

## BOARD OF DIRECTORS MINUTES

**BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Oct. 1, 2007**

The Board of Directors, Sports Car Club of America, Inc. met via teleconference October 1, 2007. The following members participated: Bob Introne Chairman, Howard Allen, Jim Christian, Charlie Clark, Colonel Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahnert, Vice President of Finance, also participated.

**MOTION:** To approve the minutes of the September 11, 2007 meeting. (Fairer/Sauce)  
**PASSED, Unanimous**

### PRESIDENTS REPORT

Jim Julow reported on the Pro Solo Finals, and the Solo Nationals. There were 1158 entries at the Solo Nationals, and 251 for the Pro Solo. Kathy Barnes did a great job as Race Chairman for the Solo Nationals. He also highlighted the ongoing improvements to the road course at Heartland Park Topeka.

### FINANCE

Jeff Dahnert reported on the August financials, and projected a year end in the black.

### OLD BUSINESS

NONE

### NEW BUSINESS

The board discussed a number of issues, but took no formal action.

**MOTION:** To adjourn. (Fairer/Dent)

Respectfully submitted,

Jim Christian  
 Secretary

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# CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Sept. 27, 2007

The Club Racing Board met by teleconference on September 27, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh and Craig Taylor. Also participating were Mike Sauce and Bob Lybarger, BoD Liaisons; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

The following decisions were made:

## PROPOSED RULE CHANGES OR CAR RECLASSIFICATIONS

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. Comments may be e-mailed to crb@scca.com.

### **GCR**

**Item 1.** Effective 1/1/08: Change section 8.1.4 to read as follows:

To obtain a determination on the legality of a vehicle or component, without filing a formal protest, a competitor may request such a ruling from the Club Racing Office. The Chairman of the Stewards Program will then convene a first court. *The protest and appeal procedures described in sections 8.3 and 8.4 apply except that their decision would then be reviewed by the Court of Appeals. The fee for this service is \$250. A portion of this fee may be refundable at the discretion of either or both courts. Penalties or penalty points will not be assessed in the event of a negative ruling. Also, a non-compliant ruling will be published; a compliant ruling will not be published. The fee for this service is \$125 for the first court and \$125 for the Appeals Court.*

### MEMBER ADVISORIES

1. Based on member input the CRB is withdrawing GCR item 5 from the October FasTrack regarding definitions of DNF, DNS, and DNQ.
2. The CRB welcomes input from the membership on creating a regional-only class for Formula First based on the following rule set.

These rules use a slightly different numbering system from the SCCA GCR. Rules are grouped by subject matter. Principal points in each subject use two numbers separated by a period ("1.1"). For each subsidiary point a period and another number is added ("1.1.1"). This makes it easy to cite individual points.

These rules describe and specify Formula First racing cars. Formula First is an open wheel class using predominantly Volkswagen production components in a single seat body with a steel frame. It is an evolution of Formula Vee, using a wider range of components. FORMULA FIRST DOES NOT DISPLACE FORMULA VEE. A Formula First car is ineligible for Formula Vee. The intent of these rules is to provide for cars of substantially equal performance with moderate construction cost, low operating cost, and high reliability and longevity.

#### **1. Definition**

**1.1.** Formula First is a class for single seat racing cars based on components from the standard Volkswagen Types 1 sedan, as originally manufactured by Volkswagen from 1966 to 2004. Since it is a restricted class, all allowable modifications are stated herein. The purpose of the Formula First class is to emphasize driver ability and to encourage the participation of owner/builders and owner/preparers while using proven Volkswagen components (or exact replicas). Homologation is required for all cars registered after January 1, 1983. Homologation for FS classification is required on all Formula First cars.

**1.2.** No component of the engine, power train, front suspension, or brakes shall be altered, modified, or changed, nor be of other than VW manufacture (or an exact replica thereof), unless specifically authorized herein. Mass-produced, direct replacement components may be substituted for original VW components. These replacement components must be constructed of similar to original material(s), maintain the original function(s) and general dimension(s) of the original VW components they replace. If the Official Formula First rules committee deems necessary for a part to be substituted that does not meet the above criteria, then that part and only that one can be labeled as a direct replacement in the rules package. Furthermore, these replacement parts must be generally available to all competitors and offer no competitive advantage over the original VW parts. There are no exceptions. IF IN DOUBT, DON'T.

**1.3.** Any VW Type 1 component, of VW manufacture or an exact replica in size, shape, and material, may be used unless a specific part (VW or aftermarket) is specified.

**1.4.** All measurements given in these rules are exact unless a specific tolerance is stated. A car exceeding any measurement or outside a tolerance, BY ANY AMOUNT is not in compliance.

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

**1.6.** Weights and Measurements.

**1.6.1.** Minimum weight, as qualified or raced, with driver: 1125 pounds

**1.6.2.** Wheelbase minimum 81.5"; maximum 85.5"

**1.6.3.** Front track maximum: 57" at zero camber & toe

**1.6.4.** Rear track maximum: 55" at zero camber & toe

**1.6.5.** Overall length: Maximum 140" (includes exhaust)

## **2. Suspension**

### **2.1. Front Suspension.**

The front suspension shall be standard VW Type 1 sedan ball joint H-beam front suspension or an exact replica of one of them and dimensionally identical. The following modifications are permitted:

**2.1.1.** Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the ball joint H-beam to permit attachment of the beam to the chassis, and other 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 function.

**2.1.2.** Front spring(s) are unrestricted except that the front suspension lifting spring(s) must be a continuous unit measuring 37.63" (+ or - .13") in length, is completely housed internal of the torsion spring tube(s), and fit unaltered control arm spring sockets.

**2.1.3.** Removal of the shock towers above the upper H-beam tube centerline.

**2.1.4.** Relocation of the shock dampers is permitted. Shock dampers and their actuation are free providing that no VW components are altered, modified or changed unless specifically authorized herein. Bump rubbers with a maximum length of 2 ½" may be used to protect the shock(s)/chassis from bottoming. Use of related bump rubber packing washers/solid spacers is free. Coil spring mounted (coil-over) shocks are not permitted.

**2.1.5.** 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. Front suspension Z-bars are not permitted.

**2.1.6.** Replacement of torsion bar rubbers with spacers of another material.

**2.1.7.** Installation of ride height adjuster(s), constructed for use with standard VW spring packs, to the H-beam allowing rotation of the spring pack. One (1) ride height adjuster per torsion spring tube is permitted. No cockpit adjustment of ride height is permitted.

