

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | November 10, 2008

The Board of Directors, Sports Car Club of America, Inc. met via teleconference November 10, 2008. The following members participated: R. J. Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, Bob Lybarger, Lisa Noble, Andy Porterfield, John Sheridan, Mike Sauce, K.P. Jones and Jerry Wannarka. Jim Julow President, and Jeff Dahnert, Vice President of Finance, also participated.

MOTION: To approve the minutes of the September 5, 2008 meeting. (Sauce/Porterfield) PASSED, Voting No, Dent. Absent, Introne

PRESIDENTS REPORT

Jim Julow reported on activities related to the 2009 budget process.

TREASURERS REPORT

Jeff Dahnert reported on financials through September 2008.

OLD BUSINESS

None

NEW BUSINESS

MOTION: To approve the following Executive Stewards for 2009. (Lybarger/Sheridan) PASSED Unanimous, Absent, Introne

NorPac	Gary Meeker
SoPac	Barbara Knox
Great Lakes	John Peterson
R Mtn	Anne Christian
Central	Mike Engelke
MidDiv	Robert Eddy
SW	Tom Brown
SE	Rick Mitchell
NE	Tom Hoffman

MOTION: To grant Southern Pacific Division a waiver of the provisions of GCR Section 3.2.2.j to allow them to conduct a Drivers School/National Race on the same date as the 2009 National Convention. (Porterfield/Dent) PASSED Voting NO, Jones, Absent, Introne

MOTION: To approve the following changes to the GCR for 2009, as submitted by the Club Racing Board. (Christian/Dent) PASSED Unanimous, Absent, Introne

GCR

Item 1. Effective 11/1/08: Add new section 9 to section 9.4.5.E as follows: 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. **Item 2.** Effective 11/1/08: Change section 8.3.3.A.5 as follows: In the event of a protest involving verification of ~~components and/or assemblies~~ ~~camshaft specifications~~, SCCA Club Racing Technical Services offers verification services for protest and/or compliance resolution according to the following requirements:

a. A complete description of the vehicle/engine combination should be included (i.e. e.g., make, model, year, VIN #, engine code, displacement, etc.).

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- b. A known stock example of the ~~part-camshaft~~ in question must be included with the protested ~~part-camshaft~~. The sample ~~part-cam~~ must be of the same make, model and year of the protested ~~part-camshaft~~.
- c. An accurate description of the intake and exhaust valve arrangement relative to the #1 cylinder is required (i.e., EX / IN, EX / IN, EX / IN, EX / IN).
- d. The engine firing order and crankshaft rotation direction is required. NOTE: ~~For camshaft testing purposes, crank shaft rotation is determined by looking at the front of the engine, NOT from the driver's seat.~~

- c e. The cost for *the inspection will be set according to the Club Racing Labor Rate Guide, published on the SCCA website.*
~~each camshaft test is \$100.~~ Provisions for shipping to and from the national office should be included in the bond.
- d f. Upon receipt of the above information and samples, a complete ~~camshaft~~-comparison will be produced within 5 working days. This information will be conveyed to the Chairman SOM directly via ~~fax or~~ email.

Item 3. Effective 11/1/08: Change the lower illustration following section 9.3.18.H as follows: ~~4-6" max~~ at guide or anchorage - when using a head and neck restraint, follow the manufacturer's recommendation.

Grand Touring

Item 1. Effective 11/1/08: Change section 9.1.2.D.8.2.E. as follows: ~~A- Unmodified~~ single element, ~~single plane-Liebeck~~ airfoil #1LD104E scaled to a chord length of 10.75 inches *is permitted.* ~~The maximum cross sectional tolerance of the wing profile is 0.060 inch.~~

Item 2. Effective 11/1/08: Change section 9.1.2.F.4.b.13.E. as follows: ~~A- Unmodified~~ single element, ~~single plane-Liebeck~~ airfoil #1LD104E scaled to a chord length of 10.75 inches *is permitted.* ~~The maximum cross sectional tolerance of the wing profile is 0.060 inch.~~

Formula

Item 1. Effective 11/1/08: Remove section 9.1.9.C.5.e in its entirety:

~~e. It will be required that all cars display the following:-~~

- ~~1. The SCCA field logo on the front and both sides of the car.~~
- ~~2. Four (4) inch high "SRF" class designation on both sides.~~
- ~~3. Official tire manufacturer's decals per C.23.f.~~
- ~~4. Official brake pad manufacturer's decal on both sides of the car if required by SCCA Enterprises.~~

Item 2. Effective 11/1/08: Remove section 9.1.9.C.23.f in its entirety:

f. All cars shall display three (3) official Goodyear tire decals in the following locations: One (1) decal on the nose forward of the radiator outlets. One (1) large decal on each side of the vehicle on the vertical portion of the bodywork. All other tire decals shall be removed. All cars shall display three (3) official Ford decals in the following locations: One (1) large decal on each side of engine cover. One (1) small decal on nose section visible from directly in front of vehicle.

Prepared

Item 1. Effective 11/1/08: Add the following sentence section 9.1.4.E.3:

Engines may be bored to a maximum of .040 inch over standard bore size.

Item 2. Effective 11/1/08: Change section 9.1.4.E.15 as follows: The intake and exhaust ports may be ported, *unless otherwise noted.* The valve guide may be machined as part of this porting. *The intake manifold may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).*

Item 3. Effective 11/1/08: Add the following paragraph to section 9.1.4.E.18:

Unless otherwise noted, the follow restrictions apply to turbochargers. Turbocharging is permitted only with a factory turbo/engine combination. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may not be added to engines that did not originally come equipped with one. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.

Item 4. Effective 11/1/08: Add the following sentence to section 9.1.4.F.3:

The number, type, and location of intercoolers are free.

Item 5. Effective 11/1/08: Add new subsection 3 to section 9.1.4.H as follows:

- 3. Cars with sequential shift transmissions shall increase the required minimum weight by 100 lbs.*

Item 6. Effective 11/1/08: Add the following sentence to section 9.1.4.L.9:

Cars with live axle RWD may reduce the minimum weight by 50 lbs.

Item 7. Effective 11/1/08: Add new subsection 16 to section 9.1.4.L as follows:

- 16. Front wheel drive cars may reduce their minimum weight by 50 lbs. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional 50 lbs.*

Item 8. Effective 11/1/08: Delete section 9.1.4.1.A.3.f in its entirety:

~~f. **Weight Requirements** All cars shall meet the required minimum weight of 3100 lbs. Cars with sequential shift transmissions shall meet the required minimum weight of 3200 lbs.~~

Item 9. Effective 11/1/08: Replace section 9.1.4.1.B.1 as follows:

~~1. **Intake Requirements**~~

- ~~a. All cars shall use a Single Inlet Restrictor system as defined in Appendix B, unless noted otherwise.~~
- ~~b. The following restrictors shall be used: 2 valve engine 42mm SIR 4 or more valve engine 40mm SIR Rotary engine 44mm SIR~~
- ~~c. Supercharging/Turbocharging is permitted with an SIR as listed above. The SIR shall be positioned upstream of the compressor inlet.~~
- ~~d. Carburetors are permitted with an SIR as listed above.~~

1. Intake Requirements: All cars shall use the stock or approved air metering device (e.g., carburetor, throttle body, etc.) and intake manifold for the installed engine, unless noted otherwise.

Item 10. Effective 11/1/08: Add new subsection F to section 9.1.4.1 as follows: The following car and engine combinations are approved in BP. Contact the Club Racing Technical Office to add additional cars.

