

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | August 11, 2008

The Board of Directors, Sports Car Club of America, Inc. met via teleconference August 11, 2008. The following members participated: , R. J. Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, Bob Introne, Bob Lybarger, Lisa Noble, Andy Porterfield, John Sheridan, Mike Sauce, K.P. Jones and Jerry Wannarka. Jeff Dahnert, Vice President of Finance, Terry Ozment, Vice President of Club Racing, and Eric Prill, Vice President, Marketing and Communications, also participated.

Note - Minutes are for reference only subject to Board approval in September.

MOTION: To approve the minutes of the July 7, 2008 meeting. (Porterfield/Dent) PASSED, Unanimous

PRESIDENT'S REPORT

On behalf of Jim Julow, Terry Ozment reported on some minor schedule changes at the Solo Nationals. The BoD Town Hall meeting for the Solo Nationals will be held on Tuesday September 16th at 4PM and that the Runoffs Town Hall meeting is scheduled for Tuesday October 7th at 6PM both at the Liebler Pavilion at Heartland Park Topeka.

TREASURER'S REPORT

Jeff Dahnert reported that through June 2008, we were slightly ahead of our budgeted operating income, although investments did not do well. The advance approved in May of 2008 to SCCA Pro Racing has been repaid.

LIAISON REPORTS

CLUB RACING BOARD - CHRISTIAN, WANNARKA

A teleconference was held on Tuesday, August 6, with all members and liaisons participating. Terry Ozment, John Bauer and Kevin Yaghoubi from the Club Office also participated.

Terry introduced Kevin who has been hired as Technical Coordinator in Club Racing.

Terry then discussed a number of operational Runoffs related issues that needed CRB input. Region of Record for several folks racing different car classes in different Divisions continues to be troublesome for Pointkeepers in tracking their points. The Staff is drafting a proposal that will be sent to the CRB and on to the BoD which will address this for next year.

A number of Runoffs competitors will be asked to have a "black box" installed in their cars to obtain track data to be used to assist in performance adjustments to the various cars. Procedures for mounting units and data download were discussed. Possible classes being considered for involvement are: T2/3, SSB/C, H/F Production and FC.

The concept of waiving minimum requirements for Runoffs participation from NORPAC was raised through the GT ad hoc committee. Consensus was that any deviation at this late date would be unfair to the entrants who had followed the rules.

A status update on the fuel testing review was given by Dave Gomberg. He has identified a laboratory that is interested and capable of testing fuel samples for the most significant adulterants on the banned additives list. At this time, the cost would be in the neighborhood of \$300 per sample plus the cost of the sampling kit and shipping. This information is to be considered very preliminary as work continues to identify other laboratories and costs.

A number of GCR changes primarily oversight and verbiage clean ups were discussed. These items will be presented to the BoD at its September meeting.

A number of tracks have practice days sometimes with, but mostly without, SCCA involvement. While there are guidelines for how this must be done with SCCA involvement, there is limited distribution on the guidelines. A review will be initiated as to the feasibility of formalizing these guidelines and possibly recognizing them in the GCR. It is further recognized that minimal staffing would be needed, and things like judicial requirements and other specialties such as Timing and Scoring could be excluded. This might be an opportunity for Regions to use in way to offset event costs.

The Formula Car ad hoc committee will be asked to prepare guidelines for incorporating the Pro Atlantic 016 chassis in the current

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Club Racing format. It is recognized that the car is heavier, has different wings and side pods, and the engine generates more power all of which will need to be considered.

The SRF driver head/rollbar clearance issue will be addressed in a technical bulletin which will essentially say that seat modifications, but not relocation, can be done to enhancing the comfort and safety of the driver.

Apparently there is a concern that the supplies of camshafts and crankshafts will become limited in the future for FC. Consequently, there are requests to recognize a secondary supplier. With the experience gained with the past FC manifold issue, the CRB is walking slowly on this issue. The first step will be to verify the need and a report then generated to suggest resolution if the need exists.

The remainder of the meeting was devoted to specific membership requests.

EXECUTIVE STEWARDS – LYBARGER

The Execs are continuing to update their STRAP.

They have been thinking of only not waivering the safety items; ie; seat belts, helmets, suit and the like. They have not come to a complete consensus yet.

