitates mounting the undertray to the chassis or that facilitates mounting the body to the chassis.
 - E. Engine bay undertrays shall be no wider than the frame rails in this area or no more than 1/4 inch wider (on each side) than the frame rail when the undertray has an upward turned edge that facilitates mounting the undertray to the chassis or that facilitates mounting the body to the chassis.
 - F. Any undertray(s) between the axle center lines shall be rigidly attached to the frame provided the curvature of said tray(s), measured vertically from the lowest point to the highest point at their attachments to the frame rail members at their sides, shall not exceed 1 inch and have no downward turned edges.
 - G. Transmission undertrays for cars with a rear subframe shall be no wider than the subframe or no more than 1/4 inch wider (on each side) than the subframe when the undertray has an upward turned edge that facilitates mounting the undertray to the subframe or that facilitates mounting the body to the subframe or 16 inches, whichever is wider. For cars without a subframe, the tray shall be no wider than 16 inches and shall not deviate more than 1 inch from the horizontal plane. Undertray must be firmly attached and have no downward turned edges.
 - H. The area between the upper and lower main frame tubes, or at least 14 inches above the floor pan whichever is greater, from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the cockpit.
 1. Panel(s), minimum of either .060 inch heat-treated aluminum (6061-T6 or equivalent) or 18 gauge steel, attached outside of the main frame tubes.
 2. Reinforced body - at minimum, consisting of a double layer, 5 ounce bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame.
- For either method, fasteners shall be no closer than an average of 6 inch centers (no stress bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

9. Body

- A. The chart (figure - Section C.12) illustrates both the intended minimum frontal area and car configuration.
- B. The rear bodywork shall enclose the engine by surrounding it from a point no higher than the lower edge of the

intake manifold and extending from the front of the engine to its rear on each side.

- C. The rear bodywork must have the ability to enclose the original Volkswagen fan shroud mounted in its stock location (see illustration in Section C.12).
- D. The top of the rear bodywork shall extend from the back of the firewall to a point at least 16 inches to the rear of the centerline of the rear axle.
- E. Any bodywork forward of the center of the torsion bar tubes shall have a maximum width of 31.75 inches (80.645cm).
- F. No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires.
- G. Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.
- H. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.
- I. Wings (airfoils) are prohibited.
- J. Floor and safety equipment shall conform to Section 9 of the GCR.
- K. A firewall to prevent passage of flame and debris between the engine area and driver's compartment shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height.
- L. Air ducting may be attached to the carburetor and/or the engine.
- M. Forward facing air ducts may be installed for the purpose of delivering cooling air directly to the engine, cylinder heads, oil cooler, and/or carburetor. If these ducts are within the profile area defined in Section C.12, then the ducted air must make a 90 degree bend within the bodywork.
- N. Air duct openings may be located within the cockpit area, and/or penetrate the firewall, provided the duct is baffled or the firewall is extended to prevent flame and debris from reaching the driver. Any shape may be used to form firewall extension. Any other firewall inlet shall also prohibit passage of flame and debris. (Recommended: **All** of this extension be the same width as the firewall, allowing for bodywork contour limitations, and extend in a horizontal plane back 2 inches, minimum, past the carburetor body.)
- O. The bottom of any bodywork that extends below the frame members shall be on the same flat plane as the under-tray (ref. C.8) and shall not deviate from that flat plane by more than 1 inch front to rear effective for any newly registered cars after January 1, 1983.
- P. The rear locating arm(s), coil spring(s), and shock absorber(s) shall not be faired in and shall be visible from the side without removal or manipulation of any part or panel.
- Q. The front suspension upright(s) (shock absorber mounts), shock absorbers, and/or trailing arms shall not be faired in by covering or shrouding away from the air-stream except that the front shocks may be mounted behind the shock uprights.

10. Non-Standard Parts

The use of the following non-standard replacement parts is permitted provided that no unauthorized modification of any other component results.

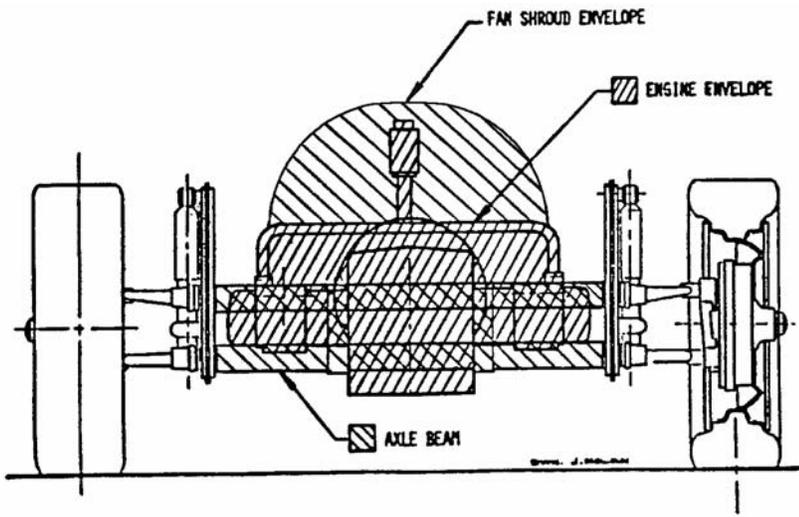
- A. Fasteners (nuts, bolts, screws, etc.)
- B. Wiring
- C. Gaskets and seals
- D. Brake lines and fuel line
- E. Spark plugs (maximum ½ inch reach)
- F. Piston rings
- G. Wheel bearings
- H. Connecting rod bearings and crankshaft main bearings of same type and size as standard VW
- I. Brake shoes and brake lining
- J. Valve guides

11. Battery

- A. The use of any single 6- or 12- volt battery is permitted to power the starter and engine ignition system.
- B. Any secondary batteries connected only to gauges, and communications or data acquisition equipment are allowed.

12. Front View

The following illustrates a fan shroud in its stock location.



MOTION: To approve GCR Formula item 3. (Sauce/Lybarger) PASSED Abstaining, Christian

Item 3. (FE) Effective 11/1/07: Replace section 9.1.1.A.5 with the following:

A.5. FORMULA ENTERPRISES PREPARATION RULES

1. Definition

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

2. Safety Requirements

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

3. Vehicle Configuration

All SCCA Formula cars to GCR section 9 with the following exceptions: Section 9.3.1, Accumulators.

4. Maintenance and Repairs

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

5. Chassis

NO MODIFICATIONS ALLOWED except as noted in these rules.

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

6. Bodywork

NO MODIFICATIONS ALLOWED (except as specified)

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

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

securely to the floor with flat head 5/16" bolts, washers and nuts on both ends of the weight.

- e. Radiator screens are allowed and recommended.
- f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.
- g. The front wing main plane, front wing secondary elements, front wing support mounts, and front wing endplates must be used and mounted as delivered from SCCA Enterprises. Any modification to these parts is strictly forbidden. The main wing plane angle is zeroed on the rear upper aft transmission surface measured with a suitable angle gauge, i.e.: digital level on the top main plane 2 inches outward from the nose box mounts. It must meet a minimum measurement of negative .5 degrees (angled down in the back) and a maximum measurement of positive 2.5 degrees (angled up in the back). It is acceptable to shim the main plane to obtain this measurement.
- h. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The lower plane angle, zeroed on the rear upper aft transmission surface, measured with a suitable angle gauge. i.e.; digital level on the top surface of the lower rear wing must meet a minimum of -3.0 degrees (angled down in the back) and a maximum of +2.0 degrees (angled up in the back). It is acceptable to adjust the lower rear element to meet these requirements. The upper rear wing element may only be adjusted within the parameter of the endplates and wing adjusters as provided from SCCA Enterprises. No additional holes may be added.
- i. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4.1.B. The stock lateral bolsters may be modified or removed.
- j. SCCA Enterprises windscreen P/N: WM137000 is allowed.

7. Engine and Drive train

a. Engine

- 1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by SCCA Enterprises. All fluids, except fuel, are unrestricted.
- 2. SCCA Enterprises, Inc., seals on the engine, ~~gearbox~~, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through SCCA Enterprises
- 3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.
- 4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.
- 5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.
- 6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating is allowed on the exterior or interior of the manifold. ~~Manifolds will be available with engines only.~~
- 7. Engine Control Unit (ECU): Manufactured by MBE and sealed by SCCA Enterprises. Tampering of the ECU, *ECU program*, seal, wiring or sensors is prohibited.
- 8. The flywheel weight is ~~18 pounds for the standard flywheel~~, or a minimum of 2.6 pounds for the SCCA Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.
- 9. No modification to the crankshaft dampener is allowed.