BP	Engine Displacement	Minimum Weight	Restrictor	Notes
Cadillac CTS-V	6000	3300		
Chevrolet Corvette	5700	3135		
Chevrolet Corvette	6000	3300		
Chevrolet Camaro	5700	3135		
Chevrolet Camaro	5000	2750		
Dodge Viper	8000	3135	60mm Flat Plate	
Dodge Viper	8300	3300	60mm Flat Plate	
Dodge Neon SRT-4	2400	3000		Alternate turbo permitted
Ford Mustang	5800	3190		
Ford Mustang	5400	2970		
Ford Mustang	5000	2750		
Ford Mustang	4600	2530		
Mitsubishi/DSM	2000	3000		Alternate turbo permitted
Mitsubishi/DSM	2400	3000		Alternate turbo permitted
Pontiac GTO	6000	3300		
Pontiac GTO	5700	3135		
Pontiac Solstice	2000	3000		Alternate turbo permitted
Porsche 996	3600	2808		
Porsche 997	3600	2808		
Saleen SR	5800	3190		

Item 11. Effective 11/1/08: Delete section 9.1.4.2.A.4 in its entirety:

~~4. **Weight Requirements** All cars shall meet the required minimum weight of 2700 lbs. Cars with sequential shift transmissions shall meet the required minimum weight of 2800 lbs.~~

Item 12. Effective 11/1/08: Replace section 9.1.4.2.B as follows:

~~B. **Engine/Intake Requirements**~~

- ~~1. Engines up to 3000 cubic centimeters are permitted.~~
- ~~2. Intake Requirements All cars shall use a Single Inlet Restrictor system as defined in section Appendix B, unless noted otherwise.~~

~~erwise-~~

~~3. The following restrictors shall be used: 2 valve engine 31mm SIR 4 valve engine 30mm SIR Rotary engine 33mm SIR
4. Turbocharging/Supercharging is permitted with an SIR as listed above, and shall use the factory original unit (no aftermarket turbo/superchargers). The SIR shall be positioned upstream of the compressor inlet. Factory turbo/superchargers may not be converted to models that did not originally come equipped with forced induction. Swapping of turbo/superchargers between makes and models is prohibited.~~

B. Engine/Intake and Weight Requirements

1. Engines up to six cylinders and 3000 cubic centimeters factory displacement are permitted.
2. Intake requirements. All cars shall use the installed engine's stock air metering device (e.g., throttle body) and intake manifold, unless noted otherwise.
3. Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is determined by the factory displacement for the installed engine. For weight assignment purposes engine displacement will be rounded to the nearest 100cc (e.g., 2150cc = 2200cc or 2149cc = 2100cc).

Factory Engine Minimum Displacement(cc)	Weight
1600	1760
1700	1870
1800	1980
1900	2090
2000	2200
2100	2310

1. The Mazda 13b and Renesis rotary engines are permitted at 2600 lbs. The 13b may be street ported. The Renesis shall remain unported.
2. All turbocharged engines shall use a compressor inlet restrictor/weight combination from the following table.

Inlet Restrictor Minimum (mm)	Weight
33	2200
35	2475
37	2770
39	3100

Item 13. Effective 11/1/08: Change section 9.1.4.A. as follows: No model years older than 199085 will be permitted.

MOTION: To adjourn. (Lybarger/Dent)

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Novemebr 1-2, 2008

The Club Racing Board met at the SCCA offices in Topeka, KS, on November 1-2, 2008. Participating were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were: Jim Christian and Jerry Wannarka, BoD Liaison; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 12-08, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

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 1/1/09: Change the third paragraph of section 3.1.5 as follows:

BMW CCA Club Racing (Full Competition), FIA (issued by any sanctioning body), ICSCC (Area Conference), IMSA, Midwestern Council of Sports Car Clubs MCSCC (Full), NASA (Full Competition) Porsche Club of America (Full Competition), SCCA Pro Racing, Waterford Hills Road Racing Club (Full), West Canada Motorsport Assoc (Amateur), Ontario Region CASC (Regional), Confederation of Autosport Car Clubs CACC(Competition), SVRA, Historic Sportscar Racing (HSR), VARA (*Full Competition*), Vintage Motorsports Council (VMC).

Item 2. Effective 1/1/09: Change section 4.4.5.F as follows:

Canadian residents holding a current ~~ASN~~ Professional Grade "A C" or better ...

2. Application shall include a copy of the current ~~ASN L~~ license and ~~ASN M~~ medical form.

Item 3. Effective 1/1/09: Change the following item in the section 5.1.1 list:

~~Chief/Series Chief~~ Technical and Safety Inspector (Scrutineer)

Item 4. Effective 1/1/09: Change the third paragraph section 5.7.2 as follows:

Sound control ~~will~~ may be in effect for all events. ... A driver registering a single sound level reading over ~~103db~~ that allowed shall not be black flagged.

Item 5. Effective 1/1/09: Change the title of section 5.9.1 as follows:

~~Chief/Series Chief~~ Technical and Safety Inspector (Scrutineer)

Item 6. Effective 1/1/09: Add following sentence to the end of the second paragraph of section 9.1.11:

Legend Cars may run with any DOT 205/60/13 tires.

Item 7. Effective 1/1/10: Change section 9.3.25 as follows:

9.3.25. FUEL

All cars shall use fuel, as defined below, unless a specific exemption is made in the provisions for a specific category/class.

A. Permitted Fuel

Permitted fuel is herein defined as gasoline meeting specified dielectric constant standards and not containing any prohibited substance in excess of stated limits. Gasoline is a mixture of refined hydrocarbons. Gasoline is an electrical insulator and its relative effectiveness as an insulator is represented by its dielectric constant (D.C.). The average D.C. of gasoline, as will be measured by an SCCA Fuel Check Meter (High Desert Engineering HDE-1), is defined as "0.0". Gasoline may be tested and certified at SCCA events by the determination of the dielectric constant using the SCCA Fuel Check meter and through the application of various chemical analyses (e.g., Reagent "A").

~~SCCA Approved Fuel Meter: High Desert Engineering Model G-01~~

~~SCCA Approved Reagent Test(s) Germane Engineering Reagent "A"~~

~~Use of propylene oxide, ethylene oxide, paradioxane, and basic nitrogen or sulfur bearing compounds (i.e. pyridine, aniline, pyrrole, dimethylsulfoxide, etc.) is prohibited.~~

The use of any substance in the following table in excess of the stated limit is prohibited.

Chemical Compounds Prohibited or Restricted in SCCA Race Fuels

Compounds	Examples	Maximum Percentage By Weight Allowed
Total Aldehydes	Acetaldehyde, Acrolein, Formaldehyde	1
Benzene		2
Total Cyclic ethers	1,4 Dioxane, Furan, Tetrahydrofuran	0.05
Total Dienes(Diolefins)	1,3 Butadiene, Isoprene	1
Ethanol		10
Total Epoxides	Ethylene oxide, Propylene oxide	0.05
Methanol		1
Total Metal Compounds	Manganese, Boron and Chromium	0.05 gm/gal
Total Lead Compounds	TML, TEL	5.0 gm/gal
Total Nitrogen Compounds	Nitromethane, Nitroethane, Nitropropane, and all aromatic nitrogen compounds such as Nitrobenzene, Ammonia, Amines and their salts, Aniline, Hydrazine, Pyridine, Pyrrole, Benzidine	0.05
Styrene		1
Total Sulfur Compounds	Dimethylsulfoxide, Thiophene	0.05

Fuel Standards			
Classes	Type	DC	Reagent
		max	A
All Prepared, FB, FE, SS, SM, T, IT, SRF, and Olds SR, and Elan spec DP-02 running as CSR	Gasoline w/ no added oil	15	N/A
All other classes (incl. 2-cycle w/ oil injection)	Gasoline w/ no added oil	0	No pos.
All 2-cycle w/o oil injection	Gasoline w/ oil mixture	2	No pos.
All rotary engines	Gasoline w/ or w/o oil mixture	15	N/A

Item 8. Effective 1/1/10: Add the following to section 9.3.28.A as follows:

The numeral '1' shall be exclusively reserved for the current national champion in each class for national events. In the event two or more national champions are entered in the same run group, the first to register shall have preference.

Item 9. Effective 1/1/09: Add the following paragraph to the end of section 9.3.46:

In addition, if the main hoop of formula and sports racing cars is faired in, the fairing shall have access holes to allow the insertion of a bar or strap, which will allow the car to be lifted by a wrecker.

Item 10. Effective 1/1/09: Change section 9.4.G.8 as follows:

MANUFACTURER SUPPLIED / FIA HOMOLOGATED ROLL CAGES: Cars may compete with FIA or FIA-Approved Test Houses homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have an FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car, or confirmation that the cage was certified by an FIA-approved Test House.

Formula

Effective 1/1/09: The CRB recommends the adoption of the following package of rules changes and competition adjustments to achieve a balance among the engine options in the FC class. This package will result in all cars running at the same minimum weight, regardless of engine option chosen. It makes critical drive train components and power outputs as nearly the same as is feasible with minimum expenditures by the competitors.

Summary of changes:

Zetec – new version of the required ECU map; new restrictor; reduce minimum weight to 1,200 lbs

Pinto, aluminum head – lightened flywheel; reduce weight to 1200 lbs

Pinto, iron head – lightened flywheel; optional alternate camshaft; increase minimum weight to 1,200 lbs

Specification changes and adjustments:

Item 1. Change section 9.1.1.B.3.a. as follows:

The rockers shall remain entirely unmodified. Alternate manufacturers may be used as long as the original materials and dimensions are the same. Camshafts must be from Ford Motor Company, or Crower part # E-57553 FF2000, or from the approved supplier. Camshaft geometry shall be stock. *An alternate optional camshaft, Elgin part number 2000FC, may be used only in the original iron head.*

Item 2. Change section 9.1.1.B.3.c as follows:

The flywheel shall be a standard component or the approved alternate Elite-001. The minimum weight is ~~14.4~~ 9.5 lbs. with ring gear. ...