They also have been trying to find stewards to work at the Runoffs, but need more people to come and work.

SCCA FOUNDATION - DENT

Howard is out of town attending a special TRSS event (more on that in a moment) but he indicates the number of Street Survival's currently scheduled is about 28.

The event he attended was a special promotional Street Survival event at the New Hampshire Motor Speedway. Bruton Smith's company now owns the track and they were looking for a community involvement event to show they are not just a corporation (previously owned by an individual that lived in the area) and they picked TRSS. To build interest, they brought in Kyle Busch to go through a condensed version of the school along with 5 teenagers that had previously gone through the school. As expected, a significant amount of press attended.

Also attending was Matt Edmunds from Tire Rack and key players with the BMW CCA Foundation. The trip was worth it for Howard just for the chance to talk with their Foundation folks and start to build a direct relationship. We are now discussing a joint conference for training and sharing experiences. We will have more details on this when we get together during the Runoffs.

In addition to this, efforts are underway to get on the Today show, which help us break through to the general public. However, they are just at the beginning of that effort.

Also, the voting on the AMEX Project award is going well for TRSS; out of 84 programs nominated, we are floating between second and third right now. This is the program I spent considerable time and effort in preparing the nomination papers, all sent to BoD members some weeks ago.

SOLO EVENTS BOARD – NOBLE, INTRONE

Nationals

The SEB had representatives at HPT in July to observe the two courses being laid out for Nationals.

Alternative fueled car demonstration runs at Nationals are still being considered. Letters are being sent to some major manufacturers of production cars. Safety concerns for some of these vehicles have been investigated. Most current technology used was found to be of no special concern according to local Topeka fire and safety officials. CRB Liaison, Jerry Wannarka was DuJour Director on the July call, he suggested sharing information on these cars with the CRB.

SEB Membership

There was more talk about reorganizing the SEB as mentioned in the May Liaison report. The SEB Chair, Tina Reeves is working on a written proposal giving us some history of the SEB, explain the reason for the request and how decisions would be made on who would be recommended to the BoD.

Stock Class

In addition to discussion of the 2010 Stock Class reorganization, the Stock Advisory Committee is looking at a sunset rule for the class This is going out for member input. Copied below is the request for member input.

The SAC is proposing a sunset rule for stock class cars. The rulebook does not include a process where aging cars are retired. These cars usually have limited spare parts availability, spotty or non existent documentation, or a general lack of availability. While they should remain eligible to compete the SAC believes the Divisionals, Tours, and the National Championships should be limited. The limitations would be as follows beginning 2010 and the cars will remain in Appendix A but will be notated as retired.

1. 25 years from model year designation. (Example - 1985 Corvette would be eligible to compete in contingency events through the 2010 season.)

TIME TRIALS ADVISORY COMMITTEE - NOBLE

TTAC has been quiet over the summer as they are busy with a full schedule of events.

The Driver Instructor's group is working on their program which will add value to PDX participants.

OLD BUSINESS

Eric Prill reviewed the Spec Miata Tire Test report.

MOTION: To defer the Spec Miata Tire decision until the September face to face meeting. (Dent/Sauce) PASSED Voting NO, Jones, Gordy

NEW BUSINESS

Jim Christian reported that groundbreaking on High Plains Raceway, in Colorado, is scheduled for August 15th, 2008.

There was discussion on a proposal to waive the requirements for qualification for the runoffs, to only two National races in 2008.

MOTION : To authorize outgoing Directors to receive traditional compensation for attendance at the 2009 National Convention. (Sauce/Lybarger) PASSED Unanimous, Abstaining, Dent Jones Porterfield

MOTION: To approve the following changes to the RallyCross Roles for 2009, as submitted by the RallyCross Board. (Allen/Sheridan) PASSED Unanimous

Effective Jan. 1, 2009.

4.1 Sections 1 (all), 2 (all) and 3 (all), 4.1, 5 (all except 5.2.E), 6.1, 6.2.b, 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

5.2.E All RallyCross events must use a cumulative scoring method with no dropped runs.

6.2.C.2.d Tires must be the original size plus/minus 20mm cross section and 5% aspect ratio.