The following parts must be used:

- 10. Clutch: SCCA Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston #WM701004A, Throw out bearing #WM701006A, Small O-ring #WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.
- 11. Spark Plugs, Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEC.
- 12. Fuel Injectors: Part # WM591929
- 13. Throttle Body: Part # WM591930
- 14. Fuel Filter: Part # WM591924
- 15. Air Filter: Part # WM301020
- 16. Exhaust systems may be thermal coated or wrapped.
- 17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.
- 18. An SCCA Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.
- 19. An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed.
- 20. An optional SCCA Enterprise alternator kit is allowed, Part # WM1100101
- 21. Fuel shall meet the requirements for IT cars per the GCR.

b. Transmission

- 1. The 5 speed sequential transaxle supplied by SCCA Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.
- 2. The servicing, replacement and modification of internal components is permitted by the competitor. With the following exceptions:
 - a. All components must be ferrous metal, except for bearing retainers and bearing cages.

- b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.
- 3. The rear cover plate may be manufactured or remanufactured using aluminum.
- 4. Only the following gear ratios are permitted:
 - 1st gear combination 12:29 Ratio number 2.41
 - 2nd gear combination 15:28 1.86
 - 3rd gear combination 16:24 1.50
 - 4th gear combination 18:22 1.22
 - 5th gear combination 24:26 1.08
- 5. Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must work as supplied (no tightening of the differential to limit slip) Must be able to use existing components.
- 6. Polishing, shot peening, REM® Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.
- 7. Shift cable is free, but shifting must remain cable operated.
- 8. Throttle cable is free, but must remain cable operated.
- 9. The shift actuator assembly must operate as supplied by SCCA Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

MINIMUM WEIGHTS OF THE FOLLOWING PARTS

- Differential Housing (both parts including bearings) 7.4 lbs
- Ring Gear 3.6 lbs
- Pinion Shaft 4.0 lbs
- 1st gear 2.7 lbs
- 2nd gear 1.2 lbs
- 3rd gear 1.1 lbs
- 4th gear 1.1 lbs
- 5th gear 1.0 lbs

8. Suspension

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

9. Shocks

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

10. Steering:

NO MODIFICATIONS ALLOWED, except as described within these rules

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

11. Brakes:

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER BRAKE SYSTEM AS SUPPLIED

WITH VENTED ROTORS as supplied by SCCA Enterprises shall be used

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

12. Wheels (Only wheels supplied by SCCA Enterprises)

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

Front: 8 in X 13 in Part # WM 205001

Rear: 10 in X 13 in Part # WM205002

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

13. Tires

Tires must run in sets of 4 as stated below:

Hoosier R45 or R45A (SCCA Labeled) Compound

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

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

Hoosier Wet Compound

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

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

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

14. Electrical System:

NO MODIFICATIONS ALLOWED, except as described within these rules.

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

15. Weight

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

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

16. Updates

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

17. Vehicle Logbook

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

SCCA Enterprises, Inc.

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

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

18. Seals

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

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

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

19. Penalties (Specific to SCCA Enterprises Spec Cars)

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

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

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

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

20. SCCA Formula Car Drive Train Protest

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

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

21. Accessory Items

- a. Mirrors are free.
- b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
- c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed
- d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by SCCA

Enterprises.

- e. Engine compartment fluid hoses may be insulated using heat shield or wrap.
- f. Front and rear tow hooks are required, see GCR section 9.3.46.

MOTION: To approve GCR Formula Item 4. (Sauce/Lybarger) PASSED. Unanimous

Item 4. 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 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 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.

MOTION: To approve GCR GT Items 1 thru 3. (Sauce/Lybarger) PASSED. Unanimous

Grand Touring

Item 1. Effective 11/1/07: add to section 9.1.2.F.4.j.6 to read as follows:

Brake rotors, calipers, and/or drums are unrestricted except as limited by the GTCS for a specific make/model. *Brake rotors shall be ferrous material but are otherwise unrestricted.* Brake rotors/drums shall be located in the original position (e.g. inboard vs. outboard). ~~Carbon brake rotors are prohibited.~~

Item 2. Effective 11/1/07: Effective 11/1/07: Change section 9.1.2.F.4.a.4 by deleting the last two sentences as follows:

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

Item 3. Effective 11/1/07: All cars in GTL with an intake restriction must use an SIR. Delete section 9.1.2.F.4.i.10 in its entirety.

MOTION: To approve GCR IT Items 1 and 2. (Sauce/Lybarger) PASSED Unanimous

Improved Touring

Item 1. Effective 1/1/08: Move the Honda Civic DX (sedan and HB) from ITA to ITB at a new spec weight of 2,240 lbs.

Item 2. Effective 1/1/08: Delete section 9.1.3.E in its entirety and re-letter subsequent sections:

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

MOTION: To approve GCR Production Items 1 and 2. (Sauce/Lybarger) PASSED Unanimous

Production

Item 1. Effective 11/1/07: Reclassify the 84-87 Civic / Civic Si and 84-87 CRX / CRX Si 1.5L 12V from FP to GP at 2,200 lbs.

Item 2. Effective 11/1/07: Reclassify the 84-87 limited prep CRX/Si and 84-87 Civic/Si from GP to HP at 1,850 lbs.

MOTION: To approve GCR AS Items 1 thru 7. (Sauce/Lybarger) PASSED Unanimous

American Sedan

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

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

Item 2. Effective 11/1/07: Add new section h to section 9.1.6.D.7, as follows:

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

Item 3. Effective 11/1/07: Change section 9.1.6.D.8.j as follows:

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

Item 4. 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 5. 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 6. 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 7. 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.~~

MOTION: To approve GCR T1 Item 1. (Lybarger/Sauce) PASSED Unanimous

Touring

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

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

MOTION: To approve GCR Showroom Stock item 1. (Sauce/Lybarger) PASSED. Unanimous

Showroom Stock

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

MOTION: To approve GCR Sports Racer item 1. (Lybarger/Sauce) PASSED. Abstaining, Christian

Sports Racer

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

G. SRSCA PREPARATION RULES CLASSED IN CSR

1. Definition

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

2. Safety Requirements

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

3. Vehicle Configuration

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

4. Maintenance and Repairs

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

5. Chassis

NO MODIFICATIONS ALLOWED except as noted in these rules.

a. All cars shall use the stock, as delivered by SCCA Enterprises, wood floor of 6mm, with an allowable deviation of 3

mm across the surface for wear.

- b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed. Definition of cockpit is: area between the front roll hoop and rear roll hoop.
- c. Painting or powder coating of the chassis is allowed.
- d. SCCA Enterprises foot drop box part # WM180020 may be installed.

6. Bodywork

NO MODIFICATIONS ALLOWED (except as specified)

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

- a. Bodywork shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, and tow hooks. All repair work must match original body dimensions and contours.
- b. Bodywork fasteners are free.
- c. The car may be painted any color(s), except primer.
- d. It is required that all cars display the official sponsors of SCCA Enterprises decals and locations as specified by SCCA Enterprises.
- e. Radiator screens are allowed and recommended.
- f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.
- g. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The wing element may only be adjusted within the parameter of the wing adjusters as provided from SCCA Enterprises. No additional holes may be added. Different wing endplates may be used as long as the fit within the dimensions of 10 ¾ in wide and 11 in tall. A gurney flap or wicker may be used and may be no taller than ½ in
- h. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4. The stock lateral bolsters may be modified or removed.
- i. SCCA Enterprises windscreen P/N: WM137000 is allowed.