**2.1.8.** Removal of the brake backing plates.

**2.1.9.** Camber/caster eccentric adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

**2.1.10.** Any wheel bearings that fit the VW type 1 spindles and disk brake hubs without modification may be used.

**2.1.11.** 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.

### **2.2. Rear Suspension**

**2.2.1.** 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. Rear axle O.A. length: 26 11/16" + or - 1/8"

**2.2.1.1.** 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.

**2.2.2.** Springs, shock dampers, their actuation, and camber compensating devices are free.

## **3. Braking System**

**3.1.** Standard VW Type 1 disc brake components must be used, including any standard VW Type 1 original or aftermarket direct replacement brake caliper constructed of cast iron material. Front rotor minimum weight: 13.0 lbs. each without wheel mounting studs.

**3.1.1.** Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel. This metal removal shall only be to allow wheel clearance.

**3.2.** Any type pad material may be used on standard VW Type 1 brake pads.

**3.3.** Adapter plates may be fitted to allow mounting of front or rear brake calipers.

**3.4.** Cross-drilling or grooving of rotors is not permitted.

**3.5.** Rear brake drum assemblies must be removed and replaced with one-piece cast iron rear brake rotors with machined-in rear axle splines. Caliper mounting is free. Min. rotor weight: 15.0 lbs each, without wheel mounting studs.

**3.6.** 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.

**3.7.** A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

**3.8.** Brake lines may be of any suitable material, including steel braided lines.

**3.9.** Wheel mounting lug bolts may be replaced with studs.

**3.10.** All brake components must remain within the safety tolerances and minimum dimensions established by the component manufacturer.

**3.11.** Rear drum brakes on existing homologated Formula First cars will be allowed until 1/1/09

#### **4. Wheels and Tires**

**4.1.** Wheels shall be 13" diameter by 6" wide. (+ or - 1/8" for all dimensions)

**4.1.1.** Wheels must be of one-piece construction and may be constructed of steel, aluminum, or magnesium, but each wheel must comply with a minimum weight of 10 pounds, less tire, wheel weights and valve stem assembly.

**4.1.2.** Wheel bolt pattern is free, except that it must use 4 lug bolts or studs with lug nuts. No centerlocks. As a recommended standard, the common bolt pattern for Formula First is 4"x 4 bolt.

**4.1.3.** Spacers between the wheel and rotor are permitted.

**4.2.** Tires shall be Formula Ford slicks in standard front and rear sizes and using a hard compound. The Region, Division and/or racing series sanctioning the races shall specify which manufacturer or manufacturer's tires meeting this general description shall be permitted.

#### **Regional, Divisional and/or Race Series Tire Options:**

**4.2.1. Option 1.** The spec tire manufacture for Formula First shall be Hoosier Tire. Front tires shall be #43130 20.0"x 6.0" - 13" R60 compound. Rear tires shall be #43302 22.5"x 7.5" - 13" R60 compound.

**4.2.2. Option 2.** The spec tire manufacture for Formula First shall be Goodyear Tire. Front tires shall be #807-366-068 3321 20.0"x 6.0" - 13" R600 compound. Rear tires shall be #870-274-068 2015 22.5"x 7.5" - 13" R600 compound.

**4.2.3. Option 3.** The spec tire manufacture for Formula First shall be American Racer Tire. Front tires shall be 20.0"x 6.0" - 13" 133 compound. Rear tires shall be # 22.5"x 7.5" - 13" 133 compound.

**4.2.4.** Inter divisional races or special events may choose to allow more than one tire option by listing the options allowed for said event in the event supplemental regulations.

**4.3.** Any tires (brand, size, tread or construction) fitting the 13 x 6 rims may be used when the Chief Steward declares a rain race.

#### **5. Engine**

**5.1.** The engine shall be the standard VW "1600" (1584 cc) twin port, unless otherwise stated in these rules.

**5.1.1.** Engine components shall be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or in other official VW guides is permitted provided that the specifications, tolerances, and dimensions specified in these rules are not

exceeded.

**5.1.2.** Standard engine reconditioning practices are permissible as set out below. Such machining shall occur on the same plane as original VW specification. It is not permissible to add metal or any other material to any engine component, unless specifically stated herein.

**5.1.3.** Balancing of the following moving parts of the engine is allowed: pistons, connecting rods, crankshaft, flywheel, front pulley, and clutch disc and clutch cover. Balancing may not remove more material than is necessary to achieve the balance, except on those component parts where minimum weights are specified herein. The addition of weight to the clutch cover plate, for the sole purpose of achieving balance, is permitted.

**5.1.4.** Polishing of the contact faces of moving parts is permitted.

## **5.2. 1584 cc engine dimensions**

Bore 85.7 mm maximum

Stroke: 69.1 mm maximum

Exhaust valve diameter: 32.06 mm maximum

Intake valve diameter: 35.56 mm maximum

Intake port dimension at head: 33 mm maximum

Exhaust port dimension at head: 33 mm maximum

Intake manifold horizontal inside diameter: 32 mm maximum

Manifold casting maximum diameter at flange: 33 mm maximum

Maximum valve lift: .455". Measured at Valve cap with 0" lash. An average of the four exhaust valves must be .455" or less and an average of the four intake valves must be .455" or less.

Rod weight with bolt and small end bushing: Minimum 570 grams. Rod length, center to center: 5.35" to 5.45". Any piston rod may be used that meets the VW dimensional and weight specifications listed herein.

Piston weight with pin: Minimum 515 grams.

Minimum distance: Top of piston to top edge of #1 ring groove: 8.0 mm

Crankshaft weight: 20 pounds minimum

Flywheel: Clutch diameter 200 mm; weight - 12 pounds minimum

Deck height: .045" minimum

Cam followers: 90 grams minimum

Rocker arms: 80 grams minimum (w/o adjuster)

## **5.3. Crankcase, Clutch and Flywheel**

**5.3.1.** Any 1200 or 1600 VW case or exact replica may be used. (Aftermarket competition cases that vary in design from the original VW case are not permitted.)

**5.3.2.** Standard reconditioning of the case halves is permitted.

**5.3.3.** The case may be drilled to accept an external oil cooler or oil filter.

**5.2.3.** Generator/alternator, stand, and fan housing and fan may be removed.

**5.3.4.** Oil baffles may be installed. They must be housed completely within the original oil sump and crankcase.

**5.3.5.** An oil temperature sending unit may be installed in the crankcase.

**5.3.6.** Oil galley plugs may be replaced with threaded plugs.

**5.3.7.** Cylinder head studs may be replaced with studs of different material.

**5.3.8.** The crankshaft may be ground and the case may be machined to accommodate the use of the standard VW oversize/undersize crankshaft bearings, provided the crankshaft location is not changed. It may also be machined to permit installation of camshaft bearings.