Item 3. Change section 9.1.1.B.4.l as follows:

... The restrictor internal diameter is ~~1.295~~ 1.340 inches. ...

Item 4. Change ssection9.1.1.B.11 as follows:

Weight 1200 lbs.

~~Pinto Engine 1190 lbs.~~

~~Pinto w/ aluminum cyl. head 1215 lbs.~~

~~Zetec Engine 1220 lbs.~~

Sports Racing

Item 1. Effective 1/1/09: Remove the second paragraph of section 9.1.9.A.2.a.14 as follows:

15. Subject to the restrictions in line Y below and the single inlet restrictor (SIR) table below, 4-cylinder, 4-cycle, production-based automotive engines are allowed. No additional individual engine homologations of 4-cylinder, 4-cycle engines over 1600cc will be made.

~~To establish the originality of the crankshaft, connecting rods, and pistons, each driver/entrant shall have a factory shop manual for the specific make, model, and year of the automobile for which the engine was produced. This manual shall be presented when so requested by any technical inspector. If the factory shop manual is no longer available from the vehicle manufacturer, an aftermarket shop manual will be accepted with proof of non availability from the vehicle manufacturer. Parts listed by the manufacturer in factory service manuals or parts guides for a particular engine that supersede or replace original parts are permitted. The proof of legality shall rest upon the protestor and/or protestee.~~

Item 2. Effective 1/1/09: Change Line Y of the engine table following section 9.1.9.A.2.a.14 as follows:

Specific Engine	Max. Displ. (cc)	Head Type	Max. Valves / Cyl.	Induction	Weight (lbs) carb / F.I.	Notes
				See SIR table		Must use SIR as specified in Appendix B. Over 1615 cc up to 2000 cc: 1300/1300 lbs; over 2000 cc up to 2500 cc: 1350/1350 lbs. Only stock crank-shaft, connecting rods and pistons are allowed; balancing is allowed, but one rod/piston assembly must be unto
4 Cyl	See SIR table	Unrestricted	4	29 mm SIR , except	1300/1325	
4 Cylcle	2500			under 2000cc, less than 10:1 CR, unrestricted;	See Notes	
				under 2500cc, less than 9:1 CR, unrestricted.		

Item 3. Effective 1/1/09: Delete the SIR Table for CSR following section 9.1.9.A.2.a.14 in its entirety as follows:

SIR Table for CSR (dimensions in mm)

Max.Compression Ratio	Displacement (cc)			
	1800	2000	2200	2500
9	N/R	N/R	N/R	29
10	N/R	N/R	29	28.5
11	29.5	29	28.5	28
12	29	28.5	28	27
13	28.5	28	27	26.5

Grand Touring

Item 1. Effective 1/1/09: Remove the third paragraph of section 9.1.2.F.2 as follows:

~~All 1990 model year and later rear and mid engine GT cars may use the manufacturer's original type of suspension or double A arm front and rear independent suspension as defined above. All rear and mid engine GT cars manufactured prior to the 1990 model year shall retain the manufacturer's original type of front and rear suspension.~~

Improved Touring

Item 1. Effective 1/1/09: Add the following sentence to section 9.1.3.D.9.i:

The complete duct assembly in the plane of the window shall be no longer than 100 sq inches.

Item 2. Effective 1/1/09: Add the following sentence to section 9.1.3.D.9.m:

If equipped, the vent window and its supporting structure may be removed.

Item 3. Effective 1/1/09: Reclassify the level 2 Volvo 142 in HP at 2,475 lbs.

Item 4. Effective 1/1/09: Add a new subsection 3 to section 9.1.10.D.1.f as follows:

3. An oil separator is allowed.

Item 5. Effective 1/1/09: Add a new subsection 2 to section 9.1.10.D.4.a as follows:

2. A transmission catch tank is permitted.

Item 6. Effective 1/1/09: Add a new subsection 4 to section 9.1.10.D.4.b as follows:

4. A differential catch tank is permitted.

Spec Miata

Item 1. Effective 1/1/09: Change section 9.1.8.C.6.o as follows:

o. Tires -

1. National Competition

All cars shall use ~~the Toyo Proxes RA-1~~ R888 (205/50R15).

2. Regional Competition

~~Any DOT approved tire is permitted. Racing, recapped, or regrooved tires are not allowed. Tire size is unrestricted. The only modifications allowed to tires are having treads "shaved" or "trued." Individual regions may require spec tires for regional races. Supplemental regulations for specific events should be checked.~~

Effective 1/1/09- All Regional SM races will use either Toyo RA-1s or Toyo 888s (205/50R15).

Effective 7/1/09- All Regional SM races will use either Toyo888s (205/50R15).

Showroom Stock

Item 1. Effective 1/1/09: Reclassify the SSB Hyundai Tiburon (03-04) to SSC at 3290 lbs.

Touring

Item 1. Effective 1/1/09: Reclassify the ST Lotus Sport Exige Cup 255 (2007) to T1 at 2090 lbs.

Item 2. Effective 1/1/09: Reclassify the ST Ferrari 430 Challenge (06-07) to T1 at 3350 lbs. Notes: Must use same wheels, tires, and brakes as specified on the Ferrari 360.

Item 3. Effective 1/1/09: Reclassify the T1 Acura NSX (97-03) to T2 at 3100 lbs.

Item 4. Effective 1/1/09: Reclassify the T2 Acura Integra Type-R (97-01) to T3 at 2650 lbs.

Item 5. Effective 1/1/09: Add a new section 9.1.10.D.1.f

3. An oil catch can is permitted.

Item 6. Effective 1/1/09: Add a new section 9.1.10.D.4.a

2. An oil catch can is permitted.

Item 7. Effective 1/1/09: Add a new section 9.1.10.D.4.b

4. An oil catch can is permitted.

RECOMMENDATIONS TO THE BoD

- 1.** The CRB recommends that the fuel testing currently specified in 9.3.25 be suspended until a decision is made about a new fuel testing regime.
- 2.** FA – Based on member input, the CRB wishes to rescind its recommendation to remove the 25 lb penalty on fuel injected cars.

MEMBER ADVISORIES

- 1.** Production – Per the writer's request, in the October Fastrack CRB minutes, Not Recommended, Production Item 1, change the letter subject from "Allow alternate roll cage designs" to "*Roll cage engineering study*" (Haynes). The response remains the same (Not recommended – The roll cage rules provide a set of minimal parameters for the design.)
- 2.** Touring – The CRB would like input from the Touring community about removing the interiors of all Touring cars.
- 3.** Touring – The CRB would like input from the Touring community about removing catalytic converters.
- 4.** Driver safety equipment – The CRB would like input from the membership about whether head and neck restraints should be made mandatory.

NEW CAR CLASSIFICATIONS

ITS – Porsche 944 (1989), compression 10.9:1

ST – Lotus 2-Eleven (cage must meet SCCA specs)

B Prepared – E36 M3

REFERRED or TABLED

Grand Touring

GTL – Reclassify the RX-7 to GT2 (Tambourine). Tabled for further research.

Improved Touring

- 1.** ITA – Classify the 02-03 Celica in ITA (McCaughey).
- 2.** ITB – Reevaluate the 88-91 Honda Civic DX hatchback/sedan specifications (Giles). Tabled for further research.
- 3.** ITB – Reduce the weight of the 79 BMW 320i (Engleman). Tabled for further research.
- 4.** ITB/ITC – Run the ITB 914 and ITC 914 through the process (Meredith). Tabled for further research.
- 5.** ITR – Classify V8s (Robertson). Tabled for further research.
- 6.** ITS – Classify the 99+ Mk IV VW Golf/Jetta VR6 (Alphin). Tabled for receipt of VTS.

Production

- 1.** P – Re-evaluate the Spitfire (Brannon). Tabled for further research.
- 2.** GP – Reclassify the GP Alpha Spider (Wood). Tabled for further input from the member.
- 3.** HP – Reduce the weight of the HP full prep chassis/LP motor Spridgets (Larson). Tabled for year-end HP review.

Touring/Showroom Stock

- 1.** T1 – Help the C5 Corvette (Buttermore). Tabled for further research.