7. Engine and Drive train

a. Engine

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

b. Transmission

1. The 5 speed sequential transaxle supplied by SCCA Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.
2. The servicing, replacement and modification of internal components is permitted by the competitor. With the following exceptions:
 - a. All components must be ferrous metal, except for bearing retainers and bearing cages.
 - b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.
3. The rear cover plate may be manufactured or remanufactured using aluminum.
4. Only the following gear ratios are permitted:
 - 1st gear combination 12:29 Ratio number 2.41
 - 2nd gear combination 15:28 1.86
 - 3rd gear combination 16:24 1.50
 - 4th gear combination 18:22 1.22
 - 5th gear combination 24:26 1.08
5. Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must work as supplied (no tightening of the differential to limit slip) Must be able to use existing components.
6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.
7. Shift cable is free, but shifting must remain cable operated.
8. Throttle cable is free, but must remain cable operated.
9. The shift actuator assembly must operate as supplied by SCCA Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

MINIMUM WEIGHTS OF THE FOLLOWING PARTS

- Differential Housing (both parts including bearings) 7.4 lbs
- Ring Gear 3.6 lbs
- Pinion Shaft 4.0 lbs
- 1st gear 2.7 lbs
- 2nd gear 1.2 lbs
- 3rd gear 1.1 lbs
- 4th gear 1.1 lbs
- 5th gear 1.0 lbs

8. Suspension

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

9. Shocks

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

10. Steering:

NO MODIFICATIONS ALLOWED, except as described within these rules

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

11. Brakes:

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

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

12. Wheels (Only wheels supplied by SCCA Enterprises)

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

Front: 8 in X 13 in Part # WM 205001

Rear: 10 in X 13 in Part # WM205002

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

13. Tires

Tires must run in sets of 4 as stated below:

Hoosier R45 or R45A (SCCA Labeled) Compound

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

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

Hoosier Wet Compound

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

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

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

14. Electrical System:

NO MODIFICATIONS ALLOWED, except as described within these rules.

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

15. Weight

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

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

16. Updates

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

17. Vehicle Logbook

The Vehicle Logbook for each SCCA Sports Racer remains the property of SCCA Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the

same as the factory chassis number that is stamped on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises, Inc., 14550 E. Easter Ave Suite 400 Centennial, Co. 80112. The logbook will then be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises, Inc.

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

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

18. Seals

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

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

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

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

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

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

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

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

20. SCCA Sports Racer Drive Train Protest

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

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

21. Accessory Items

- a. Mirrors are free.

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

The following items were rejected.

MOTION: To reject GCR General Item 15. (Dent/Porterfield) PASSED Voting NO, Sauce, Christian

GCR

Item 15: 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 16-14-35; 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.

MOTION: To reject GCR Formula Item 5. (Sauce/Lybarger) PASSED Voting NO, Sheridan Abstaining, Christian

Formula

Item 5: 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.

The following items were sent back to the CRB.

MOTION: To send GCR General Item 16 back to the CRB. (Dent/Fairer) PASSED Unanimous

GCR

Item 16: 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.

The following items were withdrawn by the CRB.

Formula

Item 1. (FV) Effective 11/1/07: Change section 9.1.1.C.5.i as follows:
Ignition points or drop-in ignition triggering module (e.g., Pertronix).

Note – this item is included in the FV rules rewrite.

Time Trials Rules

MOTION: To approve Time Trials Rules Items 1 thru 8. (Holtz/Fairer) PASSED Unanimous

The following items were approved.

Item 1. Effective 1/1/08: Change section 9.2.1.L and 9.2.1.N to read as follows:

L. Seats – For PDX (Level 1) and Club Trials (Level 2) events the seat shall be securely mounted. If a folding seat, it shall be securely bolted or strapped in place. ~~Effective 1/1/2008 – It is highly recommended that~~ for Track Trials (Level 3) and Hillclimb (Level 4) events, the driver's seat shall be replaced with a one-piece bucket type race seat ~~meeting SFI requirements minimum~~ and include an upper brace if non-FIA homologated.

N. Passenger Seat – For PDX (Level 1) and Club Trials (Level 2) events, if a folding seat, it shall be securely bolted or strapped in place. For Track Trials (Level 3) and Hillclimb (Level 4) events, the requirements of paragraph L. above apply (e.g. – if the driver's seat has been replaced with a one piece bucket type race seat, then the passenger seat shall be replaced with a similar seat, both shall include an upper brace if non-FIA homologated).

Item 2. Effective 1/1/08: Add a new section BB. to 9.2.1 to read as follows:

BB. On all carburetors, (except SU, C and D Sports racers with motorcycle-type carburetors and Formula 500 Mikuni VM38) with a non-threaded fuel inlet fitting, the fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting.

Item 3. Effective 1/1/08: Change the first and second bullets of section 10.1 to read as follows:

- All classes listed in the current GCR (both National and Regional) ~~i.e. all classes listed in GCR 9.1.1 through 9.1.10~~ must be accommodated in Club Trials (level 2), Track Trials (Level 3) and Hillclimb (Level 4) events. This rule is to allow a place to compete for any car prepared to a GCR class but does not restrict classes from being consolidated because of limited participation.
- All classes listed in the current Solo National Rules must be accommodated in Club Trials (Level 2) events. It is strongly suggested ~~recommended~~ that the Solo Street Prepared and Street Mod class cars are accommodated in Track Trials (Level 3) and Hillclimbs (Level 4) events, provided that they have the required Time Trials safety equipment.

Item 4. Effective 1/1/08: Change selected portions of section 10.3 to read as follows: (Portions omitted remain unchanged)

1. A standard SCCA Time Trial Vehicle Logbook shall be used by all competitors at all Track Trials (Level 3) and Hillclimb (Level 4) Time Trials competitions, unless exempted by the Supplementary Regulations. *The Club Racing Vehicle Logbook is acceptable for those cars that are prepared to the current GCR.*

The SCCA Time Trials Logbooks and their corresponding serial numbers are obtained from the Time Trials Divisional Program Manager. For divisions that do not have a Time Trials Divisional Program Manager, the logbooks and serial number shall be obtained from the Club Racing Manager.

5. The Vehicle Logbook may be issued by ~~the~~ a licensed TT Technical and Safety Inspector or Club Racing Scrutineer ~~for the Division~~, who shall also complete the required vehicle information in the front and back of the Logbook. He or she shall conduct a thorough inspection of the vehicle, as provided in Section 9. Technical and Safety Inspection. The logbook issue date is the date of registration. *When a car receives a Time Trials logbook, it should be clearly noted what Level the roll structure is approved for.*

6. Identity Numbers:

A. Each vehicle shall have an identity number corresponding to that of its logbook permanently stamped on its roll bar.

B. The first two letters shall ~~digit(s)~~ corresponding to the issuing Division's ~~region's~~ identity number shall be separated from the balance of the numbers (3 digits +) by a dash (-). *It is highly recommended that the serial number be followed by another dash and the issuing Region Identification Number so to eliminate duplication and for vehicle history purposes. This would enable tracing of an identity number to the Division and specific Region of issue. Example: NP-XXX-101 would show that the serial number was issued in the Northern Pacific Division (NP) and by the Reno Region (101).*

C. The car numbering system, beginning with (001), shall be issued consecutively as the vehicles are registered via the Time Trials Divisional Program Manager or Club Racing Manager during a thorough inspection.

Item 5. Effective 1/1/08: Change section 10.21 to read as follows:

The installation of scattershields or explosion-proof bell housings shall be required on all cars that do not have a stock firewall/tunnel (e.g. GT, Formula, and Sports Racing classes) ~~(except Showroom Stock, Spec Miata, Touring and Improved Touring)~~ or where the failure of the clutch or flywheel could create a hazard to the driver. Chain drive cars shall be fitted with a protective case/shield to

retain the chain in case of failure.

Minimum material specifications are:

- .125 inch SAE 4130 alloy steel
- .250 inch mild steel plate
- .250 inch aluminum alloy
- NHRA or SFI approved flexible shields.

Item 6. Effective 1/1/08: change section 10.22 to read as follows:

All cars competing in *Track Trials* (Level 3) and *Hillclimb* (Level 4) events, with detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. Movable panels such as sliding sunroofs shall be closed. *It is highly recommended that glass sunroofs must be removed as follows: Metal sunroofs may be retained if bolted in.* All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. Note: Specification Books take precedence over TTR rules.

Item 7. Effective 1/1/08: Change section 10.23 to read as follows:

It is highly recommended for all cars competing in Track Trials (Level 3) and Hillclimb (Level 4) events that oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. For any purpose built race car the oil catch tank is required (e.g. any GCR class car unless otherwise specified as exempt in the current GCR). Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle. Oil holding tanks and oil filters may be mounted in the driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment. A crankcase vacuum breather that passes through the oil catch tank(s) to exhaust systems or vacuum devices that connect directly to exhaust systems is prohibited.