**5.3.9.** The use of an aftermarket counterweighted crankshaft with standard VW stroke, index and journal sizes is mandatory. Bearings may be standard VW undersized/oversized and rods ground to accommodate them.

**5.3.10.** Crankshaft front pulley is free.

**5.3.11.** The flywheel may be lightened to a minimum of 12 pounds. Flywheel dowels may be reconditioned. Additional dowels may be added on the same face. The flywheel clutch plate surfaces may be machined.

**5.3.12.** Any 200 mm VW clutch disc, pressure plate and throwout bearing (or replacement replica) as fitted to the VW Type 1, 2 and 3 are permitted. The standard VW clutch actuation arm may be modified to allow its attachment to the standard VW clutch throwout bearing shaft in any appropriate position. Clutch shaft arm actuation (cable, levers, or hydraulic) is free.

**5.3.13.** Oil filler/engine vent(s), dry sump tank and catch tank(s) are unrestricted provided they meet SCCA GCR 17.26. (pg 92)

**5.3.14.** The installation of a crankshaft pulley oil seal is permitted.

**5.3.15.** The installation of case center main web location pins or shuffle pins are permitted.

#### **5.4. Camshaft.**

**5.4.1.** Only the Engle W110 camshaft is permitted. Specifications listed herein are for checking purposes only. Re-grinding of the Engle W110, or any camshaft, to meet or maximize these specifications is strictly prohibited.

Cam lift: Exhaust and Intake .392" variance + .003"

Lobe centers: 108 deg +/- 30 sec.

Intake opens @ 19 deg. Intake closes @ 48 deg. (at .050" valve lift) (+/- 30 sec)

Exhaust opens @ 55 deg. Exhaust closes @ 12deg. (at .050" valve lift) (+/- 30 sec)

**5.4.2.** Cam timing (advance/retard) may be achieved by offset keys or adjustable cam gear. Cam timing may not be adjustable without disassembling the case. No form of VTEC, cockpit adjustment, or other variable cam timing is permitted.

**5.4.3.** Cam gear must be of stock dimensions, including angle and width of teeth.

**5.4.4.** Cam followers may be reconditioned and/or may contain camshaft face lubrication holes.

#### **5.5. Pistons and Cylinders.**

Pistons and cylinders shall be standard VW replacement parts or exact replicas. Any piston rings that can fit the standard grooves are permitted. Piston pin retaining clips may be replaced with Teflon buttons.

#### **5.6. Cylinder Head**

**5.6.1.** The standard 040 or 043 twin port cylinder head are the only heads permitted. A MOFOCO 040 head is also allowed. Other vendors will be added as requested, IF the castings are the same as the VW manufactured head along with dimensional items. (head cc's, valve size location, etc.) The intent is to allow casting duplicates that may be of better quality (longevity), appearance, and/or price.

**5.6.2.** The intake and exhaust ports are to remain in as-cast condition, except that material may be removed for the sole purpose of matching/blending for up to .75" from the intake flange mating point and intake/exhaust valve seat.

**5.6.3.** The combustion chamber must hold a minimum of 47 cc, with valves in place.

**5.6.4.** Replacement of valve seats and valve guides with others of standard dimensions and material is permitted.

**5.6.5.** Valves and valve seats may not be reshaped. Valve to valve seat mating surface (figure 1) shall be cut as follows. The 45 deg valve seat width (figure 2) shall be maintained by cutting a 15 deg chamfer (figure 3) at the outside edge of the seat and a 75 deg chamfer (figure 4) at its inner edge. Seats cannot be refaced if too little material remains for a 15 deg chamfer to be cut without going beyond the boundary of the insert. If the chamfer extends to the head, the seat or the head must be replaced.

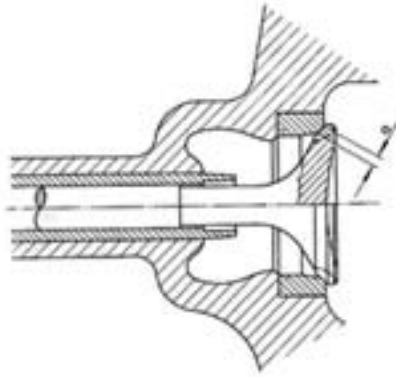


Fig 1

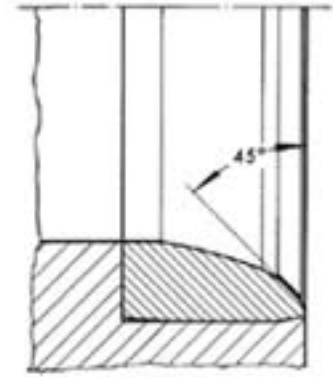


Fig 2

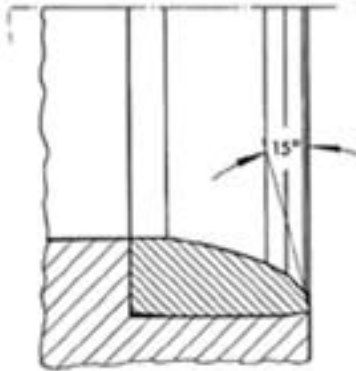


Fig 3

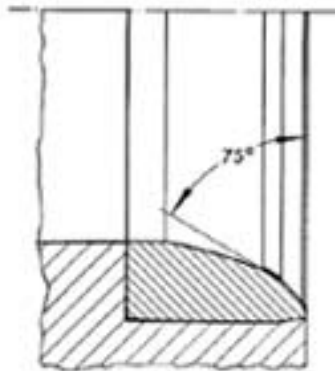
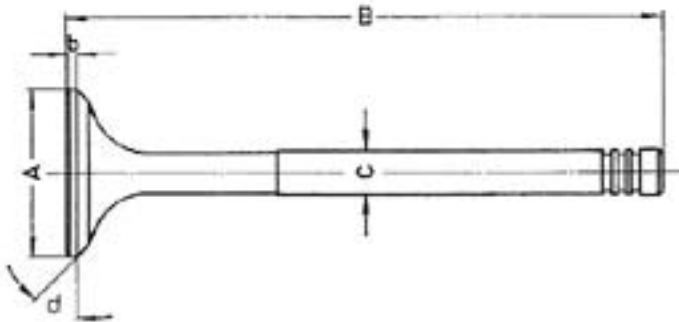


Fig 4

**5.6.5.1. Valve specifications (figures 1 & 5):** Dimension "a" – valve seat contact width: Intake – 1.30 mm to 1.60 mm  
 Exhaust – 1.70 mm to 2.00 mm Seat contact angle on valve: 45 deg Intake and Exhaust  
 Dimension "A" – valve head dia: Intake – 35.56 mm max. Exhaust – 32.06 mm  
 Dimension "B" – valve length: 110.5 mm to 112.5 mm  
 Dimension "C" – valve stem dia: Intake – 7.94 mm min. Exhaust – 7.91 mm  
 Dimension "b" – valve head margin: Intake - .80 to 1.50 mm Exhaust – 1.00 to 1.70 mm  
 Dimension "d" – face angle of valve only: Intake - 44 deg Exhaust – 45 deg



**5.6.5.2. Maximum allowable O.D. of intake seat - 40mm.**

Maximum O.D. of the 45 deg. angle on intake seat shall not exceed the outer diameter of the original VW intake seat (37mm).  
 Maximum depth of replacement seat - 10mm.