6.2.C.13 Shocks/dampers may be replaced with OEM or aftermarket replacement units intended for the specific year make and model used. The stock spring must be used as it was on the OEM unit. The spring perch must be factory welded to the damper or use the exact attachment method and position as OEM. Adjustable dampers are only allowed if the OEM unit was adjustable and must retain the same number of adjustments or fewer as OEM. Remote reservoir shocks are only allowed if they are exact OEM units.

6.2.C.14 The front sway bar may be replaced or removed. A replacement front sway bar may serve no other purpose than originally intended by the vehicle manufacturer. In the case where the front sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained.

6.2.C.15. Any wheel alignment settings may be used provided the settings can be accomplished within the unmodified adjustment range as delivered from the factory. Any alignment techniques allowed by the factory service manual from the vehicle manufacturer may also be used.

Delete 6.2.D.4.d in its entirety. (This allows prepared category vehicles to remove exhaust catalyts)

6.2.D.14 On carburetor equipped cars, jets, accelerator pumps, power valves, metering rods, vacuum secondary and metering springs may be replaced. Removal of choke plates, linkage and shafts is allowed. No machining allowed of any carb component.

6.2.D.15 Vehicles may substitute one differential with a mechanically governed limited slip or locking unit of an alternate type. This includes spools and welded stock differentials. This does not allow the use of a differential with external controls (electronic or otherwise) to regulate slip or locking. Differentials must be contained in a stock unmodified housing/third member with stock or optional ring and pinion ratios available for the specific model, body, and year of the vehicle only. 4wd vehicles may not substitute more than one differential with an alternate type.

6.2.D.16 Batteries may be substituted with any type. Relocation of the battery or batteries within the engine compartment or trunk area/luggage compartment behind the rearmost seats is permitted. Longer battery cables may be substituted to permit relocation and holes may be drilled to accommodate mounting of the battery and cables.

6.2.D.17 Accessory drive pulleys and belts may be replaced.

6.2.E.6 Side and rear windows may be removed or replaced with Lexan or equivalent. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.

6.2.E.10 The shape of the body must remain recognizable as that of the manufacturer's make and model. The body must be made of a fire resistant material. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights, glass, and trim may be removed. Side mirrors and tail/stop lights are not required. Any edges created by these modifications that the driver or passenger may contact must be properly insulated to prevent injury. Roof panels must be metal of at least the same thickness as original. Sunroof panels may be replaced with sheet metal of at least the same thickness as an original roof skin without sunroof. Inner roof structure may only be modified with addition of a full roll cage built to SCCA Improved Touring specifications or better.

6.2.E.14 - Any fuel system may be used provided gasoline or diesel fuel is used. Any NON-STOCK fuel cell, filter or pump located in the passenger compartment must be shielded by a metal bulkhead. Any fuel lines running through the passenger compartment must be of metal or metal braided construction.

MOTION: To adjourn. (Porterfield/ Lybarger)

Respectfully submitted,
Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD | SPORTS CAR CLUB OF AMERICA, INC. | Aug. 5, 2008

The Club Racing Board met by teleconference on August 5, 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 Liaisons; John Bauer, Technical Manager; Kevin Yaghoubi, Technical Coordinator; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 08-08, 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 11/1/08: Change section 8.4.8 as follows:

For all National Races held less than ~~31~~ 28 days prior to the commencement of the Runoffs,

Item 2. Effective 11/1/08: Change section 5.9.2.A and B as follows:

A. Annual Inspection

A full and complete Technical and Safety Inspection shall be performed by a Licensed Scrutineer (Divisional/National) on each car once a year (12 months). If the car passes Annual Technical Inspection, the tech inspector shall enter the date of the safety harness expiration in the logbook, the logbook shall be stamped with the "official" inspection stamp, dated, and signed.

~~Driver Safety Equipment shall comply with Section 9.3.19., Driver's Safety Equipment. The scrutineer performing the inspection shall affix a dated, non-removable sticker or decal to helmets that comply with Section 9.3.19.B.. This sticker or decal and the other drivers' safety equipment which must be worn may be checked by Grid or Scrutineering personnel on the starting grid. Driver's safety equipment is not required to be inspected at the time of annual inspection for the car.~~

B. Minimum Event Safety Inspection/Tech Sticker

Minimum Safety Inspection—Minimum inspection for each event thereafter shall consist of reviewing the Vehicle Logbook. If it is in order, a Tech sticker shall be issued. *Driver's safety equipment is not required to be presented at this inspection.*

...