Item 8. Effective 1/1/08: Change section 10.24 to read as follows:

It is highly recommended that all cars competing in Track Trials (Level 3) and Hillclimb (Level 4) events, except Showroom Stock and Touring shall be equipped with a master switch easily accessible from outside the car. For any purpose built race car the master kill switch is required (e.g. - any GCR class car unless otherwise specified as exempt in the current GCR.) Spec Racer Fords shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system. All terminals of the master switch shall be insulated to prevent shorting out. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

MOTION: To approve Time Trials Rules Items 10 and 11. (Holtz/Fairer) PASSED Unanimous

Item 10. Effective 1/1/08: Change section 10.19 to read as follows:

Fire systems/*extinguishers* are strongly recommended, but not required in *PDX (Level 1) and Club Trial (Level 2) events* ~~Time Trials~~. All cars competing in *Track Trials (Level 3) and Hillclimb (Level 4) events* shall meet the minimum requirements set forth in GCR section 9.3.22.B.

Item 11. Effective 1/1/08: Change section 12. to read as follows:

All drivers in *PDX (Level 1) and Club Trials (Level 2)* ~~SCCA sanctioned speed~~ events may utilize a restraint harness meeting the specifications of section 12.1 in lieu of the factory/OEM restraints. All drivers competing in *Track Trials (Level 3) and Hillclimb (Level 4) events* shall utilize either a five, six or seven point restraint harness meeting the following specifications.

A seven-point restraint harness is recommended for all events. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. The restraint system installation is subject to approval of the Chief Technical and Safety Inspector.

12.1. PDX (Level 1) and Club Trials (Level 2)

1. A four point restraint system, for use in enclosed automobiles only, may be employed where the driver is seated in an upright position. Only 4 point restraints that incorporate a manufacturer designed method for prevention of submarining may be used. Five, six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position. Open or convertible cars in *PDX (Level 1) or Club Trials (Level 2) events* shall adhere to the restraint requirements for *Track Trials (Level 3) and Hillclimb (Level 4) events*.

2. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.

3. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.

4. *The single anti submarine strap of a five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.*

5. *The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.*

6. *Each seat (lap) and shoulder belt of the harness (4, 5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). Six or seven point system antisubmarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.*

7. *All 4, 5, 6, and 7 point driver restraint systems shall meet one of the following:
SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.*

A. *Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.*

B. *Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)*

C. *Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.*

D. *If a restraint system has more than one type of certification label, the label with the latest expiration may be used.*

8. *Harness Threading: Assemble in accordance with manufacturers instructions.*

9. *FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.1.7.B.*

12.2. Track Trials (Level 3) and Hillclimb (Level 4)

1. *A five point system, for use in automobiles where the driver is seated in an upright position, consists of a three (3) inch seat belt, an approximately three (3) inch strap over the shoulder type of shoulder harness, and an approximately two (2) inch anti submarine strap. A Five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.*

2. *A six or seven point system, recommended for use in all automobiles, consists of a three (3) inch seat belt or an FIA approved two (2) inch seat belt (SFI 2-inch seat belts are not currently allowed), approximately a three (3) inch strap over the shoulder type of shoulder harness, and two approximately two (2) inch leg or anti submarine straps. The seven-point system also has an approximately two (2) inch anti-submarine strap.*

3. *The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.*

4. *The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder*

straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.

5. The single anti submarine strap of the five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.

6. The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.

7. Each seat (lap) and shoulder belt of the harness (5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). Six or seven point system antisubmarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

8. All driver restraint systems shall meet one of the following:

SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.

A. Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.

B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)

C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.

D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

9. Harness Threading: Assemble in accordance with manufacturers instructions.

10. FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.2.8.B.

The following items were rejected.

MOTION: To approve Time Trials Rules Item 9. (Holtz/Fairer) FAILED Voting NO, Fairer, Porterfield, Jones, Holtz, Sauce, Allen, Dent, Lybarger, Clark

Item 9. Effective 1/1/08: Change section 11.4 to read as follows:

~~Roll cages (as specified in the GCR, Section 18) are required for the following classes: GT1, Specials, Super Production, all Formula classes, all Sports Racer classes, open GT, and open Production vehicles. In these vehicles, the roll cage structure must meet current GCR requirements for the specific class. If the vehicle does not fall into a Club Racing class, the cage should be prepared to the GCR equivalent or greater (for example, a tube frame Special car should be compared to a GT class cage, while a street driven car the ends up in Special because of odd modifications could be comparable to a Production or IT cage).~~

~~All other classes at Special Time Trials events are required to have a minimum of a roll bar that meets the description in section 18 of the TTR.~~

All new cars registering on or after January 1, 2011 must meet current year roll cage specifications as listed in the GCR. If a class is not listed in the GCR, it should use the equivalent GCR class specifications, for example, Street Prepared or Street Mod cars should use the SS/IT specs, Specials should use the Production/GT specs or Formula/Sports Racer specs where applicable, etc. Street Prepared and Street Mod class cars shall be exempt from the current side protection requirements, but must still include a single

"door" bar on each side of the car. Bolt-in and bolt-together structures shall be permitted in all cars, provided that such structures are designed properly (i.e. overlapping/telescoping sections with double bolts, etc.)

As of January 1, 2013, ALL cars running in Level 4 events must meet current year GCR specifications for Roll Cages.

As of the dates listed above, the exemption for Vintage and Historic cars below will no longer be in effect. All cars shall comply with the above rules.

If a car is running in a Vintage or Historic class and prepared to those specifications, they may run only a roll bar if no cage was used at the time the car was originally raced. This applies to all the cars with cage requirements, including Formulas (cars) and Sports Racers. Competitors are encouraged to use full roll cages if at all possible. The purpose of this tolerance is to allow for original race cars to be raced in original form (or as close as possible) without devaluing the vehicle by installing a full roll cage. This shall NOT be interpreted to apply to kit cars, special constructions, replicas, or any car that has been significantly modified from its condition as originally raced. Vintage and Historic cars may upgrade to current tires, batteries, incidental items, and other unavailable items to return the car to racing condition.

MOTION: To adjourn. (Allen/Fairer) PASSED

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Sept. 4, 2007

The Club Racing Board met by teleconference on September 4, 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 07-10, 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.

GCR

Item 1. Effective 1/1/08: Change item 2 of the August FasTrack by changing the appropriate section as follows:

The following is acceptable for cars registered before 1/1/09:

On-board fire systems shall use Halon 1301 or 1211, with a five pound minimum capacity (by weight). ~~(GT1 cars must have a minimum ten pound system with nozzles located in the driver/passenger compartment and in the fuel cell area. see Section 9.1.2.D.10.f., or 9.1.2.F.3.e.)~~

Item 2. Effective 1/1/08: Change section 3.2.2.H.1 by deleting the section in its entirety and renumbering the subsequent sections.

~~One (1) per division.~~

Item 3. Effective 1/1/08: Change section 4.4.3.A as follows:

The applicant will receive the Novice Permit, with one photo attached. ~~At the time of issue, the applicant shall either purchase a current GCR or have one in his or her possession. The GCR may be purchased either from the region or SCCA (800) 770 2055.~~ This Permit shall be presented at Driver School.

Item 4. Effective 1/1/08: Change section 5.8.1 as follows:

The Chief Starter *directs and manages the volunteers working the specialty, ensuring that directions given* ~~gives directions~~ to competing drivers by flag, hand, and body signals *are done* so as prescribed by the GCR with respect to starting, suspending, and ending a race.

Item 5. Effective 1/1/08: Change section 5.10.3.B.3 as follows:

The timing and scoring information shall include: total number of entries, including DNFs, DNQs, and DNSs, the overall and class finishing positions ...

Add a new definition to Appendix A, Administrative Glossary as follows:

DNF (Did Not Finish) – A driver who has failed to complete at least half the distance of the race (if the race runs an odd number of laps, half-distance is the amount rounded down to the nearest whole number.)

DNQ (Did Not Qualify) – A driver/car combination that has been on the track at any time covered by the race sanction, but did not qualify for the race.

DNS (Did Not Start) – A driver/car combination that qualified for, but did not start the race.