Maximum allowable O.D. of the exhaust seat - 37mm.

Maximum O.D. of the 45 degree angle on the exhaust seat shall not exceed the outer diameter of the original VW exhaust seat (34mm).

Maximum depth of replacement seat - 10mm

**5.6.6. Stainless steel valves of the same dimensions as stock are permitted.**

**5.6.7. Single valve springs must be used, but are otherwise free except that no unauthorized modifications to other parts may be made to accommodate them.**

**5.6.8.** Shimming of valve springs is permitted.

**5.6.9.** Combustion chambers are to remain in standard, as cast condition, except that fly cutting is permitted to obtain the permitted compression ratio. No other tooling or polishing of the combustion chamber is permitted.

**5.6.10.** Any aluminum or steel pushrod may be used. Length is free.

**5.6.11.** Only standard 1.1:1 ratio 1600 rocker arms may be used. The two bars need to be visible. Minimum rocker arm weight listed under 5.2.

**5.6.12.** Wavy washers in the rocker gear may be replaced with solid washers.

**5.6.13.** Swivel-foot valve adjusters may be used, provided that they are on the same center plane as the standard screw and offer no increase in valve lift.

**5.6.14.** The rocker shaft posts may be shimmed to restore original geometry after authorized fly cutting.

**5.6.15.** Spark plug holes may be repaired using standard thread repair methods, such as Helicoil inserts, providing that the spark plug centerline is not changed.

**5.6.16.** Valve covers are unrestricted and may be bolted on.

**5.6.17.** Push rod tubes are unrestricted.

**5.6.18.** Any ferrous metallic valve spring retainers and keepers are permitted.

## **5.7. Oil system**

**5.7.1.** Any standard VW Type I, or replacement replica in size, shape, and material, oil pump may be used. Oil pump pressure port plugging is permitted.

**5.7.2.** Any oil pump cover may be used.

**5.7.3.** A dry sump oiling system is permitted.

**5.7.3.1.** The dry sump pump must bolt into the standard location, must be driven by the camshaft and have no more than two stages.

**5.7.4.** A sump extension may be fitted using or in place of the oil strainer cover plate. The oil pump pickup pipe may be extended into the sump extension. The sump extension shall not extend below the lower frame members surrounding the engine.

**5.7.5.** Any oil cooler is allowed provided it is located within the bodywork and behind the firewall.

**5.7.6.** An alternate oil pressure regulator spring or springs may be used.

**5.7.7.** A standard or racing type automotive oil filter of not more than one-quart capacity may be installed provided it is located within the bodywork and behind the firewall. No cooling fins are permitted on the filter or connecting lines. Connecting lines shall not exceed 12 feet in total length, including oil cooler connections if part of the oil filter circuit.

## **5.8. Fuel pump**

**5.8.1.** Fuel pump is free. A block off plate may be installed if the mechanical fuel pump is removed.

## **5.9. Carburetor.**

**5.9.1.** Only the Mexican made Bocar 34 PICT/3 replacement carburetor shall be permitted. The carburetor shall be in "as new" condition. The carburetor may be cleaned with commercially available "carb cleaner". NO MEDIA BLAST CLEANING IS PERMITTED. Original replacement replica gaskets, float, needle & seat may be replaced as needed. Float level may be adjusted via shim(s) under the needle & seat. Only the modifications listed herein are permitted. If you don't see it listed herein, you can't do it, NO EXCEPTIONS.

**5.9.2.** The choke plate, choke heater element and related components, choke shaft and related hardware may be removed and the shaft holes taped or plugged. Any air filter, air horn, or combination of filter and horn may be used.

**5.9.3.** Modification or removal of the idle shutoff solenoid to allow air/fuel flow without power is permitted.

**5.9.4.** Main fuel and air correction jet sizes are free.

**5.9.5.** The carburetor may be rotated 180 degrees about its vertical axis.



- 5.9.6. The choke heater element housing may be cut off the carburetor top housing.
- 5.9.7. The fuel inlet must be threaded into the carburetor top housing, the original brass swaged in fitting is not permitted.
- 5.9.8. Vacuum fittings may be removed and ports plugged.
- 5.9.9. The full throttle stop bracket may be modified to allow for full throttle operation.
- 5.9.10. Throttle plate screws shall be "as supplied" from Bocar, no grinding, filing or trimming on these screws, NO EXCEPTIONS.
- 5.9.11. NO OTHER TOOLING OR MODIFICATIONS ARE PERMITTED. REBUILDING IS NOT AN EXCUSE FOR MACHINING, MODIFYING OR CHANGING ANY DIMENSIONS OR ANY COMPONENT OF THE CARBURETOR, NO EXCEPTIONS.
- 5.9.12. Carburetor dimensions: Specifications listed herein are for checking purposes only. Re-working of the Bocar PCIT/3 to meet or maximize these specifications is strictly prohibited.

Throttle plate thickness: .055" Minimum

Throttle shaft thickness: .210" Minimum

Venturi/Choke inside dimension: 26 mm Maximum

**5.10. Intake Manifold**

5.10.1. The intake manifold shall consist of standard VW Type 1 1600 (1584 cc) twin port components, or direct replacement, unless stated otherwise in the following rules.

5.10.2. The heat sink casting may be removed or modified.

5.10.3. Other EXTERNAL modifications to the cast sections are permitted for clearance purposes, provided no performance advance results.

5.10.4. The standard 1600 manifold end castings must be untouched internally other than for the purpose of port matching.