The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle, and equipment, and clothing and compliance with all SCCA rules, regulations, and agreements, including but not limited to those contained in the GCR. Moreover, in the case of technical violations, the participant acknowledges, understands, and agrees that the participant is charged with full knowledge of every component of participant's vehicle and that even if a third party (for example, an engine builder) has caused the participant's vehicle to be noncompliant, the participant will still be responsible for and charged with any applicable violation and penalty.

Item 2. Effective 11/1/08: Add a sentence to the first paragraph of section 9.3.18 as follows:

9.3.18. DRIVER'S RESTRAINT SYSTEM

All drivers in SCCA sanctioned speed events shall utilize either a five, six or seven point restraint harness meeting the following specifications. A seven-point restraint harness is recommended. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. *Arm restraints shall not be worn in a manner which limits the ability of the driver to provide visible signals to other competitors while on the track.* The restraint system installation is subject to approval of the Chief Technical and Safety Inspector.

Item 3. Effective 11/1/08: Add new subsection A and B to section 9.3.19, and renumber items under the newly numbered subsection C as follows:

9.3.19. DRIVER'S SAFETY EQUIPMENT

All required driver's safety equipment must be worn at all times while on the track.

The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's driver's safety equipment, and compliance with all SCCA rules, regulations, and agreements, including but not limited to those contained in the GCR.

A. Annual Inspection

At the first event of the calendar year, all driver's safety equipment will be inspected by a licensed scrutineer. The scrutineer performing the inspection shall affix a dated, non-removable sticker or decal the left side of helmets that comply with Section 9.3.19.B., to indicate that all driver's safety equipment has been inspected and is in compliance with this section. This sticker or decal, which shall be placed on the helmet in a manner such that it is visible from outside the car with the driver seated and belted in the normal driving position, may be checked by grid or scrutineering personnel on the starting grid. The presence of other externally visible driver's safety equipment (gloves, balaclava, and suit) may also be checked by grid or scrutineering personnel on the starting grid.

B. Reinspection

Throughout the racing season, a check of the condition and legality of driver's safety equipment should periodically be done by scrutineers in impound by group or class with the concurrence of the Chief Steward.

C. Required Equipment

The following required equipment shall be in good condition and free of defects, holes, cracks, frays, etc.

- A 1. 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 8856-2000 homologation. Underwear of fire resistant material shall be used except with suits carrying FIA standard 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch.
- B 2. Crash helmets approved by the Snell Foundation with Snell sticker 2000 or later Special Application (SA2000), or by the SFI with a SFI Sticker 31.1a for open faced helmets and a SFI sticker 31.2a for closed faced (if purchased prior to 12/31/04), SFI 31.1 (if purchased after 1/1/05), or by the FIA standard 8860-2004. The back of each driver's helmet shall be labeled with a minimum of the driver's name. The use of a head and neck support system is highly recommended. Accident damaged helmets should be sent by the driver or his or her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed.
- C 3. Gloves made of leather and/or accepted fire resistant material containing no holes.
- D 4. Socks made of accepted fire resistant material.
- E 5. Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. Double-layer balaclavas are recommended. If balaclavas are used voluntarily, they shall be of accepted fire resistant material.
- F 6. Goggles or face shields, preferably made of new impact resistant materials, for drivers of open cars.
- G 7. A driver's restraint system meeting SCCA standards (See Section 9.3.18.) shall be used at all times while on the track.
- H 8. Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.

Grand Touring

Item 1. Effective 11/1/08: Add the new subsections 14 and 15 to section 9.1.2.F.4.b, as follows:

14. GTLite rear wing: The maximum width of the entire single element, flat plane wing assembly is 56.0 inches wide x 8.0 inches chord depth, but no wider than the body width including fender flairs. Wing endplates must fit within a rectangle measuring 8.5 inches long by 3.00 inches tall. Endplates must be flat with no curvature or Gurney tabs. A maximum 1/2 inch wicker-bill may be employed. The wing must be mounted to trunk/deck lid with two (2) mounting brackets. Each mounting bracket must attach to the wing at a point that is at least 2 inches inboard of the endplates. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The rear wing must be mounted a minimum of 6.0 inches below the peak of the roof. Cars with a wagon-back style body (e.g., Civic, Fiesta, Mini, etc.) may have the wing mounted at the trailing edge of the roof, a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and wing. In either application, the trailing edge of the wing assembly must be located within an area defined by a point, 6 inches forward of rearmost bodywork and the rearmost bodywork measured at vehicle centerline.