Item 6. Effective 1/1/08: Change section 7.2.E as follows:

Fine (\$250). A fine of up to \$250 may be imposed. Fines shall be in whole dollar amounts only. ~~Outstanding fines (in excess of \$250) are appealable to the Board of Directors.~~

Effective 1/1/08: Change section 7.4.A.2 as follows:

~~\$250 or more~~

Item 7. Effective 1/1/08: Change section 8.4.5 with the following numbering and additional item:

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. *At no time shall the Court of Appeals act as a first court.*

C. Penalties imposed by the Court of Appeals shall incur automatic penalty points outlined in section 7.4.

D. 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.

E. 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 8. Effective 1/1/08: Change the last sentence of section 8.4.6 and add to the end as follows:

Penalties involving time, disqualification, ~~suspension~~ or loss of points shall be made effective from the date of the conclusion of the event involved. *Penalties involving suspension shall be made effective from the date of the COA decision.*

Item 9. Effective 1/1/08: Change section 9.3.26.1.b as follows:

Fuel cells must be located within 12 inches of the standard tank ~~or alternate tank as shown in the PCS/GTCS.~~ The 12-inch measurement is taken from the perimeter of the stock and alternative fuel cell. ~~Free~~ Fuel filler location is *unrestricted* within the bodywork ~~allowed~~ with installation of a safety fuel cell.

Effective 1/1/08: Add a new paragraph to section 9.3.26.3 to read as follows:

Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.

Effective 1/1/08: Make the following changes to section 9.1:

Delete section 9.1.1.A.1.a.8 and re-letter subsequent sections.

~~The fuel filler cap shall be recessed within the coach work line.~~

Delete the second sentence of the third paragraph of section 9.1.1.C.8

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete the last paragraph of section 9.1.1.C.8:

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.D.7.f and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.D.12.C.4 and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.G.1.D.2:

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.H.1.C.3 and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.H.1.F.3 and re-letter subsequent sections.

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.9.A.1.d.3 as follows:

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Item 10. Effective 1/1/08: Change section 9.1.12 Note 1 as follows:

For the purposes of this section, "entrants" shall be defined as drivers classified in the final official race results of National races as finishers, did-not-finish (DNF), *did not qualify (DNQ)*, *did-not-start (DNS)*, or disqualified (DQ). ~~Drivers classified as did not start (DNS) shall not count as entrants.~~

Item 11. Effective 1/1/08: Change selected portions of section 9.3.18 as follows (omitted subsections remain unchanged)

A. A five point system, for use in automobiles where the driver is seated in an upright position, consists of:

- A three-inch seat belt or an FIA or SFI 16.5 certified two-inch seat belt.
- An approximately three-inch ~~strap over the shoulder type of~~ shoulder harness; or *FIA or SFI 16.5 certified two-inch shoulder harnesses only if the HANS® device is used by the driver. Should the driver, at anytime not utilize the HANS® device, then three-inch shoulder harnesses are required.*
- An approximately two-inch anti submarine strap

A five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

B. A six or seven point system, recommended for use in all automobiles, consists of:

- A three-inch seat belt or an FIA or SFI 16.5 certified two-inch seat belt.

· An approximately three-inch ~~strap over the shoulder type of~~ shoulder harness; or FIA or SFI 16.5 certified two-inch shoulder harnesses only if the HANS® device is used by the driver. Should the driver, at anytime not utilize the HANS® device, then three-inch shoulder harnesses are required.

· Two or three approximately two-inch leg or anti submarine straps ~~The seven point system also has an approximately two (2) inch anti submarine strap.~~

C. The material of all straps shall be Nylon or Daeron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six point or seven point systems where they attach to the seat belt or shoulder harness straps.

H. All driver restraint systems shall meet one of the following: SFI specification 16.1, 16.5, ~~FIA specification 8853/1985 including amendment 1/92~~ or FIA specifications 8853/98 and ~~8854/98~~.

1. Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec ~~16.1~~ label. The certification indicated by this label shall expire on December 31st of the 2nd year after the date of manufacture as indicated by the label. *If for example the manufacture date is 2006 the second year after the date of manufacture is 2008.*

2. ~~Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)~~

3. ~~Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, type of harness designation ('C-###.T/98 or D-###.T/98) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D-###.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti submarine straps.~~

4. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

~~J. FIA certified 2 inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2 inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3 inch shoulder harnesses are required. The replacement cycle for the 2 inch harnesses shall be per Section 9.3.18.H.~~

Formula

Item 1. (FV) Add the following after the fifth sentence of section 9.1.1.C.5.21 (note section number is 9.1.1.C.5.23 in the rewrite) to read as follows: *The camshaft timing may also be changed in its relationship to the crankshaft by utilizing an adjustable cam gear that retains the existing helical gear thrust angle and that is statically adjustable only (e.g., no dynamic adjustment mechanisms that respond to engine speed changes).*

Improved Touring

Item 1. Effective 1/1/08: Change section 9.1.3.D.7 as follows:

Rubber bump stops may be removed, *modified, or replaced*, but their chassis mounts, brackets, etc., may not be altered in any way.

Item 2. Effective 1/1/08: Reclassify the ITA 1983-4 Dodge Shelby Charger to ITB at 2,430 lbs.

American Sedan

Item 1. Effective 1/1/08: Change section 9.1.6.D.4.d.6 as follows:

Rubber bump stops may be removed, *modified, or replaced*, but their chassis mounts, brackets, etc., may not be altered in any way.

Touring/Showroom Stock

Item 1. Effective 1/1/08: Add new section 10 to 9.1.7.D as follows:

Steering lock mechanisms may be removed.

Item 2. Effective 1/1/08: Add new section 11 to 9.1.7.D as follows:

An electrical master switch may be installed.

Effective 1/1/08: Add new section g to 9.1.10.D.10 as follows:

An electrical master switch may be installed.

MEMBER ADVISORIES

None

NEW CAR CLASSIFICATIONS

None

REFERRED or TABLED

Grand Touring

GTL – Classify the 12A engine in GTL (Girven). Tabled for further research.

Production

GP – Classify the 2007 Honda Fit (Allen). Tabled for further research and completion of the VTS sheets.

Touring/Showroom Stock

1. T3 – Add the 2007 Subaru Legacy GT to the 2005-6 spec line (Faitz). Tabled for verification of specs.
2. T3 – Classify the Honda S2000 CR (Niffenegger). Tabled for further research.
3. SSB – Remove the restrictor from the Z4 (Tippens/Daniels). Tabled for further research.
4. SSC – Add a restrictor and weight to the Corolla XRS (Myers). Tabled for further research.

NOT RECOMMENDED

Touring/Showroom Stock

1. SS – Require braided steel brake lines (Sherk). There is no proven need. The Showroom Stock rules require the use of stock components.
2. SSB – Allow removal of the driver's side OEM safety belt (Manning). The SS rules do not allow removal of the safety belts.
3. SSB – Allow removal of sun visors, grab handles, and removable headrests (Manning). The SS rules do not allow removal of interior items.

PREVIOUSLY ADDRESSED

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

GCR – Limit the size of roll cage mounting plates (3 letters).

T3 – Allow updating/backdating for the Cobalt (Aquilante).

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

GT3 – Allow the GT3 Porsche 914-6 an alternate engine (Jones). The revised spec lines published in the March FasTrack allow for any combination of classified body and engine configurations.

NO ACTION REQUIRED

GCR

1. Proposal for a new kind of driver's school (Kryder). Thank you for your input, which will be considered, as we are evaluating our driver's school program.
2. Review the split start language (Borinski). Thank you for your input.
3. Eliminate race fuels that are harmful (Nordwald). Thank you for your input. The CRB continues to study alternative fuel testing procedures.
4. Support for 14 year old competitors (7 letters). Thank you for your input.
5. Opposition to 14 year old competitors (19 letters). Thank you for your input.
6. Interest in developing an electric vehicle class (Coomer). Thank you for your input. The CRB supports the concept of alternative fueled vehicles in competition. We would be willing to consider classification requests for inclusion in our existing classes. Stand-alone classes may also be created at the regional level.

7. New roll cage rules interfere with HANS® device installation (Groot/Johnson). Thank you for your input. The rules specify a minimum height for the horizontal bar, but not a specific location.
8. Create a class for my specific car and then I will remain a member (Bradbury). The requested car and modifications are permitted in D Prepared.
9. Roll cage input (3 letters). Thank you for your input.
10. Car count and Runoffs input (Bovis). Thank you for your input. We have forwarded your letter to the BoD, as your comments and suggestions fall in their arena.
11. Opposition to “unnamed parties” language, as it is conflicting (Gomberg). Thank you for your input.
12. Car count input (Koehling). Thank you for your input.