2. T1 – Allow alternate sway bars for the Corvette (Pfadt). Tabled for further research.
3. T1 – Reduce the minimum weight of the 08-09 Corvette (with LS3 engine) from 3530 lbs to 3380 lbs (Ingle/McGinley). Tabled for further research.
4. T1 – Reduce the minimum weight of the C5 Corvette to 3240 lbs by allowing the removal of the passenger seat and the emergency brake (Ingle/McGinley). Tabled for further research.
5. T1 – Reduce the minimum weight of the Viper to 3650 lbs (Ingle/McGinley). Tabled for further research.
6. T2 – Help the Lotus (2 letters). Tabled for further research.
7. T2 – Classify the 08 Subaru WRX STI (Aquilante). Tabled for receipt of VTS.
8. T3 – Allow the RX-8 a transmission cooler (Van Cleef). Tabled for receipt of parts.

NOT RECOMMENDED

GCR

1. Change the fuel cell rules (Warner). There is no time-based requirement for replacing fuel cells.
2. Make public all information used to determine competition adjustments (Haynes). This information is confidential.
3. Reconsider side protection (Wentworth). Section 9.4.2.G.6 allows any number of tubes.
4. Require egress times (Gulick). This might be in conflict with the American Disabilities Act.

Grand Touring

1. GT – Disallow fuel cooling devices (Lentz). Fueling cooling devices are not currently permitted.
2. GTL – Remove the FP roadster from GTL (Foley). The car is correctly classified.
3. GTL – Classify the Lotus 7 body (Foley). There is no direct link from manufacturer to manufacturer.
4. GTL – Allow the Toyota 1600 cc, 2-valve, non-crossflow a 27 mm SIR (Bacon). The SIR size is determined by engine architecture

Improved Touring

1. IT – Allow the removal of miscellaneous parts (Baader). The rules are adequate as written.
2. ITA – Classify the Spec Miata (Zimmerman). The Miata is already classified in IT.
3. ITA – Re-evaluate the MR2 weight (Griffith). The car is appropriate as classed.
4. ITA – Help the 1.6 Miata (Whitton). The car is appropriate as classed.
5. ITB – Reduce the weight of the Protégé (Allen). The car is appropriate as classed.
6. ITS – Reduce the weight of 325i E30 (Staub). The car is classified correctly.

Production

1. P – Test cage specifications as described in the GCR (Haynes) Refer to the October 2008 FasTrack.
2. P – Allow aftermarket brakes (Spicuzza). The class requires only alternate brakes within the same manufacturing family.
3. EP – Allow a dry sump for the Caterham 7 (Barron). The cars have run for several years in the current configuration. We will continue to monitor the situation.
4. HP – Reduce the weight of the X-19 (Spicuzza). The car is classified correctly.

Touring/Showroom Stock

1. T1 – Allow alternate shock mount for all T1 cars (Ingle). This is a factory class.
2. T2/T3 – Allow an alternate brake duct kit for the T2 WRX Sti and the T3 WRX (Haney). There is already an approved brake duct kit.

Spec Miata

1. Allow the 94-97 to use the adjustable 24 mm front sway bar (Yepez). The cars are competitive as specified.
2. Reduce the weight of the 96-97 by 25 lbs (Henry). The cars are competitive as specified.
3. Change the 96-97 restrictor to 47 mm (Henry). The cars are competitive as specified.

PREVIOUSLY ADDRESSED

Addressed in Technical Bulletin 08-10 or the October 2008 FasTrack:

GCR – Safety equipment clarification (Dean).

GCR – Support for 1986 FIA suits (10 letters).

GTL – Base the splitter rule on the outline of the front of the car (Roberts).

Prepared – Allow 5-valve engines (Drake).

NO ACTION REQUIRED

GCR

1. Opposition to prohibition of leaded fuels (Burns). Thank you for your input.
2. Use the white flag to indicate slow traffic prior to a restart (Zola). This is already allowed.
3. Opposition to combined practice times for double national weekends (McCarthy). The GCR minimum times do not require single sessions. This is an issue to raise with the sanctioning region.
4. Sound input (Snaveley). Thank you for your input.
5. Runoffs fuel input (4 letters). Thank you for your input.
6. Define “on the track” (Martin). Thank you for your input. The rule is adequate as defined.
7. Proposal for club racing (LaManna). Thank you for your input. Your proposal will be forwarded to the BoD’s strategic planning committee.
8. Require removable steering wheels (Baker). Thank you for your input. Removable steering wheels are already allowed.
9. Roll cage input (Haynes). Thank you for your input.
10. National/regional input (Butler). Thank you for your input.
11. Support for mandating the HANS device (2 letters). Thank you for your input.
12. Make all adjustments before the competition year begins (Brannon). Thank you for your input. The subject is under consideration.
13. Runoffs schedule input (Murphy). Thank you for your input. We will consider your input when the 2009 Runoffs schedule is created.
14. Fuel testing input (Schue). Thank you for your input.

Formula/Sports Racing

1. FA – Opposition to the Swift 016 in FA (Firlein). Thank you for your input.
2. FC – Will the Zetec receive a mapping change? (Shaffer). Thank you for your input. Refer to the recommended 2009 specification.
3. FF – Wheel input (5 letters). Thank you for your input.
4. CSR/DSR – Opposition to C/DSR turbo/supercharging (Major). Thank you for your input.

Improved Touring

1. ITA – MR2 reclassification input (Hummel). Thank you for your input.
2. IT – Allow alternate cams (Russell). Aftermarket replacement parts are permitted. See GCR section 9.1.3.C.

Production

1. FP – Leave the prep level 2 classification for the 88-91 Honda Civic and CRX Si (O’Toole). There is no intention to change this classifications. Both levels are specified with weight differentials.
2. GP – Reinstate the Fiat 124 (Dorety).The 124 with the 1438 cc engine is classed in HP level 1 at 2260 lbs; the 1608 cc is classed in FP level 1 at 1875 lbs.

American Sedan

Opposition to rocker arms (2 letters). Thank you for your input.

Touring/Showroom Stock

1. T3 - Z4 classification input (2 letters). Thank you for your input.
2. SS - SS input (DeLude). Thank you for your input.

Spec Miata

Tire selection input (3 letters). Thank you for your input.

RESUMES

GT - Peter Zekert. Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE: November 1-2, 2008

NUMBER: TB 08-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 12/1/08 unless otherwise noted.

GCR

1. Section 8.1.4, p. 66, restore the following sentence at the end of the section: *A portion of these fees may be refundable at the discretion of either or both courts.*
2. Clarify Appendix B. Technical Glossary by making the following changes: **Advance Curve** - The degrees of distributor advance from the static setting as a function of rotational speed, ~~usually achieved by a system of rotating weights, springs, and limit stops within the distributor body~~ by mechanical or electronic means.
3. Clarify Appendix B. Technical Glossary by making the following changes:
Piston Deck Height - The distance between the top of the piston at its outer edge and the machined surface ~~which~~ that forms the head/block interface of the block (piston). *The distance between the crankshaft centerline and the machined surface that forms the head/block interface of the block (block).*
Block Deck Height - *The distance between the crankshaft centerline and the machined surface that forms the head/block interface of the block.*
4. Clarify Appendix B. Technical Glossary by making the following changes: **Differential** - A gear assembly, ~~physically separate from the transmission,~~ whose purpose is to reduce the rotational velocity transmitted from the engine/gearbox, while providing a division of driving force to two (2) wheels.
5. Appendix B. Technical Glossary, add the following definition: **Equivalent** – the same form, fit, function, and dimensions.
6. Appendix B. Technical Glossary, add the following definition: **Lamp** – see **Bulb**.
7. Clarify Appendix B. Technical Glossary by making the following changes: **Oil Separator** – Sealed inline catch tank, generally located between the crankcase vent and intake tract.
8. Clarify Section 9.3.46 by adding a new paragraph: *In addition, for formula and sports racing cars, if the main hoop is faired in, the fairing shall have access holes to allow the insertion of a bar or strap to allow the car to be lifted by a wrecker.*
9. Correct 9.3.19.A to read as follows: *Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 1986 Standard or FIA Standard 8856-2000 homologation label. Underwear of fire resistant material shall be used, but is optional with suits carrying an FIA 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g.,/10, /15, /20) certification label.*
10. Section 9.3.31, p. 88-89, change the last sentence of the first paragraph as follows: *Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain.*
11. Section 9.3.31, p. 88-89, add the following sentence to the end of the first paragraph: *Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels.*

Improved Touring

ITR

1. Acura Integra Type R (98-01), p. 342, change the listing to read (97-98/00-01).
2. BMW Z4 (03-05), classified in TB 08-10, change the listing to read (03-04).

ITS

1. Mazda MX-5/Miata (01-02), p. 346, add to the listing to include the 03-04 model years.
2. Mazda MX-5/Miata (99-00), p. 346, add to the specs as follows: Gear Ratios: 3.76, 2.27, 1.65, 1.26, 1.00, .84.
3. Mazda MX-5/Miata (01-02), p. 346, add to the specs as follows: Gear Ratios: 3.76, 2.27, 1.65, 1.26, 1.00, .84.