15. GTLite front splitter: A front splitter may be added that is a flat single-plane, with an exposed top surface not more than 2.00 inches. The splitter shall be mounted flat. The splitter must not extend laterally any further than the widest point of the front fenders. The splitter must have no vertical deviations. Additionally, a maximum of four (4) rods or cables may be used to support the front, and/or the sides of the splitter. A single-plane vertical close-out panel may be used to bridge any gaps between the front fascia and splitter.

American Sedan

Item 1. Effective 11/1/08: Change section 9.1.6.D. 1.g.4 as follows:

Rocker arms may be replaced with any individual rocker arm. Shaft mounted rocker arms are ~~prohibited~~ permitted unless otherwise fitted as standard, using a minimum of eight shafts. Valve train stud girdles are allowed.

Item 2. Effective 11/1/08: Change section 9.1.6.D. 9.c as follows:

Fuel cells are mandatory. Cell size is not restricted. It shall be located within twelve (12) inches of the original fuel tank location or behind the rear axle.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

The CRB wishes to remind the GT community that 996 Porsche Cup cars will be subject to the standard post race disassembly inspection procedures at the 2008 Runoffs.

NEW CAR CLASSIFICATIONS

None

REFERRED or TABLED

GCR

1. Final Sound manual review (Staff). Tabled for completion of review.
2. Clarify acceptance of licenses and medical forms (Ruse). Tabled for further discussion.
3. Require applicants to attach photos to logbooks (Ruse). Tabled for further discussion.
4. Opposition to prohibition of leaded fuels (Burns). Tabled for further discussion.

Formula

1. FA – Classify the Swift Atlantic O16 (Kloepfer). Tabled to work out details.
2. FC/S2 – Allow alternate camshaft manufacturers (Knapp). Tabled for further research.
3. FC/S2 – Allow an alternate camshaft (Knapp). Tabled for further research.

Grand Touring

GTL – Remove the FP roadster from GTL (Foley). Tabled for further discussion.

NOT RECOMMENDED

GCR

1. Require the driver's name on the front of helmets (Assarito). The current requirement is adequate.
2. Remove fees from the rule book (Ruse). The information is necessary.

Formula

FM – Explore the 6-port motor (Drummond). There is no proven need.

Grand Touring

1. GT2 – Classify the Viper SR-10 (Pintaric). The engine potential is outside the GT2 parameters.
2. GTL – Rescind the 100 lb penalty on 4-valve restricted cars (Foley). The engine is appropriately classified.
3. GTL – Allow the 3-valve Honda head on the EW, D15, and D16 engines (Maloney). These engines did not come with this architecture.

Spec Miata

1. Allow two clamps on the sway bars (Henry). This would increase the performance potential beyond the class parameters.
2. Require the 94-97 cars to use 4.3 rear axle ratio (James). This would increase the performance potential beyond the class parameters.

Previously Addressed

None

No Action Required

GCR

1. Add gas chromatography testing for fuel language to the rule book (Garza). Thank you for your input. The CRB is considering changes to fuel testing.
2. Support for FIA 1986 suits (Miller). Thank you for your input.

Formula/Sports Racer

FF – Question whether my nose conforms to rules (Campbell). The nose design does not meet the spirit of section 9.1.1.D.7.

FF – Clarify the aero issues, define undertrays and Venturi tunnels (Robinson/Campbell). Section 9.1.1.D.7 is adequate as written.

Grand Touring

1. GT1 – Fuel cell height input (Scarallo). Thank you for your input.
2. GTL – Slow the F Production MG (Zekert/Chima). Thank you for your input.

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: August 5, 2008

NUMBER: TB 08-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/08 unless otherwise noted.