Formula/Sports Racer

1. F – Impact attenuator input (2 letters). Thank you for your input.
2. FC – Support for 8-lb flywheel (2 letters). Thank you for your input.
3. FC/S2 – Support for AI head before Runoffs (2 letters). Thank you for your input.
4. FC/S2 – Opposition to AI head before Runoffs (5 letters). Thank you for your input.
5. FE/FM – Support for combining FE and FM (2 letters). Thank you for your input.
6. FE/FM – Opposition to combining FE and FM (7 letters). Thank you for your input.
7. CSR/DSR – Support for combining CSR and DSR (2 letters). Thank you for your input.

Grand Touring

GTL – Allow GP in GTL (Verify). Thank you for your input.

Improved Touring

1. IT – Support for open wiring harnesses (Blethan). Thank you for your input.
2. IT – Support for open ECUs (Mitchell). Thank you for your input.

Production

1. P – PCS input (5 letters). Thank you for your input. These comments will be reviewed before finalizing the new PCS.
2. P – Opposition to reclassifying the 1984-7 Civic/CRX and Civic/CRX Si to GP (Meller). The specifications for this car were closely reviewed as part of the full class analysis of HP. Based on the available information, the specifications for the car as it is classed in HP should allow the car to be competitive, but not dominant. Also, when put into HP, the base weight of the car was increased by 50lbs from the base weight in GP.
3. P – Support for option A (Cypher). Thank you for your input. The comment will be considered when finalizing the new PCS.
4. P – Support for option B (Graham/Calman). Thank you for your input. The comment will be considered when finalizing the new PCS.
5. GP – Reclassify the 510 to EP or FP (Bouquillon). Thank you for your input. The committee is working on a proposal for the small bore Production classes.
6. GP – Reduce the weight of the 1588 VW before reclassifying in HP (Lavine). Thank you for your input. The committee is working on a proposal for the small bore Production classes.
7. GP – Reclassify the Rabbits and Cabriolets to FP (Mathis). Thank you for your input. The committee is working on a proposal for the small bore Production classes.
8. GP – Classify the BMW 1600 in HP (Simpson). Thank you for your input. The committee is working on a proposal for the small bore Production classes.
9. GP – Reclassify the VW GTI to HP (Wills). Thank you for your input. The committee is working on a proposal for the small bore Production classes.
10. GP – Keep GP as a national class (Gagliardi). Thank you for your input. The committee is working on a proposal for the small bore Production classes.
11. GP – Move the MGA to FP (Prather). Thank you for your input. The committee is working on a proposal for the small bore Production classes.
12. GP/HP – Support for combining GP and HP (13 letters). Thank you for your input.

13. GP/HP – Alternative to combining GP and HP (Broring). Thank you for your input. The committee is working on a proposal for the small bore Production classes.

American Sedan

1. Engine proposal input (2 letters). Thank you for your input.
2. Support for removing windshield wipers, motors, arms, and brackets (2 letters). Thank you for your input.
3. Support for removing headlights (Wheeler). Thank you for your input.
4. Opposition to removing headlights (Chediak). Thank you for your input.
5. Support for alternate water pumps (2 letters). Thank you for your input.
6. Support for unrestricted gauges (Wheeler). Thank you for your input.
7. Support for alternate rear brake calipers (Wheeler). Thank you for your input.
8. Support for alternate transmission mounts (Wheeler). Thank you for your input.
9. Support for alternate motor mounts (Wheeler). Thank you for your input.
10. Support for removing non-essential wiring (Wheeler). Thank you for your input.
11. Support for removing hood bracing (Wheeler). Thank you for your input.
12. Support for new brake language (Wheeler). Thank you for your input.
13. AS input (Kopp). Thank you for your input.
14. Consider safety when adding horsepower (Lee). Thank you for your input.

Touring/Showroom Stock

1. T – Elise input (Brand). Thank you for your input. We will continue to monitor the car's performance.
2. T/SS – Support for dropping the 5-year positive adjustment rule (AuBuchon/Myers). Thank you for your input.
3. T/SS – Support for the 10-year rule change (5 letters). Thank you for your input.
4. SS – Support for trunk kits (Ocutto/Mars). Thank you for your input.
5. SS – Trunk kit input (3 letters). Thank you for your input.
6. SS – Support for non-factory wheels, springs, shocks, ECU tuning, and cold air intakes (Mars). Thank you for your input.
7. SS – Support for gutting interiors (Mars). Thank you for your input. The rules are adequate as written.
8. SS – Support for Torsen of Quaiffe LSD (Mars). Thank you for your input. If permitted, they are on a case-by-case basis, depending on how the cars are sold.
9. SSB – Do not penalize the Solstice (Hagerty). Thank you for your input.
10. SSB – Allow the MX-5 MS-R package (11 letters). Thank you for your input. The CRB cannot change the court's decision.

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: September 4, 2007

NUMBER: TB 07-010

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/07 unless otherwise noted.

Showroom Stock

SSB

1. Mazda MX-5 (2007), classified in TB 07-01, delete the changes made in TB 07-04 as follows: ~~Wheel Size(in): 17 x 7, Notes: MS-R option permitted.~~ Change the specs to read as follows: Weight(lbs): 2630.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Tim Myers vs. SOM COA Ref. No.07-20-GL

September 10, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the national race for SSC cars at O'Reilly Raceway Park on July 8, 2007, Tim Myers, driver of SSC # 22, protested Ralph Porter, driver of SSC # 32, citing violation of GCR 6.8.3 (off course excursion) and 2.1.4 (reckless and dangerous driving). The Stewards of the Meeting (SOM), John Pfetzing, Dan Hodge, Bob Martin, Kyle Breedlove, and Doug Mildon, Chairman, held a hearing, heard testimony, reviewed witness statements, and viewed a videotape. The SOM disallowed Mr. Myers protest and returned his protest fee. Mr. Myers 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 August 9, 16, 23, 30 and September 6, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal and supporting documentation received. July 24, 2007.
2. Official Observer's Report and related documents received July 24, 2007.
3. Email letter and pictures from Ralph Porter received August 3, 2007.
4. Videotape from Mr. Myers' car received August 27, 2007.

FINDINGS

In his protest, Tim Myers contends Ralph Porter violated GCR 6.8.3 when he drove through a row of orange pylons placed on the racing surface at the finish line to create a blend lane for cars entering the track from the pit lane. Mr. Myers contends the pylons create an artificially marked racing surface and, therefore, Mr. Porter should have been forced to reenter the course at the point he went through the first pylon. The SOM determined the Supplementary Regulations do not list that section of the track as being artificially marked. They, therefore, determined Mr. Porter did not leave the racing surface and did not violate GCR 6.8.3. They further determined Mr. Porter's actions in avoiding contact with Mr. Myers were not reckless and, therefore, he did not violate GCR 2.1.4.

The Court of Appeals reviewed the Supplementary Regulations and agrees the course was not artificially marked. Since the Supplementary Regulations do not exclude the section of track in question, it is part of the racing surface.

In his testimony to the SOM and his lengthy appeals document, Mr. Myers states more than once that he intentionally moved to his left in an effort to impede Mr. Porter's ability to pass as both cars approached the finish line. Several pictures submitted by Mr. Porter clearly show Mr. Myers moving to his left even though both cars are on the main straight. Mr. Porter is along side Mr. Myers well before the finish line with a clear lane available for both cars. Mr. Myers' calculated movement to his left impeded Mr. Porter's opportunity for racing room in violation of GCR 6.8.1.B. The SOM chose not to take any action against Mr. Myers for violating GCR 6.8.1.B. Since the First Court took no action against Mr. Myers, the COA also chooses not to request any further review of Mr. Myers' actions.

The COA notes this appeal has taken an inordinate length of time to review and decide. Regrettably, the videotape supplied by Mr. Myers, viewed by the SOM, and subsequently received by the COA, is blank. Several reproduction services were consulted before it was determined the videotape footage could not be salvaged. However, based on the totality of all other evidence considered by the COA, the loss of the videotape footage did not impugn the integrity of the Court's deliberations and decision.