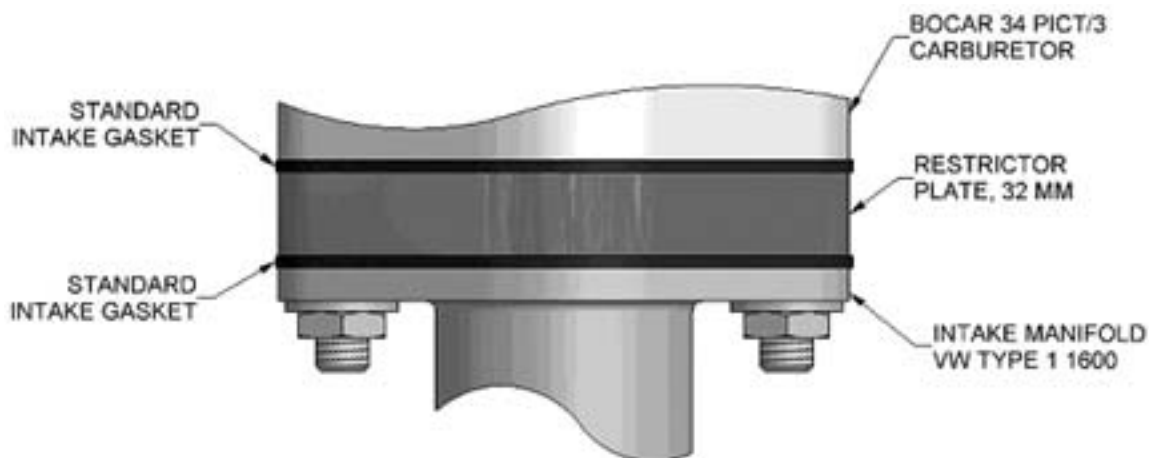
5.10.5. Port matching to a depth of 1.0" into the manifold casting from the manifold/head joining surface is permitted.

5.10.6. The official Formula First 32 mm restrictor plate must be installed per the following instructions listed. Absolutely no modifications are permitted to the restrictor plate. Any defects or marks on the blue anodize is not allowed and must be exchanged immediately for a new official Formula First 32 mm restrictor plate.

5.10.6.1 The official Formula First 32 mm restrictor plate must be installed/assembled exactly in the following order, using only the listed parts. No exceptions allowed.

1. Intake manifold
2. (1) Standard VW (or direct replacement) carburetor gasket
3. Official Formula First 32 mm restrictor plate
4. (1) Standard VW (or direct replacement) carburetor gasket
5. Bocar 34 PICT/3

5.10.6.2. Installation diagram supporting 5.10.6.1.



**5.10.6.3.** Any Formula First car may be subject to a “spot check” for restrictor plate compliance. A spot check may be visual or may require a vacuum leak check performed as follows:

1. Run engine at 2500 RPM
2. Seal the carburetor air inlet
3. Engine must stall within 4 seconds

**5.10.7.** All intake manifold vacuum fittings or ports must be plugged.

### **5.11. Engine cooling system.**

**5.11.1.** The air-cooling system for cylinders and cylinder heads is free, subject to limitations on bodywork. See 5.7.7. with respect to oil coolers and lines.

### **5.12. Exhaust System**

**5.12.1.** The exhaust system is free, but must comply with SCCA and local noise requirements and with overall body dimensions requirements.

### **5.13. Electrical System**

**5.13.1.** 12-volt electrical systems shall be used.

**5.13.2.** The distributor must be a standard VW mechanical advance distributor, or Bosch 009, or a replacement replica, with the following modifications permitted.

**5.13.3.** The advance curve may be adjusted.

**5.13.4.** Standard Bosch or replica points may be replaced with an electronic replacement points set (Pertronix, Comp-U-Fire, etc.). The replacement set must be totally within the distributor.

**5.13.5.** Any coil is permitted.

**5.13.6.** Any 12v on-board automotive starter capable of starting the engine from the driver’s compartment is permitted.

### **5.14. Other non-standard components.**

**5.14.1.** Use of the following non-standard replacement parts is permitted provided that no unauthorized modification of any component results: Any fasteners (nuts, bolts, screws, etc); wiring; gaskets and seals; fuel line; spark plugs (maximum 1/2 inch reach); piston rings; fan belt; and connecting rod bearings, camshaft bearings, and crankshaft main bearings, provided the bearings are of the same type and size and VW standard or oversize bearings.

## **6. Transaxle**

**6.1.** The standard VW Type 1, 2 or 3 swing axle type transaxle must be used in standard configuration unless stated otherwise in these rules. All five gears (including reverse) must be operable, and controllable from the driver’s seat. Synchromesh must be operating on all four forward gears. A direct replacement transmission case, VW part # 081-301-051, or replacement replica, “Rhino” case is permitted.

**6.2.** Shock damper mounts may be modified or removed.

**6.3.** Transmission shall not be installed in an inverted position.

**6.4.** The crown wheel must be transposed in the transmission case.

**6.5.** The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.

**6.6.** The following gear ratios must be used with the 1600(1584) engine:

1 - 3.80; 2 - 2.06; 3 - 1.26; 4 - 0.89; differential 4.125

## **7. Frame and Body**

### **7.1. Frame**

**7.1.1.** The frame shall be constructed of steel tubing with a maximum cross section of 4”. The driver’s feet shall not extend forward the rear edge of the front axle beam tubes.

**7.1.2.** No frame/chassis rigidity or strength shall be derived from anything other than the steel frame tubes. No stressed skin, mono-coque, or semi-mono-coque construction is permitted.

**7.1.3.** The firewall panel must extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height from the floor pan may be rigidly attached to the frame tubes.

**7.1.4.** The undertray(s) or belly pan(s) shall be rigidly attached to the frame provided that the curvature of said undertray(s), measured vertically from the lowest point to its highest point at its attachment point to the frame rail member at its sides, shall not exceed 1" and have no downward turned edges. Undertray(s) or belly pan(s) shall not extend more than ¼" beyond the vertical line of the closest mating bodywork.

**7.1.5.** The area between the upper and lower main frame tubes, or at least 14" above the undertray(s) or belly pan(s) whichever is greater, from the front roll hoop bulkhead to the main roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the side of the cockpit area. For either method, fasteners shall be no closer than an average of 6" centers (no stress bearing panels). The material used for chassis braces in this area shall be at least equivalent to roll hoop brace material.

**7.1.5.1.** Panel(s): Minimum of either .060" aluminum (6061 T-6 or equivalent) or 18 gauge steel attached outside of the main frame tubes.

**7.1.5.2.** Reinforced Body: Minimum 2-layers of 5 oz. bi-directional Kevlar material laminated to the inside of the bodywork and securely fastened to the frame.