GCR

1. Correct section 4.4.4.D.3, p. 26, Regional License fee of ~~\$85~~ \$75, payable to SCCA; includes GCR.
2. Correct section 4.4.5.D.3, p. 27, National License fee of ~~\$75~~ \$85, payable to SCCA; includes GCR.
3. Correct GCR Item 2 in July Tech Bulletin to read: Change ~~9.2.1.G.1~~ 9.4.1.G.1 p.104 to read: All formula cars *registered or homologated* with SCCA as of 1/1/1986 must have a front impact attenuation device meeting at least one of the following criteria:

Spec Miata

1. Add a Sentence to the end of section 9.1.8.C.4.b: In addition, a 3/8" steel hardware washer may be installed between the shock shaft and the bump stop. The washer shall be a maximum of 1/8" thick.

Sports Racer

SRF

1. Replace the first sentence of 9.1.9.C.22.b with the following: Seat modifications, including cutting, re-shaping and padding, are permitted to enhance the comfort and safety of the driver. Moving the location of the seat is not permitted.

Touring

T1

1. Chevrolet Corvette C6 Coupe (05-07), add to the specs as follows: Notes: Alternate GM oil pan #12630477 approved.

T2

1. Nissan 350Z Track/Touring/Standard (03-07), add the 2008 model year.
2. Pontiac Solstice GXP (2007), (**Effective 11/1/08**) add to the spec as follows: Saturn Sky.
3. Porsche Boxster S (00-03), add to the specs as follows: Notes: Porsche brake duct kit part #996-341-117-91 (left) and #996-341-118-91 (right) permitted.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Wids Romeus vs. SOM, COA Ref. No. 08-09-NE

August 12, 2008

FACTS IN BRIEF

At the MARRS II Regional Race held at Summit Point Motorsports Park on June 1, 2008, Assistant Chief Steward Jerry Wannarka issued a Request for Action (RFA) to the Stewards of the Meet (SOM) to investigate a number of reports involving ITS # 21 driven by Wids Romeus. The reports included potential violation of GCR 6.11.2.B. (Yellow Flag), 2.1.4. (Reckless Driving), and 6.8.3. (Established Race Course). The SOM John Nesbitt, Joe Weller, and Walter Michael, Chairman heard witnesses, including Mr. Romeus, issued a 4 race weekend probation to Mr. Romeus, moved him to last in class finishing position, and assigned him a driver mentor. Mr. Romeus is appealing the severity of this decision.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, Fred Cummings (Alternate) and Bob Horansky, Chairman, met on July 31, August 7 and August 14, 2008 to hear, review and render a decision on the appeal. David Nokes, regular Court member, was out of the country and unavailable for all the deliberations.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Wids Romeus, received by the COA July 25, 2008, and a video received July 31, 2008.
2. Official Observer's Report and related documents, received July 25, 2008.
3. Email statement from John Nesbitt, received August 4, 2008.
4. Email statement from Jerry Wannarka, received August 4, 2008.
5. Email statement from Walter Michael, received August 6, 2008.

FINDINGS

Mr. Romeus admitted to the SOM that he executed a pass under yellow which was clearly confirmed in the full race in-car video he provided. Mr. Romeus contends that this infraction should have been mitigated by his allowing the cars he passed to go by him. The GCR has no provisions for such self-corrections. The contention that his driving during the race was reckless and that there was metal-to-metal could not be substantiated by the video. The two off-course excursions appeared to be a case of over-driving into the corner, and did not involve or appear to affect any other cars.

DECISION

The Court of Appeals upholds the SOM decision on the pass under yellow, but not the metal-to-metal contact and other cited violations. Therefore, Mr. Romeus' penalty is modified. Mr. Romeus is to be moved down two finishing positions in class from his original finishing position, and put on a four-race weekend probation for the pass under yellow. A new probation letter will be issued citing only violation of GCR Paragraph 6.11.2.B. Mr. Romeus' appeal is well founded, and his appeal fee, less the amount retained by SCCA, shall be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

ROBERT HINES VS. SOM, COA REF. NO. 08-10-NE

JULY 31, 2008

FACTS IN BRIEF

At the National Race held at Beaver Run Raceway, June 14-15, 2008, Robert Hines, Car #4 T2 protested Tommy Joe Martins, Car #51 T2 for violation of GCR 6.8.1. A-D (On Course Driver Conduct) and GCR 2.1.4 (Reckless or Dangerous Driving) for contact at Turn 6. Mr. Hines was forced to retire due to suspension damage and Mr. Martins continued.