Prepared

1. Change the Prepared category name to Super Touring.
2. Change the B Prepared class name to STO.
3. Change the D prepared class name to STU.

Production

1. Section 9.1.5.E.9.a.1, p. 411, add the following sentence: *Existing seams in the unibody and frame can be welded.*

EP

1. Classify the Honda S2000 as a Level 2 car in EP.
Add new spec line to PCS-B, p. 420-421, Honda S2000 (00-03), Prep. Level: 2, Weight(lbs): 2580 *2645 **2709, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 87.0 x 90.7, Displ.(cc): 2157, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)36.1 (E)31.1, Carb. No. & Type: Fuel Injection, Wheelbase(in): 94.5, Track(F&R)(in): 62.1 / 63.7, Wheels(max): 16 x 7, Trans Speeds: 6, Brakes Std.(mm): (F)300 Vented Disc (R)282 Solid Disc, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .500".

FP

1. Acura Integra 1600 (86-89), p. 432-433, change the specs to read as follows: Weight(lbs): 1843 *1889 **1935.

2. Acura Integra LS (95-01), p. 432-433, change the specs to read as follows: Weight(lbs): 2123 *2176 **2229.
3. BMW 1600, p. p. 434-435, change the specs to read as follows: Weight(lbs): 1891.
4. BMW 320i (E21) (80-83), p. 434-435, change the specs to read as follows: Weight(lbs): 1957 *2006 **2055.
5. BMW 318i (E30) (84-85), p. 434-435, change the specs to read as follows: Weight(lbs): 1957 *2006 **2055.
6. Chevrolet Chevette 1.6, p. 434-435, change the specs to read as follows: Weight(lbs): 1853.
7. Honda Civic Si (88-91), p. 436-437, change the specs to read as follows: Weight(lbs): 1948 *1997 **2045.
8. Honda CRX Si (88-91), p. 438-439, change the specs to read as follows: Weight(lbs): 1805 *1850 **1895.
9. Mercury Capri 1.6L (91-94), p. 438-439, change the specs to read as follows: Weight(lbs): 1853 *1899 **1946.
10. MGA 1500 / 1600 / 1622 Coupe & Roadster, p. 438-439, change the specs to read as follows: Weight(lbs): 1862.
11. Nissan/Datsun PL510, p. 440-441, change the specs to read as follows: Weight(lbs): 1891.
12. Nissan/Datsun SPL 311 / 311-U, p. 440-441, change the specs to read as follows: Weight(lbs): 1824.
13. Saab 900S (85-94), p. 440-441, change the specs to read as follows: Weight(lbs): Sedan: 2052 *2103 **2155 Conv.: 2147 *2200 **2254.
14. Saturn SL2 (91-95) SC/SC1/SC2 (91-97) Correct October Tech Bulletin, FP Item 1 (Classify Saturn SL2 in FP): change Level 1 to Level 2; change base weight from 2360 to 2235; add wheelbase 2601 (102.4) except 91-96 coupe 2520 (99.2); change track from 56.8 / 56.0 to 61.0 front / 60.2 rear; change Wheels(max): 15 x 6 to 15 x 7; add to Notes: Comp. Ratio limited to 11.0:1 Valve lift limited to .450".
15. Suzuki Swift GT & GTi, p. 442-443, change the specs to read as follows: Weight(lbs): 1691.
16. Toyota Corolla (2TC) (71-74), p. 442-443, change the specs to read as follows: Weight(lbs): 1853.
17. Volkswagen Jetta (includes GLI) (82-84), p. 442-443, change the specs to read as follows: Weight(lbs): 1824.
18. Volkswagen Scirocco 1715/1780, p. 451-452, change the specs to read as follows: Weight(lbs): 1853.
19. Volkswagen Rabbit (includes convertible) 1715/1780, p. 444-445, change the specs to read as follows: Weight(lbs): 1853.
20. Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible), p. 444-445, change the specs to read as follows: Weight(lbs): 1520.
21. Volkswagen Rabbit 1588 (includes Cabriolet/Convertible), p. 444-445, change the specs to read as follows: Weight(lbs): 1663.
22. Volkswagen Scirocco 1457/1471, p. 444-445, change the specs to read as follows: Weight(lbs): 1520.
23. Volkswagen Scirocco 1588, p. 444-445, change the specs to read as follows: Weight(lbs): 1663.

HP

1. Correct the specs for the Renault LeCar/R5 classified in TB-08-10 as follows:
Prep. Level: ~~2~~ 1, Weight(lbs): ~~1830~~ 1990.
2. Toyota Corolla (71-74), p. 460-461, add to the specs as follows: Trans. Speeds: or 5.

AS

1. Cadillac CTS-V (04-05) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized ~~until Dec 31st 2009 unless specifically allowed.~~ Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*
2. Cadillac CTS-V (06-07) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized ~~until Dec 31st 2009 unless specifically allowed.~~ Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*
3. Camaro & Firebird (94-97) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized ~~until Dec 31st 2009 unless specifically allowed.~~ Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*
4. Mustang Cobra (94-95) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized ~~until Dec 31st 2009 unless specifically allowed.~~ Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*
5. Mustang Cobra R (1995) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized ~~until Dec 31st 2009 unless specifically allowed.~~ Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*
6. Mustang Cobra (96-98) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized ~~until Dec 31st 2009 unless specifically allowed.~~ Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*
7. Mustang Cobra (99-02) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized ~~until Dec 31st 2009 unless specifically allowed.~~ Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*
8. Mustang Mach 1 (03-04) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized ~~until Dec 31st 2009 unless specifically allowed.~~ Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*
9. Mustang Coupe GT (05-07) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized ~~until Dec 31st 2009 unless specifically allowed.~~ Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*
10. Pontiac GTO (04-05) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized ~~until Dec 31st 2009 unless specifically allowed.~~ Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*

11. Pontiac GTO (2006) Restricted Prep., classified in TB-06-10, change the ninth sentence of the notes as follows: Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Add an additional sentence to the end of the notes: *Any final drive ratio and LSD permitted.*
12. Camaro & Firebird (82-92), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Add 100 lbs. for Edelbrock Cylinder Head.
13. Camaro & Firebird (93-02), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Add 100 lbs. for Edelbrock Cylinder Head.
14. Mustang Incl. Cobra & Cobra R (79-93), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Add 100 lbs. for Edelbrock Cylinder Head.
15. Mustang Incl. Cobra thru 95 (94-98), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Add 100 lbs. for Edelbrock Cylinder Head.
16. Mustang Incl. Cobra (99-04), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Add 100 lbs. for Edelbrock Cylinder Head.
17. Mustang GT (2005), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Add 100 lbs. for Edelbrock Cylinder Head.
18. Capri (79-86), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Add 100 lbs. for Edelbrock Cylinder Head.
19. GTO (04-06), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Add 100 lbs. for Edelbrock Cylinder Head.

Showroom Stock

SSB

1. Nissan Sentra Spec-V, classified in TB-08-10, change the spec as follows: Notes: Factory Brembo brakes allowed.
2. Honda Civic Si (06-07), p. 491, change the specs to read as follows: Weight(lbs): 3050.
3. Mazda MX-5 (06-08), p. 492, change the specs to read as follows: Weight(lbs): 2700.

SSC

1. Acura Integra LS (3 door) (95-01), p. 494, change the specs to read as follows: Weight(lbs): 2570.
2. Nissan Sentra SER Spec-V (02-04), p. 496, change the specs to read as follows: Weight(lbs): 3100.
3. Nissan Sentra SER Spec-V (05-06), p. 496, change the specs to read as follows: Weight(lbs): 3150.
4. Honda Accord LS-X (2008), classified in TB-08-01, change the specs to read as follows: ~~LS-X~~ LX-S.
5. Volkswagen Rabbit 2.5 (06-07), p. 498, change the specs to read as follows: Weight(lbs): 3200.

Spec Miata

1. Mazda MX-5/Miata (90-93), p. 509, **Effective 1/1/09** change the specs to read as follows: Weight(lbs): 2285.
2. Mazda MX-5/Miata (94-95), p. 509, **Effective 1/1/09** change the specs to read as follows: Weight(lbs): 2385, Restrictor Size (mm): 45mm.
3. Mazda MX-5/Miata (96-97), p. 509, **Effective 1/1/09** change the specs to read as follows: Weight(lbs): 2385.
4. Mazda MX-5/Miata (99-00), p. 509, **Effective 1/1/09** change the specs to read as follows: Weight(lbs): 2450.
5. Mazda MX-5/Miata (01-05), p. 509, **Effective 1/1/09** change the specs to read as follows: Weight(lbs): 2450, Restrictor Size (mm): 43mm.