**7.1.6.** A crushable structure or crush box must be rigidly attached to the H-beam and/or frame with a minimum cross section of 200 cm sq (31" sq), at least 40 cm (15.75") forward of the clutch and brake pedals (not depressed), constructed of a minimum of 18 gauge (.052" or 1.3 mm) 6061-T4 or equivalent aluminum must be used on all Formula First cars.

## **7.2. Body**

**7.2.1.** The body shall be constructed of fiberglass, aluminum, steel, Kevlar, carbon fiber or any combination thereof.

**7.2.2.** The body must not be rigidly attached so as to form part of the structural integrity of the car.

**7.2.3.** Rear (Tail) Bodywork: The rear bodywork shall extend from the firewall to a point at least 16" aft of the rear axle centerline.

**7.2.4.** Front (Nose) Bodywork: Any bodywork forward of the front beam torsion spring tubes shall have a maximum width of 31.75" (80.65 cm)

**7.2.5.** Main (Center) Bodywork: No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires. Fuel filler necks, caps or lids shall not protrude beyond the bodywork of the car. The bottom of any bodywork that extends below the frame members shall be on the same flat plane as the undertray and shall not deviate from that flat plane by more than 1".

**7.2.6.** Cockpit Opening: The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel (except for a removable steering wheel and removable cockpit padding). The cockpit opening of the bodywork shall have the following minimal dimensions: Length: 60cm (23.622 inches) Width: 45cm (17.717 inches). This width extends over a length of 30cm (11.811 inches) minimum. This minimal rectangular opening may exist anywhere forward of the bracing, and required padding will not be considered in these dimensions.

**7.2.7.** Air Ducting: Air ducts may be installed for the purpose of delivering air to, or extracting air from the cylinders, cylinder heads, oil cooler and/or carburetor. Air duct opening(s) may be located within the cockpit area and/or penetrate the firewall provided the duct(s) design and construction would prohibit flame and debris from reaching the driver.

**7.2.8.** Aerodynamic Devices: Wings are prohibited. Any device specifically designed to use air speed to create aerodynamic downforce is prohibited.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Dean Copeland vs. SOM COA Ref. No. 07-22-NE

September 20, 2007

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Mid Atlantic Road Racing Series (MARRS) race for SM cars at Summit Point Raceway on August 12, 2007, Dean Copeland, driver of SM # 7, was protested by Mike Collins, driver of SM #75, citing violation of GCR 6.8.1.A, B and D (On Course Conduct). Additionally, Assistant Chief Steward Gerald Wannarka filed a Request for Action (RFA) against Mr. Copeland citing violations of GCR 2.1.4 (Reckless driving), 2.1.7. (Unsportsmanlike conduct), as well as 6.8.1. The Stewards of the Meeting (SOM) Larry Oliver, Jude Olivey, John Nesbitt and Walter Michael, Chairman, held a hearing, heard testimony, reviewed witness statements, and viewed a videotape related to these two actions. The SOM upheld the protest and placed Mr. Copeland on a four-race probation, and then addressed the RFA where they found him in violation of the cited GCR paragraphs, placed him on an additional 30-day suspension, and assessed him six penalty points. Mr. Copeland is appealing the RFA penalties.

### DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on August 30, and September 6 and 20, 2007, to hear, review and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Dean Copeland received. August 27, 2007.
2. Official Observer's Report and related documents received August 27, 2007.
3. Email statement #1 from Walter Michael received August 28, 2007.
4. Statement from John Nesbitt received September 3, 2007.
5. Statement #2 from Walter Michael received September 4, 2007.
6. Statement from Jude Olivey received September 5, 2007.
7. Statement from Gerald Wannarka received September 6, 2007.
8. Video clip as reviewed by SOM received September 19, 2007

### FINDINGS

Mr. Copeland was the subject of both a Protest and an RFA as a result of the August 12<sup>th</sup> race. While the SOM were hearing the Protest action, the Operating Steward prepared and submitted the RFA related to other metal to metal situations during the race. Mr. Wannarka, the Operating Steward, notes that SM #7, Dean Copeland, appeared seven times in the race log for incidents in the six laps he completed before retiring.

The COA reviewed all witness statements associated with the RFA, including a video clip, and concurs with the SOM on their conclusions that Dean Copeland had multiple avoidable contacts which are not condoned in SCCA Club Racing.

### DECISION

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

Per GCR Paragraph 8.4.6. Mr. Copeland's license suspension commenced on August 12, 2007. Any points he may have accrued for races run while the First Court decision was under appeal during his suspension period are nullified.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Frank Pool vs. SOM COA Ref. No. 07-23-MW

October 4, 2007

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the AS race at the "Last Chance National" at Heartland Park, August 19, 2007, the Stewards of the Meet (SOM) received a Request for Action (RFA) from Barrett Braun, Chief Steward, requesting they investigate an incident between Frank Pool, crew member for John Blizzard, driver of AS # 31, and Jim Wheeler, driver of AS #10. The SOM, Mark Walker, Jeri Wilson, Bill Johnson, and Dan Miklovic, Chairman, convened, reviewed written witness statements, and obtained testimony from various parties that had observed the alleged incident. The SOM acknowledged Mr. Pool was not called to testify. The SOM asserted that Mr. Pool left the track before he could be advised that his alleged actions were under review and, therefore, the hearing proceeded by default in accordance with

GCR 8.3.4. The SOM ruled Mr. Pool violated GCR 2.1.7 (Unsportsmanlike Conduct) and GCR 2.1.8 (Physical Violence Against Another Person). The SOM levied a \$250 fine, barred Mr. Pool from participation in the 2007 Runoffs to be held at Heartland Park, and requested that the Board of Directors expel Mr. Pool from the Sports Car Club of America. Mr. Pool is appealing the SOM decision.

## **DATES OF THE COURT**

The National Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on September 20, 27, and October 4, 2007, to hear, review and render a decision on the appeal.

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

1. Official Observer's Report and related documents, received September 18, 2007
2. Letter of appeal from Frank Pool received September 10, 2007.
3. Email from Dan Miklovic, SOM Chairman, with additional information and suggested modification to the original penalty, received September 24, 2007

## **FINDINGS**

Several witnesses submitted statements and testified that Mr. Pool engaged Mr. Wheeler at impound and berated him in a loud and profane manner. Mr. Pool was allegedly upset about an on-track incident between Mr. Wheeler and Dr. John Blizzard. The written witness accounts are in agreement that Mr. Pool used profane language and placed his left hand on Mr. Wheeler's right shoulder as they shook hands. Mr. Pool's statements in his appeal letter corroborate he did use profane language and did place his left hand on Mr. Wheeler's right shoulder. However, several witness statements go further and indicate Mr. Pool was acting in a threatening manner. In his letter of appeal, Mr. Pool asserts he did not act in a threatening manner toward Mr. Wheeler.