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

John Nesbitt vs. SOM, COA Ref. No. 07-15-NE

September 13, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

During the June 17, 2007 MARRS 4 event at Summit Point, John Nesbitt (SIT at the event) filed a protest against Chief Steward Lindy Toland following Mr. Toland's Chief Stewards Action (CSA) shortening Race Group 8 (FV and F500) from 16 to 14 laps based on the

event's Supplementary Regulations. Mr. Nesbitt contended that the Supplementary Regulations violated GCR 3.5.3 and 9.1.1. The Stewards of the Meet (SOM), Walter Michael, Judith Olivey, David Gomberg and Susan Robishaw, Chairman, met, reviewed Mr. Nesbitt's written protest and disallowed Mr. Nesbitt's protest. Mr. Nesbitt appealed that decision.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Bob Horansky and Michael West, Chairman, met on July 26, August 2, 9, and 16, and September 6 and 13, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and relevant documents received June 28, 2007.
2. Observer's Report and related documents received July 10, 2007.
3. Email from Chairman SOM Susan Robishaw received August 8, 2007.
4. Email from Regional Executive WDC Region Gayle Lorenz dated August 1, 2007.
5. Email from COA Chairman Michael West to Ken Patterson dated August 21, 2007.
6. Email from Ken Patterson to Michael West dated September 5, 2007.

FINDINGS

The Supplementary Regulations for this and all other MARRS events clearly state: "Sunday races will be 16 laps or 30 minutes, whichever comes first, with the exception of any group consisting of less than 16 qualifying cars. Race laps for those groups will be equal to the number of cars in the group as of the end of qualifying on Saturday (e.g., a 14-car group will receive a 14-lap race)."

GCR 3.5.1 states that the SCCA Club Racing Board (CRB) must approve the Supplementary Regulations before a sanction number will be issued. GCR 3.5.1 also allows regulations different from those of the GCR. The First Court determined that both GCR tests were met for the Supplementary Regulations for the event. Therefore, the First Court ruled the Chief Steward's action was clearly within his powers (GCR 5.12.2.A.7) based on the event's Supplementary Regulations and disallowed the protest.

The COA noted that the protestor was not allowed due process as neither he nor the witness he requested was afforded the opportunity to testify. Accordingly, the COA asked the Chairman of the Stewards Program to have the First Court reopen the hearing and allow the testimony.

After deliberation, the Chairman of the Stewards Program referred the matter back to the COA for final adjudication.

DECISION

The COA upholds the decision of the First Court. The COA regrets the inordinate amount of time involved in reaching its decision as well as the breach of GCR procedure by the First Court. Stewards are reminded that due process is absolutely necessary in all actions.

Mr. Nesbitt's appeal is well-founded and his appeal fee shall be returned.

COURT OF APPEALS

Judgment of the Court of Appeals

**Bart Wolf vs. SOM COA Ref. No. 07-16-CE
August 9, 2007**

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 7 National Race at the Road America June Sprints, June 24, 2007 Mark Mercer, driver of S2000 # 06, filed a protest against Bart Wolf, driver of S2000 # 28, citing violations of GCR 6.8.1.A and 6.8.1.D (On Course Driver Conduct). Mr. Mercer alleged that Mr. Wolf caused contact between the two cars at Turn 5 resulting in Mr. Mercer's being unable to finish the race. The Stewards of the Meet (SOM) Ron Poth and Mike Smith, Chairman of Action #16 (Mercer Protest), conducted a hearing, found Mr. Wolf in violation of GCR 6.8.1.A & D., penalized him three finishing positions, and assessed him 3 penalty points. Mr. Wolf is appealing the decision of the SOM including the filing of the protest later than within the proper time limits provided by the GCR.

DATES OF THE COURT

The Court of Appeals, Dick Templeton, Fred Schmucker and Michael West, Chairman, met on July 26, and August 9, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and related documents from Mr. Wolf, dated July 5, 2007.
2. Copy of the Observer's Report, dated June 30, 2007.
3. Copy of the Protest and related items, dated June 30, 2007.
4. Letter from Protest Chairman Mike Smith, dated July 25, 2007.
5. Video Tape from Mr. Wolf's car, dated July 25, 2007.

FINDINGS

The SOM heard testimony from Mr. Mercer and Mr. Wolf, reviewed the race log and witness statements from Jeffery Reglin, Flagger at Turn 5; Duck Waddle, Safety Steward; and Bob Alder, Larry Detrich, Beverly Meyer, Mark Daniels, Jr., and Steven Kaupp, spectators at

Turn 5. At the time of the incident, Turn 5 was under a stationary yellow flag which was displayed as a back up to a waving yellow flag at Turn 6. The two cars had just finished waving the leader by and were resuming their normal line when Mr. Wolf attempted to pass Mr. Mercer, striking the left rear of Mr. Mercer's car with the right front of his car. This contact resulted in Mr. Mercer spinning off the course and being unable to continue the race. The SOM determined that Mr. Wolf was not fulfilling his responsibility of being aware of the conditions surrounding his car pertaining both to other competitors and the yellow flag condition of the course. In addition, the SOM determined that Mr. Mercer was interviewed by the Stewards of the Course regarding activities during the race which delayed his ability to file the protest, and by the Chief Steward's review and acceptance of his protest. Due to these circumstances beyond Mr. Mercer's control, the SOM thus extended the filing period in accordance with GCR 8.3.2.B.7. Testimony from all witnesses, including the drivers, was in agreement with the description of the incident.

The COA's review of all documents provided no new evidence that was of sufficient probative value to cast doubt on the accuracy of the evidence and testimony presented to the First Court at the event.

DECISION OF THE COURT

The Court of Appeals upholds the decision of the SOM in its entirety and reminds Mr. Wolf that it is the responsibility of all drivers to not only be in control of their cars, but also to be aware of existing flag and course conditions at all times. Mr. Wolf's appeal is not well founded and his appeal fee shall be retained by SCCA.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Mark Drennan vs. SOM, COA Ref. No. 07-17-NP

August 9, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On June 24, 2007, following the Group 7 race for SMT and SSM at the SFR Regional #5 Hall of Fame / Formula V Regional held at Thunderhill, Rick Raimondo, driver of SMT #13, protested Mark Drennan, driver of SMT #12, alleging violation of GCR 6.8.1.D, (unsafe pass) resulting in contact at Turn 9. The Stewards of the Meeting (SOM) Dennis Dean, Dick Raymond and Chairman Gary Meeker met, reviewed evidence and testimony and upheld Mr. Raimondo's protest. The SOM found Mr. Drennan in violation of 6.8.1.D and assessed a time penalty of thirty seconds and the attendant three penalty points. Mr. Drennan is appealing the SOM decision, alleging that the protest was not filed within the thirty minutes specified in GCR 8.3.2.B.3.

DATES OF THE COURT

The National Court of Appeals (COA) Tom Hoffman, Fred Schmucker, and Michael West, Chairman, met on July 26, and August 2 and 9, 2007 to hear, review and render a decision on the appeal. Dick Templeton, member of the Court, was recused as he was an official at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Mark Drennan, dated July 3, 2007. and received by SCCA July 10, 2007.
2. Official Observer's Report and all related documents received July 24, 2007.
3. Email from Gary Meeker, received July 30, 2007

FINDINGS

The basis of Mr. Drennan's appeal is the First Court's decision to hear Mr. Raimondo's protest after the time limit set forth in GCR 8.3.2.B. Documents from Chairman Meeker verified that Mr. Raimondo was delayed in having an opportunity to file his protest due to official activity in Impound that required his presence. The SOM exercised the power granted them in GCR 8.3.2.B.7 to extend the time limits.

DECISION

The Court of Appeals upholds the decision of the SOM. The appellant provided no new evidence. The decision of the SOM to hear the protest was in accordance with the GCR. The Court finds Mr. Drennan's Appeal to be not well founded and his appeal fee will be retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

David Dickoff vs. SOM COA Ref. No. 07-18-NP

August 30, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group H regional race at Portland International Raceway on July 1, 2007, Chief Steward Skip Yocum submitted a Request for Action (RFA) to the Stewards of the Meet (SOM) to investigate an incident between AS #59, driven by David Dickoff, and ITS #1, driven by Ron Tanner. The RFA contended the incident after Turn 7 caused car #1 to spin off course and then be struck by car #59.