Sports Racer

CSR

1. Change section 9.1.H.5 p.563 to read: Minimum weight is ~~1425~~ 1350lbs.

Touring

T1

1. Dodge Viper SRT-10 Incl. Coupe (03-06), p. 576, change the specs to read as follows: Weight(lbs): 3600.
2. Chevrolet Corvette (2008), classified in TB 08-01, add to the specs as follows: Notes: Engine oil coolers (2 per car) #15803358 approved. Engine radiator #25999103 approved. Engine radiator baffle #25953429 approved. Power steering cooler #15925777 approved.
3. Chevrolet Corvette C6 Coupe (05-07), add to the specs as follows: Notes: Power steering cooler #15925777 approved.

T2

1. Chevrolet Cobalt SS (2008), classified in TB 08-01, change the specs as follows: Weight(lbs): 3150, Notes: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637.
2. Chevrolet HHR SS (2008), classified in TB 08-01, add to the specs as follows: Weight(lbs): 3150, Notes: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637.

T3

1. Correct the specs for the Lotus Exige classified in TB-08-10 as follows: Lotus Exige (~~2005~~) (06-07).

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Chief Steward vs. SOM, COA Ref. No. 08-01-RO

October 7, 2008

FACTS IN BRIEF

Following the FF qualifying session on October 6, 2008, Skip Yocom, Assistant Chief Steward, Tech filed a Chief Steward's Action (CSA) against Tonis Kasemets, driver of FF # 37, for violating GCR Spec. Section 9.1.1.D.10.d. ("Wheel covers, wheel fans. or any device to fair in the wheel is prohibited.") and disallowed his qualifying times. C. William Kephart, Entrant for FF # 37, protested that action. The Stewards of the Meet (SOM) Court #1 R. David Jones, Gary Meeker and Steve Harris, Chairman, heard the protest, interviewed witnesses, examined the wheels on FF # 37 and other FF cars and ruled that the wheels were compliant as presented. Chief Steward Jim Averett appealed the First Court decision.

DATES OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on October 7, 2008 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Jim Averett, Chief Steward, dated October 7, 2008.
2. SOM Court #1 Decision and related documents received October 7, 2008.
3. Disassembled wheel from Mr. Kephart's FF # 37.
4. Assembled wheel from Mr. Kephart's FF # 37.

FINDINGS

The COA interviewed Steve Harris, Jim Averett, Bob Dowie, Chairman CRB, and Mr. Kasemets. The COA also examined the parts in question and the vehicle. The CRB Chairman emphasized the intent of GCR 9.1.1.D.10.d., but acknowledged that the wheels are compliant per the current GCR Technical Glossary.

DECISION

The Court of Appeals upheld the decision of the First Court. The wheels were ruled compliant. Mr. Averett's appeal was denied and Mr. Kasemets' qualifying times were reinstated.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Mathew Foley vs. SOM, COA Ref. No. 08-02-RO

October 9, 2008

FACTS IN BRIEF

Following the GTL qualifying session on October 8, 2008, Mathew Foley, Entrant for GTL #45, protested the car of Brian Linn, GTL #21, for violating GCR 9.1.2.F.4.b. (Chassis and Bodywork - Semi-monocoque and monocoque construction is prohibited.) The Stewards of the Meet (SOM) Court #2 Anne Christian, Glen Wilhelm, and Tom Brown, Chairman, heard the protest, interviewed witnesses, examined GTL #21 and determined that the car is not a monocoque as defined in the GCR and is therefore compliant with GCR 9.1.2.F.4.b. Mr. Foley appealed this decision.

DATES OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on October 9, 2008 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Matthew Foley and related material, dated October 9, 2008.
2. SOM Court #2 Decision and related documents received October 9, 2008.
3. Testimony from Tom Brown, Chairman, SOM, Matthew Foley, Entrant/Appellant, and Brian Linn, Driver, GTL #21.
4. Visual inspection of GTL #21.

FINDINGS

GCR Section 9.1.2.F.4.6. for GT2, GT3, and GTL states:

Provisions in the rules permit one-off chassis and frames, to reduce the cost of building and repairing GT cars, not to permit high technology (streamlining and/or ground effects). Semi-monocoque or monocoque construction is prohibited.

The COA concluded that the prohibition against semi-monocoque and monocoque construction is limited to purpose-built chassis for GT2, GT3, or GTL. Cars classified in the GT Specifications are recognized in their as-designed and built configuration from the manufacturer. These may include unibody, semi-monocoque and monocoque designs.

The MG Midget is one of those specified designs and not a purpose-built chassis, and is therefore compliant.

The COA further concluded that all post-production structural modifications to recognized cars must be of tube frame design.

All post-production structural chassis modifications to GTL #21 are of tube frame design, and GTL #21 is therefore compliant.

DECISION

The Court of Appeals upheld the decision of the First Court. GTL # 21 is compliant. No substantive new evidence was presented by Mr. Foley. Mr. Foley's appeal was not well founded and his appeal fee shall be retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

William Ziegler vs. SOM, COA Ref. No. 08-03-RO

October 10, 2008

FACTS IN BRIEF

On the last lap of the T2 race on October 10, 2008, there was contact between car #05, driven by William Ziegler and car #35, driven by Don Knowles. Brian Holtz, Assistant Chief Steward, filed a Request for Action (RFA) with the Stewards of the Meet (SOM) to investigate the contact. SOM Court #1 Angelo Gazzola, Gary Meeker, and Steve Harris, Chairman, interviewed witnesses, reviewed videos, examined the cars, and determined that responsibility for the contact rested with Mr. Ziegler. The SOM assessed him a 16-position penalty resulting in Mr. Ziegler finishing behind Mr. Knowles. Mr. Ziegler appealed this decision.

DATES OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on October 10, 2008, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from William Ziegler, Driver of T2 # 05, and related material.
2. SOM Court #1 Decision and related documents including videos from T2 cars 05 and 35.
3. Visual inspection of T2 cars 05 and 35.
4. Interview of Steve Harris, Mr. Ziegler, Mr. Knowles, and Alex Krugman, crew for T2 #37.

FINDINGS

At the beginning of lap 18, just beyond Start/Finish approaching Station Alpha, nose to tail contact between the leader car of Mr. Knowles and the second place car of Mr. Ziegler, resulted in Mr. Knowles spinning into the wall and not finishing the race. Mr. Ziegler continued and finished the race in first place. The SOM examined both cars and interviewed both drivers, reviewed statements from Starter Bob Kosky, and Alpha F&C corner worker, Monica Shaw, and studied in-car videos from each car and the Speed Channel unedited feed video of the race in question.

Following a thorough investigation of all of the videos and witness statements, the SOM determined that Mr. Knowles allowed Mr. Ziegler sufficient racing room, that Mr. Knowles was entitled to the racing line, and that he made no overt blocking maneuver that would cause the contact. Further, the SOM concluded that responsibility for the incident rested with the overtaking driver, Mr. Ziegler.

Mr. Ziegler said that Mr. Knowles did not leave sufficient racing room on the left side of the track as they approached the Alpha station. At the request of Mr. Ziegler, the COA interviewed a new witness who was standing at the pit wall when the incident occurred. Also at the request of Mr. Ziegler, Mr. Knowles watched the entire in-car video from Mr. Ziegler's car in the presence of the COA.

Mr. Knowles told the COA he knew Mr. Ziegler was behind him and did allow him enough room. Mr. Knowles opinion did not change after he viewed Mr. Ziegler's video.

DECISION

The Court of Appeals upheld the decision of the First Court. Mr. Ziegler presented no substantive new evidence. Mr. Ziegler's appeal was well founded and his appeal fee, less the administrative fee retained by SCCA, was returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Eric Foss vs. SOM, COA Ref. No. 08-04-RO
October 11, 2008

FINDINGS OF THE COURT

During post-race impound for SM on October 10, 2008, the restrictor plate of SM #28, driven by Eric Foss, was reported by a Tech Inspector to be non-compliant. Based on this report, Jim Graffy, Assistant Chief Steward, Tech issued a Chief Steward's Action (CSA) disqualifying Mr. Foss. Mr. Foss protested the penalty. The Stewards of the Meet (SOM), Court #1 Angelo Gazzola, Gary Meeker, R. David Jones, and Steve Harris, Chairman, heard witnesses, observed re-inspections of the restrictor plate, and disallowed the protest. Mr. Foss appealed that decision.