The Chairman of the SOM asserted in his correspondence to the Court of Appeals that they did not notify Mr. Pool that his actions were under investigation since the driver, Dr. Blizzard, stated that Mr. Pool had left the track. However, the SOM did not obtain a witness statement from Dr. Blizzard and the COA is unable to confirm this assertion. Although the COA cannot confirm the time span, according to Mr. Pool and similar information provided by Dr. Blizzard in his appeal letter, Mr. Pool was possibly at Heartland Park for at least three hours following submission of the RFA during which time he could have been readily notified of this action. By admission of the SOM Chairman, they made no attempt to confirm Mr. Pool was not at the track and made no public address system announcements requesting he report to them.

Mr. Pool states in his letter of appeal that he was at the track until around 4:00 PM and sitting outside the control tower for at least some time period after Dr. Blizzard advised him that his conversation with Mr. Wheeler was under review. He further states that Dr. Blizzard provided his cellular telephone number and Dr. Blizzard's cellular telephone number to the SOM with an understanding they would call either or both if testimony was required. The COA also notes Dr. Blizzard only listed two crew members on his entry form (Frank Pool and Matt Rich) and further, Frank Pool was listed as the emergency contact on the entry form with a telephone number. The SOM submitted a copy of Dr. Blizzard's entry form with their report, so it is reasonable to infer they had Mr. Pool's contact information readily available, but chose not to use it to attempt any contact.

All the parties, including Mr. Pool in his letter of appeal, acknowledge he verbally accosted Mr. Wheeler in a loud voice using profane language at Impound. However, the degree and ferocity of the altercation is in question and Mr. Pool was not properly afforded an opportunity to present his version of the incident while at Heartland Park.

Following notification that Mr. Pool had appealed the ruling, the SOM reconvened and decided to offer Mr. Pool an opportunity to testify. Mr. Pool accepted their invitation and the full first court heard his testimony via conference call late on September 21, 2007. Following the call, the SOM deliberated, agreed that a modification to the penalty was in order, and provided a narrative of their findings to the COA. The SOM Chairman notes they concluded that Mr. Pool violated GCR 2.1.7 by his use of profane language. They also concluded he violated 2.1.8 by causing Mr. Wheeler physical pain with his strong handshake and shoulder grip even though he did not intend to cause any physical harm.

The SOM originally ruled that total expulsion was the only appropriate penalty available in this case based on the current wording in the GCR. However, on further review the SOM suggested that a \$250 fine and six-month suspension of Mr. Pool's right to participate in Club Racing events were more appropriate.

The COA appreciates the additional time and effort the SOM took to address this issue and thanks them for their efforts. The COA did consider the modified penalty put forward by the SOM following their conversation with Mr. Pool.

## **DECISION**

The COA modifies the decision of the SOM as follows:

- \$250 Fine – upheld as punishment for violation of GCR 2.1.7 (Unsportsmanlike Conduct)
- Barred from participation in the 2007 SCCA National Runoffs at Heartland Park Topeka – overturned in its entirety. All rights and privileges for participation in this year's Runoffs are restored.

- Request to the Board of Directors that Mr. Pool be suspended from the Sports Car Club of America – rescinded in its entirety.

Mr. Pool's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned to him.

The COA notes the SOM Chairman sent a letter to Mr. Ed Ozment, Road Course Manager Heartland Park Topeka, advising that Mr. Pool was not to be allowed on the property during the 2007 SCCA National Runoffs. The COA requests that SCCA notify Mr. Ozment that Mr. Pool has had all rights and privileges restored and should not be barred from Heartland Park Topeka.

The COA also notes the SOM Chairman sent a letter to Rusty Goodale, Chief of Registration 2007 Runoffs, advising that Mr. Pool was not to receive credentials for the event. The COA requests that SCCA Club Racing provide Ms. Goodale with a copy of this decision and advise her that Mr. Pool may receive credentials.

All stewards are reminded that due process to all parties involved in a dispute or action must be provided in full accordance with all applicable General Competition Rules.

## **COURT OF APPEALS**

### **JUDGEMENT OF THE COURT OF APPEALS**

**John Blizzard vs. SOM COA Ref. No. 07-24-MW  
October 4, 2007**

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

Following the AS race at the "Last Chance National" at Heartland Park, August 19, 2007, the Stewards of the Meet (SOM) received a Request for Action (RFA) from Barrett Braun, Chief Steward, requesting they investigate an incident between Frank Pool, crew member for John Blizzard, driver of AS # 3, and Jim Wheeler, driver of AS #10. The SOM, Mark Walker, Jeri Wilson, Bill Johnson, and Dan Miklovic, Chairman, convened, reviewed written witness statements, and obtained testimony from various parties that had observed the alleged incident. The SOM stated Dr. Blizzard was asked to stay at the track and testify. However, according to the SOM Dr. Blizzard indicated he could not stay due to pre-existing travel plans and left the facility. Therefore, the hearing proceeded by default in accordance with GCR 8.3.4. The SOM ruled that Dr. Blizzard's crew member, Frank Pool, violated GCR 2.1.7 (Unsportsmanlike Conduct) and GCR 2.1.8 (Physical Violence Against Another Person). The SOM levied a \$250 fine and placed Dr. Blizzard on probation for 10 national races. They also assessed 3 penalty points against his competition license. Dr. Blizzard is appealing the SOM decision.

### **DATES OF THE COURT**

The National Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on September 20, 27, and October 4, 2007, to hear, review and render a decision on the appeal.

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

1. Official Observer's Report and related documents, received September 18, 2007.
2. Letter of appeal from John Blizzard, received September 10, 2007.
3. Letter to the Court of Appeals from Frank Pool, received September 10, 2007.
4. Email from Dan Miklovic, SOM Chairman, with additional information and suggested modification to the original penalty, received September 24, 2007

### **FINDINGS**

Several witnesses submitted statements and testified that Dr. Blizzard's crew member, Frank Pool, engaged Mr. Wheeler at impound and berated him in a loud and profane manner. Mr. Pool was allegedly upset about an on-track incident between Mr. Wheeler and Dr. Blizzard. The written witness accounts are in agreement that Mr. Pool used profane language and placed his left hand on Mr. Wheeler's right shoulder as they shook hands. Mr. Pool's statements in a letter to the Court of Appeals corroborates he did use profane language and did place his left hand on Mr. Wheeler's right shoulder. However, several witness statements go further and indicate Mr. Pool was acting in a threatening manner.