The SOM, Steve Archer, Dan Mullin and Ken Jones, Chairman, held a hearing and found Mr. Dickoff in violation of GCR 6.8.1.B. (On Course Driver Conduct – “racing room”). The SOM penalized him with a reprimand and imposed one penalty point. Mr. Dickoff is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on August 23 and 30, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Dickoff, including photos of Mr. Dickoff's AS #59. received July 24, 2007.
2. Observers Report and related documents received July 24, 2007.
3. Written statement from Ken Jones, Chairman SOM, received August 1, 2007.
4. Video of the Group H race as recorded from car #86, driven by John Baker, received August 20, 2007.

FINDINGS

The SOM heard statements from Mr. Dickoff and Mr. Tanner, and reviewed a station report from Turn 8 corner workers. Additionally, the SOM viewed a video taken from car #86 which was behind cars #1 and #59 during the subject incident. The video showed that car #1 was executing a pass of car #59 on the left at Turn 7, a left hand turn. There was contact between both cars causing car #1 to go off course driver's left, spin backwards, and cross the track in front of #59. Car # 59 then struck car #1 a second time on the opposite side of the vehicle. Both vehicles continued and finished the race.

The COA reviewed all the documentation, plus a memo from Ken Jones, Chairman of the SOM. In his memo to the Court, Mr. Jones stated the SOM decision, based on review of all of the evidence, was that Mr. Dickoff had to have been aware that Mr. Tanner's car was on his left “for some time prior to the contact”. The Court also viewed a DVD copy of the original video the SOM viewed on-camera at the event.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Dickoff's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

**Rick Mancuso vs. SOM COA Ref. No. 07-21-CE
August 30, 2007**

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On July 15, 2007 at post-race impound for National Race Group 7 (S2000, CSR,DSR) at the Autobahn CC Road Course, S2000 Car # 6 (Nick Mancuso, driver) was found to have competed with non-compliant fuel (GCR 9.3.25.A). Kevin Coulter, Assistant Chief Steward, directed that Car # 6 be penalized and moved to last finishing position in class by means of a Chief Steward's Action (CSA). Rick Mancuso, entrant for Car # 6, protested the action. The Stewards of the Meet (SOM) Peter Olivola, Dave Karling and Chairman Rob Woolston met, examined evidence, heard testimony, and rendered a ruling upholding the Chief Steward's Action. The SOM chose not to assess any points nor add any additional penalties. Rick Mancuso is appealing the SOM decision.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Tom Hoffman and Michael West, Chairman, met on August 9, 16, 23 and 30 to hear, review and render a decision on the appeal. Bob Horansky, a regular member of the Court, was unavailable to participate.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Rick Mancuso received July 24, 2007.
2. Official Observer's Report and related documents received July 24, 2007.
3. Email from Rob Woolston, Chairman SOM, dated August 13, 2007.
4. Email from Area 5 Director Bob Lybarger dated August 13, 2007.

FINDINGS

In his appeal, Mr. Mancuso makes numerous assertions. Mr. Mancuso states that there was no performance advantage in the “blend” of fuels his team used. GCR 9.3.25.A. makes no reference to performance advantage. It simply sets forth clear and definitive specifications for the fuel that shall be used in competition. The fuel used by Nick Mancuso during the race in his S2000 #6 did not con-

form to the listed specifications. The SOM permitted multiple tests of his fuel including a sample from the team's fuel supply. The fuel supplied from the car and their fuel supply failed each test. The driver and team mechanic witnessed the fuel testing. The Court of Appeals notes fuel testing was available to all competitors throughout the weekend. The track fuel supplied for the weekend was tested and determined to be in compliance both Saturday and Sunday.

The appellant also feels that the penalty is too severe for the infraction. A position penalty is well within the powers of the Chief Steward (GCR 5.12.2.C.10).

Rick Mancuso makes repeated reference to the "approved fuel." The COA notes that the GCR does not specify any particular brand of fuel. The rule plainly states the specifications for permitted fuel. Included in Mr. Mancuso's appeal were several MSDS sheets for another fuel, but none for the fuel which he states that they blended. The MSDS sheets are not germane to the issue.

Finally, Rick Mancuso refers to the Chief Steward's action directing that fuel be tested as "a cruel and uninformed act." The COA points out that the Chief Steward is mandated to impound the top 3 finishers in each class at a National event and test for weight and two other items the Chief Steward feels are appropriate for the class. (GCR 5.9.3.C.)

All actions by the Chief Steward, the Chief Scrutineer, and the SOM were in full compliance with the GCR.

Finally, the Court finds that the tone of Mr. Mancuso's appeal was unnecessarily harsh in condemning the SCCA Rules, procedures, and actions of the officials. The COA reminds Mr. Mancuso that GCR 2.0. states: "Entrants, drivers, officials, and all other participants at an event shall conduct themselves according to the highest standards of behavior, and sportsmanship."

DECISION

The appellant supplied no new evidence to support his appeal. The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Mancuso's appeal is not well founded and his appeal fee shall be retained by SCCA.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | August 22, 2007

The Solo Events Board met by conference call July August 22. Attending were board members Chris Dorsey, Ron Bauer, Andy Hollis, Marcus Merideth, Donnie Barnes, Steve Wynveen, and Tina Reeves. Also attending were Kaye Fairer of the BOD 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.

GENERAL

The following rule change proposal, effective date 1/1/2009, is published here for member comment. Its provisions are recommended for 2008.

- Change 3.7.H to read as follows: "For National Championship, National Tour, and Divisional competition, current official SCCA required decals must be displayed on each side of the vehicle in a prominent location. For Divisional, Tour, and National Championship events, one official SCCA approved National sponsor identification logo must be displayed in an upright position, in a prominent location on each side of the vehicle. Further information is contained in Appendix F."

SOLO PREPARED CATEGORY

- Per the PAC, the VVT weight adder proposal has been withdrawn following review of member input.

MEMBER ITEMS NOT RECOMMENDED

- Removal of Porsche 911 993 and/or 996 Turbo AWD from exclusion list (ref. 07-383, 07-384)
- 2-seat models in STX and STU (ref. 07-253, 07-344)
- STU engine allowances (ref. 07-361)
- Push-starting karts on course (ref. 07-377)

TECH BULLETINS

- 1) Street Touring: Add to Appendix F: "Seat belt receivers integral to stock seats do not have an allowance for deletion and must

be maintained if replacement seats are installed.”

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | *Aug. 13, 2007*

The RallyCross Board (RXB) met via conference call on August 13, 2007.

Attending were : Mark Walker , chairman; John Barnett , secretary; members: Mark Utecht, Matt Nicols, Tom Nelson , Jason Woodruff, and also Pego Mack, Rally Department Manager.

Meeting called to order at 8:00CDT.

The final version of the July 07 minutes were approved. (Utecht/Nelson)

1. Tom Nelson discussed the progress of the Safety Steward committee development. Things are progressing well.
2. John Barnett discussed the Region Development program. It was discussed how information could be publicized to regions who do not yet have a RallyCross program in place.

Old Business

1. The “crossover proposal” to incorporate Improved Touring and Street-Prepared Solo cars into the Prepared RallyCross classes was deemed not to be in the best interest of the program at this time.

New Business

1. Richard Miller recommended to the BOD for the position of SWDIV RallyCross Steward.
2. Jerry Doctor was previously recommended to the BOD for MIDDIV RallyCross Steward. This was discussed further.

Member Advisories:

The following subjects were presented to the board for action:

1. National Representation and Structure (Malsed) Current structure is adequate.

Discussion:

National Convention schedule was discussed and RXB participation at the convention was discussed.

Discussion:

CO National was discussed.

Discussion:

Upcoming National Championship event was discussed.

Next Meeting

September 10, 2007 8:00pm CDT

Respectfully submitted,
John Barnett, Secretary

QUICK LINKS

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

CLUB RACING

SCCA National Championship Runoffs Presented by AT&T

Supplementary Regulations: http://www.scca.com/documents/Club_Events/RunoffsSupps8.20.pdf

Schedule: http://www.scca.com/documents/Club_Events/REVISED2007Schedule.pdf

Officials List: http://www.scca.com/documents/Club_Events/2007runoffsraceofficials.pdf

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

EVENT CALENDAR: <http://www.scca.com/events.aspx?hub=10>