DATES OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton and Bob Horansky, Chairman, met on October 11, 2008, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Eric Foss and related material, received October 11, 2008.
2. SOM Court # 1 decision and related documents, received October 11, 2008.
3. Testimony from Steve Harris, Chairman SOM; Eric Foss, driver of SM # 28; and Technical Inspectors Frank Diringer, Randy Sharpe, Ty Till and Hal Williams.
4. Examination of the restrictor plate in question and observation of measurements taken by several Technical Inspectors using different instruments.

FINDINGS

The COA examined all the evidence presented to the First Court and interviewed a new witness, Technical Inspector Randy Sharpe. Mr. Foss was told by an SCCA Technical Inspector following Thursday post-qualifying that the restrictor plate was in compliance. Based on that statement the restrictor plate was reinstalled on the vehicle, bearing the mark placed on it by Randy Sharpe. Mr. Sharpe confirmed that the mark was in place at post-race inspection. Additional inspection revealed that the characteristic original manufacturing surface was intact in the restrictor hole surface indicating that there was no modification to this surface done between the post-qualification inspection and the post-race inspection. Mr. Foss and crew acted in good faith only to be found out of compliance after the race with the same part and measuring equipment used post-qualifying.

Testimony from Technical Inspectors who measured the restrictor plate indicated that the measuring equipment design is inherently limited so that the measurement tolerance approximates the out-of-compliance dimensions. In addition, the optimal tool was not available for this measurement, particularly since the hole is irregular in shape. The COA witnessed a variety of different measurements from oversized to undersized while having Mr. Foss's restrictor plate re-measured.

The COA was cognizant of the statement in the GCR Technical Glossary Item 2 - Measurement Standards - that "Measuring devices available to Scrutineers differ from location to location so it is the responsibility of the driver to insure that measurements comply with these rules." Given that Mr. Foss had been assured by a Technical Inspector that his restrictor plate was compliant, the COA deems that this requirement was satisfied.

DECISION

The Court of Appeals overturned the decision of the First Court and reinstated Mr. Foss's finishing position. Mr. Foss's appeal was well-founded and his appeal fee, less the SCCA administrative fee, was returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Mark Drennan vs. SOM, COA 08-05-RO

October 12, 2008

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Runoffs at Heartland Park Topeka on October 10, 2008, the right front shock of SM #12, driven by Mark Drennan, was determined non-compliant in post-race inspection. Jim Graffy, Assistant Chief Steward, Tech issued a Chief Steward's Action (CSA) disqualifying Mr. Drennan, who protested the penalty. The Stewards of the Meet (SOM), Court #2 Anne Christian, Glen Wilhelm, and Tom Brown, Chairman, heard witnesses, observed re-inspections of the shock, and disallowed the protest. Mr. Drennan appealed that decision.

DATE OF THE COURT

The Court of Appeals (COA) Dave Nokes, Dick Templeton, and Bob Horansky, Chairman, met on October 12, 2008, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Mark Drennan and related material, dated October 12, 2008.
2. SOM Court #2 decision and related documents, received October 12, 2008.
3. Testimony from Tom Brown, Chairman SOM; Mark Drennan, Driver/Owner of SM #12; Jason Hoover, Crew/Preparer for SM #12; Kevin Yaghoubi, Club Racing Technical Coordinator; and John Bauer, Club Racing Technical Manager.
4. Observation of the shock dynamometer testing machine and process.

FINDINGS

Mr. Drennan based his appeal on the fact that there are no published specifications for shock absorbers other than part numbers, making it impossible to determine the compliance of a particular shock. Both Mr. Bauer and Mr. Yaghoubi advised the COA that the manufacturer's specifications are privileged information and that SCCA is bound by a nondisclosure agreement. As a result, compliance criteria have been derived by testing approximately 20 different sets of MazdaSpeed Bilstein 0000-04-5225-BL shocks on a shock dynamometer.

The right front shock from SM #12 repeatedly tested approximately 100% over the baseline readings from the sample sets.

Mr. Bauer reminded the Court that shock testing is available to SCCA competitors for a nominal fee through his department. He added that Mr. Hoover had used that service for a different shock absorber earlier in the week.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Drennan's appeal is not well-founded and his appeal fee will be retained by SCCA. The COA reminds all competitors of GCR Appendix C, Section 2: "Any specifications not listed herein shall meet stock factory specifications unless otherwise specified or unrestricted."

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Feb. 27, 2008

The Solo Events Board met by conference call October 22nd. Attending were SEB members Dave Whitworth, Tina Reeves, Steve Wynveen, Jason Isley, Erik Strelnieks, Chris Dorsey, and Donnie Barnes; Lisa Noble of the BOD; and Doug Gill, Howard Duncan, and Brian Harmer of the National Staff. Absent was Ron Bauer. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2010.

GENERAL

- SEB positions will be open at the end of 2008. Interested members are invited to submit their qualifications in writing to the SEB and BOD via the National Office.

STOCK

- The SEB has approved the addition of Scott Hoffman to the SAC.

STREET TOURING

- The STAC has recommended the following proposal, which is being published here for member review and feedback: Add a new subsection 14.2.H as follows (ref. 08-535):
 - H. 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 in place and not welded.
 4. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.
 5. No cross-car/lateral/triangulated connections directly between the driver's side and passenger's side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.
 6. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or drive-shaft loops) and may serve no other purpose.

STREET MODIFIED

- The SMAC has recommended the following proposal, published here for member review and feedback: Add to the third paragraph of 16.1.L: "Wings must stay in a fixed position while the vehicle is on course. Wings designed to be adjustable while the car is in motion must be locked in a single position"

PREPARED

- The SEB approved the appointment of Chris Dorsey to the PAC.

MODIFIED

- The SEB approved the appointment of Dave Whitworth and Karen Babb to the MAC.

F125

- The KAC has recommended the following rule change proposal, published here for member comment: Remove the second portion of the last sentence from 19.1.c.2, such that the sentence reads: "The addition of front brakes is optional."

NOT RECOMMENDED

- Classing of Noble M400, M12 in Prepared (ref. 08-522) *Comment:* there are concerns about verification and the consistency of builds from one car to the next.
- GP weight formula and carburetion (ref. 08-591) *Comment:* unlimited carburetion could upset the competitive balance of the class. The PAC is sympathetic to parts availability situations and is researching the issue.
- Wings in ST (ref. 08-596) *Comment:* 14.2.F controls the "significant" function of a wing by limiting its area.
- Steering wheels in ST (ref. 08-521) *Comment:* the Stock allowances apply.
- EM weight changes (ref. 08-600)

TECH BULLETINS

1. Modified: The previously-approved changes to Section 18 regarding wing area calculation supersede the reference to 12.9 in Section 18.2.4. The latter will be revised to read "...calculated as described herein."

2. Modified: References to the "SRFS" in the B Modified portions of Appendix A are out of date and will be simplified to refer to the GCR.
3. Modified: Change the last sentence of 18.1.A.4 to: "The seat must be mounted such that no part of the drivers body below the waist may cross the longitudinal centerline of the car." (ref. 08-497)
4. Street Mod: The 2009 rule change which provides a minimum weight reduction for the use of size 275 or smaller tires will appear in Appendix A. Section 16.2 references Appendix A regarding weights and adjustments.
5. Street Prepared: The DSP Honda Civic ('06+) listing in DSP should read: "Civic VTEC & SOHC ('96+)"
6. Street Touring: Per the STAC, for the 2002-2007 Subaru WRX, the heat shield attached to both the turbo and downpipe is an exhaust heat shield and is therefore subject to "minimal modification" allowed in 14.10.D, but not removal. Note: this supersedes the previously issued Tech Bulletin and is based on further information supplied by affected competitors. Please refer to the opening paragraphs of Appendix F regarding the nature of clarifications. (ref. 08-349, 08-583)
7. Stock: The SAC recommends and the SEB concurs that the wording of 13.5.E (holes for routing shock absorber remote reservoirs) is adequate, and requires no changes at this time. Allowing routing holes for reservoir hoses does not provide an advantage, because the adjuster is accessible whether it is inside the car or under the car.
8. The wording of the clarification to 13.5.A, published in the November issue of *Fastrack* has been revised. 13.5.A will now read:

"A. The make of shock absorbers, *struts*, and *strut housings* may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers/*struts* is permitted. The following restrictions apply:

 1. No more than two separate external shock damping adjustment controls. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g. via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.
 2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers. *This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.*"
9. The wording of the clarification to 13.10.E, published in the November issue of *Fastrack* has been revised. The first sentence of 13.10.E will now read:

"E. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system meets the requirements of 3.5 and 3.3.3.B.15.
10. Stock: Per the SAC, only a 2007 model Miata may be converted to the 2007 MS-R package. To date the MSR package was only offered in MY 2007, therefore conversions are only possible for that year. Option package conversions must be complete. See Section 13, third paragraph. (ref. 08-577)
11. Stock: The Appendix A, C Stock listing for the '06+ MX-5 should read: "MX-5 ('06+) including MS-R ('07)"
12. Stock: Add to 13.1: "All repairs must comply with factory authorized methods and procedures." (ref. 08-587)
13. Stock: Per the SAC, studs and bolts are not considered "similar items" and conversion between them is not allowed, except as per Section 13.4. (ref. 08-477)
14. Stock: The following new listing, effective immediately upon publication, has been recommended by the SAC and approved by the SEB: Mitsubishi Lancer Ralliart ('09+), DS.
15. Stock: The SAC has recommended adding the Lotus Exige supercharged to the Stock exclusion list. This car is very similar to the Elise S/C which is already there, and was inadvertently overlooked.
16. Stock: Per the SAC, the SS listing under BMW for "M3 (E90)" is clarified to read "M3 ('08+)"
17. Stock: Per the SAC, the SS listings under BMW for the M Roadster and M Coupe/Roadster are clarified to read "Z4 M Coupe and Roadster ('06+)". Similarly, the AS listings for the non-M variants are clarified to read "Z4 Coupe & Roadster non-M ('06+)."
18. Stock: Per the SAC, the Cobalt listings in GS are clarified to read:

Cobalt 2.4L
Cobalt SS S/C

ROADRALLY BOARD MINUTES

RRB MINUTES | Sept. 3, 2008

The *RoadRally* Board (RRB) met via conference call on September 3, 2008.

Attending were: Kevin Poirier, Chairman; Charles Edwards, Secretary; Duck Allen, Board of Directors Liaison; and members Rick Beattie, Lois Van Vleet and Jim Wakemen Jr. Pego Mack, National Office, could not attend.

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

The final version of the August, 2008, minutes was accepted.

Proceedings

1. National Rallies – Previous Events

Discussion: This past weekend's DC Region well run events were discussed.

2. National Rallies – Future Events

Discussion: Beattie reported as liaison for the Wisconsin Course events that both rallies will be very challenging.

Poirier reported for the USRRC committee that the planning for the events was proceeding on schedule.

3. 2009 SCCA Convention

Discussion: At the Convention, the RRB will host two seminar sessions on Friday, a Town Hall meeting on Saturday, and meet with the BoD Sunday morning.

4. 2009 RRR Changes

Discussion: Following posting to the membership last month, the RRB took the following actions and recommended to the BoD as noted the following changes to the RRRs:

A1. Regional Events and Combining Classes APPROVED as amended.

In Article 8, move Art.8.B - Eligibility to Art.8.A and re-title Art.8.A as Art.8.B.

Revise the new Art.8.B.4 to read: "Champions in each category shall be determined by the accumulation of points earned in SCCA **RoadRally** championship events in each series up to a maximum of 100 points. Regional rallies may account for a maximum of 70 of these points in each series.

Insert into Art.8.C as the last sentence (after the points table): "Regional rallies count as one event, National rallies count as two events, and a USRRC rally counts as three events."

A5. Separation of Appendices - APPROVED

Remove Appendix A – Safety Inspection from the RRRs and keep it as a separate document. Add a new section, Art.2.E: "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified **RoadRally** Safety Steward." Remove from Art.2.D.8 the reference to Appendix A.

Remove all appendices from the RFOs to be kept as separate documents and referenced as such. The appendices will be re-titled and the titles revised on the website.

A6. GPS Devices – APPROVED as amended

Add to Art.11 as the second sentence in the first paragraph: "GPS devices not connected to another calculating device (computer, calculator, etc.) are permissible in any of the three classes."

A7. Gervais Award and Tour Rally of the Year Award - APPROVED

Change the RoadRally Rules, Appendix C, Article B (Gervais Award) and Appendix C, Article C (Tour Rally of the Year) to allow selection of these awards by the top 20 competitors who have competed in three events, instead of four events as the rules currently state. The specific change to those Articles is: "Selection is made by vote of the top 20 competitors in each class who have competed in at least **three** events." It is effective for the 2008 season.

Next meeting

October 1, 2008, at 7:30 pm CDT via conference call.

The meeting was adjourned at approximately 9:00 pm CDT.

Submitted by Rick Beattie

ROADRALLY BOARD MINUTES

RRB MINUTES | Oct. 1, 2008

The *RoadRally* Board (RRB) met via conference call at 7:30 pm Central Time.

Attending were: Kevin Poirier, Chairman; members Rick Beattie, Charles Edwards, Lois Van Vleet and Jim Wakemen Jr.; Duck Allen, Board of Directors; and Pego Mack, National Office

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

The final version of the September 2008, minutes was not available.

Proceedings

1. Championship scorekeeping

On vote 3:1 it was resolved the term Annual Members will be inserted into the RRRs to restrict pointskeeping to those members.

2. Rules changes

By vote 3:1 it was resolved to retain and enforce the submission deadline for new rules.

3. Convention

The 2009 convention in Las Vegas was discussed.

4. RRB Vacancies

Two members will be asked to join the RoadRally Board. A proposal to add a third new member was defeated. Chuck Edwards will retire after the USRRC. Kevin Poirier reminded RRB members that the forthcoming year will be his final year as chairman.

5. Upcoming national rallies

Quantum Leap was discussed. The USRRC is coming together and should be ready in time to meet the schedule.

6. RoadRally Safety Stewards

A RRSS Manual is being developed and will be available in the new competition year.

7. Timewise Odometer

The Timewise Odometer will be included in Class L because of its superior accuracy and the fact that it is not stock in any car. It will not be in Class E because it does not accumulate data.

Next meeting

November 5, 2008, at 7:30 pm CDT via conference call.

The meeting was adjourned at 10 pm CDT.

Submitted by Chuck Edwards, Meeting Secretary

ROADRALLY BOARD MINUTES

RRB MINUTES | Nov. 5, 2008

The *RoadRally* Board (RRB) met via conference call on November 5, 2008.

Attending were: Kevin Poirier, Chairman; members Rick Beattie, Jim Wakemen and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Pego Mack, National Office. Guests were Jeanne English and Sasha Lanz.

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

Proceedings

1. Event Reports - USRRC 2008 Recap

Discussion: Kevin Poirier reported 18 cars for the GTA, 21 cars for the Course and Tour Event. In summary, the USRRC was a success.

2. USRRC 2009

Discussion: Next years USRRC will be announced by the 2009 SCCA Convention in Las Vegas. The board is still looking for a committee/region to host the next USRRC.

3. SCCA Convention, February 19-23, 2009

Discussion: The board will host 2 sessions on Friday and the Town Hall Meeting on Saturday. Sunday morning the board will meet

with the Board of Directors.

4. RRB Officers for 2009

Discussion: For 2009: Rick Beattie as Chairman, Lois Van Vleet as Secretary, Jim Wakemen as Rules Committee Liaison, Sasha Lanz as Divisional Safety Steward Liaison, Jeanne English as RR Calendar Coordinator. Pending approval by the Board of Directors

Larry Scholnick has offered to replace Jeanne English as Southern Pacific RoadRally Steward. A notice will be placed in Fastrack about the open position.

5. Old Business

Discussion: The board approved the next RoadRally regional event in Arizona.

Photo Contest: 7 people and 25 photos received. The winner will be announced at the 2009 Convention. Due to the lack of entries, the board discussed next years photo contest.

The board discussed Rules for combining classes for 2010. The Rules Committee was opposed to combining classes for 2009.

6. New Business

Discussion: The GTA Handbook needs editing for 2009.

The first Wednesday of the month, 7:30 CST, will remain the RoadRally Board Meeting date and time for 2009.

Pego reported preliminary numbers for 2008 . Not all audits are in yet but the numbers stand as: 1022 Cars and 158 Events for 2008. Compared to 2201 Cars and 190 Events for 2007.

Action items

- ✓ Beattie: Send the photos to the judges to vote on.
- ✓ Beattie: Edit the GTA Handbook for 2009.

Next meeting

December 3, 2008, at 7:30 pm CST via conference call.

The meeting was adjourned at 9:05 pm CST (Van Vleet/Wakeman).

Submitted by Lois Van Vleet, RRB Secretary

RALLYCROSS BOARD MEMORANDUM

November 18, 2008

The RallyCross Board is seeking candidates for RallyCross Board. Please forward a Rally resume and letter of intent to the rxb@scca.com

QUICK LINKS

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

CLUB RACING

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>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/event.aspx?hub=6&event=13059>

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