All the parties, including Mr. Pool, acknowledge he verbally accosted Mr. Wheeler in a loud voice using profane language at Impound. However, the degree and ferocity of the altercation is in question and Mr. Pool was not properly afforded an opportunity to present his version of the incident while at Heartland Park.

Following notification that Dr. Blizzard had appealed the ruling, the SOM reconvened and decided to offer Mr. Pool an opportunity to testify. Mr. Pool accepted their invitation and the full first court heard his testimony via conference call late on September 21, 2007. Following the call, the SOM held further deliberations and concluded Mr. Pool violated GCR 2.1.7 by his use of profane language. They also determined he violated 2.1.8 by causing Mr. Wheeler physical pain with his strong handshake and shoulder grip even though he did not intend to cause any physical harm. The SOM presented these findings to the COA via electronic mail.

The COA appreciates the additional time and effort the SOM took to address this issue and thanks them for their efforts.

## **DECISION**

The COA modifies the decision of the SOM as follows:

- \$250 Fine - overturned in its entirety.
- Ten (10) nationally sanctioned race probation reduced to Two (2) race probation - assessed in accordance with GCR 2.2.3 for crew member violation of GCR 2.1.7 (Unsportsmanlike Conduct). The penalty points will remain on Dr. Blizzard's competition license.

Dr. Blizzard's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned to him.

All stewards are reminded that due process to all parties involved in a dispute or action must be provided in full accordance with all applicable General Competition Rules.

## RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | Oct. 8, 2007

The RallyCross Board met via conference call October 8, 2007. Members in attendance were: Jayson Woodruff, Matt Nichols, Tom Nelson, Mark Utecht, and Mark Walker, Chairman. Others present: Richard Miller, SwDiv RxDS.

The Safety Committee presented a draft of the lightning policy for rallycross. The committee is also working on RallyCross Safety Steward Instructor guidelines and training materials to standardize the training of Safety Stewards in the program.

The Rules Committee presented an update of current activity. Tread Gap continues to be a divisive issue with the membership.

Member issues addressed: (Cashion) Eliminate the tread gap requirement. The Rules Committee and the RxB still feel there isn't enough data to swing the decision to either side. No action recommended.

The RxB discussed gathering tire brand information at the National Championship event in Hastings to determine exactly which classes were running what brands and types of tires.

Mike Malsed has resigned from the SoPac RallyCross Stewards Position. The RxB would like to thank Mr. Malsed for his enthusiasm and dedication to the sport.

The RxB is soliciting resumes for the SoPac RallyCross Stewards Position. Members interested should send their resume to the RallyCross Board at or via postal service to the SCCA Rally Department, attention RallyCross Board.

Motion to adjourn (Utecht, Nelson) at 9:35pm

Respectfully Submitted  
Mark E. Walker  
Chair, RxB

## RALLYCROSS MEMO

RallyCross Memo

RallyCross Board seeking candidates for RallyCross Divisional Steward in SoPac and in CenDiv. Please forward Rally resume and letter of intent to the rxb@scca.com.

## ROADRALLY BOARD MINUTES

RALLYCROSS BOARD MINUTES | Sept. 5, 2007

Attending were Lois VanVleet, Kevin Poirier, Rick Beattie, Tim Craft, Duck Allen and Mike Bennett. Pego Mack and Chuck Edwards were unable to attend.

Chairman Poirier called the meeting to order at 7:35 p.m. Central Time.

Minutes of the August meeting were approved as printed.

### Great Lakes Division RoadRally report

Mike Bennett gave an overview of the Great Lakes area rally program. There are nine total events this year, including the new GNU Rally and another new event. The number of participants is about the same as last year. POR continues to be a strong event, with the two night format instituted last year being well received.

Lake Superior Region was lost in the Area 4-5 split, leaving only two Regions putting on Divisional- or National-level rallies: Detroit and NE Ohio. Central Ohio has an active Regional program that might spawn a Divisional event.

Small turnouts are demoralizing to organizers used to larger fields. With expenses creeping up, this makes it hard to break even, so entry fees are up by \$5. Mike sees the need for better coordination between RoadRally and RallyCross so that event dates don't conflict.

Mike runs a 6-hour rally school, including two practice rallies, for novices. Attendance is down, but more worrying is the trend of novices attending school, then coming to 1 or 2 events, only to not return. Mike is willing to package the classroom portion for a "rally school in a box," but those using it would need to write the practice rallies locally.



### **Event reports**

Oktoberally is set.

Arizona is proposing events in March, May and October with John Sears as chairman, but no other staffing details. Committee details will be pursued.

### **Rules Committee report**

A minor kerfuffle over the definition of "participant" is being addressed.

A problem with Regional entrants changing classes to get "easy points" has been noted, and solutions are being mooted.

The Rules Committee reminds organizers that per Chapter 8 of the RFOs, official correspondence should be mailed in hard copy, unless contestants indicate a preference for electronic communications on the entry form.

### **New business**

There will be a RoadRally Town Hall meeting Saturday evening during the USRRRC.

**Next meeting:** October 3, 2007 via conference call.

With no other business, the meeting was adjourned at 8:50 p.m. Central Time.

Respectfully submitted,

Tim Craft

## **ROADRALLY BOARD MINUTES**

**RALLYCROSS BOARD MINUTES** | Oct. 3, 2007

The *RoadRally* Board (RRB) met via conference call on Wednesday, October 3, 2007.

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

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

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

### **Event Updates**

Recent National RoadRally events were discussed.

The United States Road Rally Challenge is in the final stages of development. Headquarters is in Delmont, PA near Pittsburgh. Bids are being considered for the 2008 and 2009 Challenge. Regions should submit bids as soon as possible. The organizers expect about 20 cars.

### **Curta Calculators**

Curtas and similar mechanical calculating devices may not be used in the Stock class.

### **Weekend Memberships**

All competitors in all SCCA sanctioned RoadRally events must hold regular or weekend membership. A weekend membership is available for those persons who are not regular members at a cost of \$5.00 per car. Cars that contain two persons who are not regular members will be charged \$5.00. Cars that contain one person who is not a regular member will be charged \$5.00. Rally committees must provide the weekend member application to national headquarters within three days after the end of the event, the fee may be included or they may send it later. Their region will be billed if the fee is not paid.

### **RoadRally Rules**

The RRB approved modification to the RoadRally Rules which will delete specificity regarding entry fees. The RRRs will refer organizers to the Rules for Organizers.

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

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

## QUICK LINKS

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

### CLUB RACING

**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>