The Stewards of the Meeting (SOM) Chuck Dobbs, Don Baker, Roy Bergman and Peter Roberts, Chairman, held a hearing, upheld the protest and awarded Mr. Martins the penalty of a Reprimand for his conduct. Mr. Hines is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton and Bob Horansky, Chairman, met on July 24 and 31, 2008, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robert Hines, Driver of Car #4 T2, received by the COA July 18, 2008.
2. Official Observer's Report and related documents, received July 18, 2008.
3. Additional material from Peter Roberts, Chairman, SOM, received July 21, 2008.
4. Video Copies received July 29, 2008.

FINDINGS

There is no dispute that the contact between Cars #4 and #51 occurred during their race, and both drivers submitted videos as additional evidence to the SOM. Mr. Hines does not feel that the penalty is severe enough as he was leading at the time of the contact and Mr. Martins won the T2 race. Additionally Mr. Hines cites the document, "2008 Minimum/Standard Penalty Guidelines," being used as reference by stewards of all Divisions. In this document Mr. Hines cites the Rough Driving section which states: "Contact, only one car continues: CSA or RFA excluding the offender."

The SOM conducted an extensive review of Mr. Hines' Protest. They interviewed both drivers and reviewed the videos. Neither driver provided additional witnesses to the SOM and there was no reference to contact between these two cars in the race log by any corner station during their race. After their review, the SOM concluded that Mr. Martins should have exercised better judgment going through Turn 5 and then would have had better control of his car in Turn 6, thus avoiding the contact. They also determined that the evidence showed no intent by Mr. Martins to make contact, the contact was inadvertent and there was no clear evidence of Mr. Martins failing to allow sufficient racing room.

The minimum penalty information sheet presented to the COA by Mr. Hines clearly shows that they are guidelines. In the judgment of the SOM, they believed that in this specific case a reprimand penalty was sufficient to accomplish what the GCR penalty system is intended to do and is within their SOM powers.

DECISION

The Court of Appeals reviewed all of the evidence and documents received and agrees completely with the SOM in their decision. The COA denies Mr. Hines' appeal. The Court finds that his appeal is well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

Judgment of the Court of Appeals
Efren Ormaza vs. SOM COA 08-11-SE
August 15, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On Saturday, June 14, 2008, at the Nashville Superspeedway Double Regional held June 14-15, 2008, a Chief Steward's Action (CSA) was filed penalizing Efren Ormaza, driver of ITC # 03, three finishing positions in class for violating GCR 6.11.2.b. (passing under double yellow) at Turn 5. Mr. Ormaza protested the CSA. The Stewards of the Meet (SOM), Rick Mitchell and Sara Snider, Chairman, held a hearing and after review of all evidence before them, upheld the CSA and denied the protest. Mr. Ormaza is appealing that decision.

DATES OF THE COURT

The National Court of Appeals (COA) Fred Cummings (Alternate), JoAnne Jensen (Alternate) and Dick Templeton, Acting Chairman, met on July 31, August 7 and August 14, 2008 to hear, review, and render a decision on the appeal. Robert Horansky (COA Chairman), having been an event official and Operating Steward for Mr. Ormaza's race, recused himself from participating in this proceeding; David Nokes, regular COA member, was overseas and unavailable to participate.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Efren Ormaza and accompanying documents received by the COA July 29, 2008.
2. Official Observer's Report from Chairman SOM, received July 29, 2008.
3. Verbal testimony from Bob Horansky, Operating Steward, on July 31, 2008 prior to absenting himself from the COA hearing.
4. Race Control Logs from Clyde Kiser, event Chief Steward, received August 1 and August 2, 2008.
5. Emails from Sara Snider dated July 22 and July 27, 2008.
6. Email from Bill Perry, Steward of the Course, received August 1, 2008.
7. Timing and Scoring data received August 1, 2008.
8. Verbal testimony from SOM Rick Mitchell and Chairman Sara Snider on August 7, 2008.

FINDINGS

Unfortunately, the original Observer's Report for the event was lost in the mail. The original Report included two videos, one from Mr. Ormaza's car and one from Al McPeters, SM #96, the car directly in front of Mr. Ormaza's car; witness statements from both Mr. Ormaza and Mr. McPeters; and witness statements from several crew members and corner workers. The SOM Chairman had retained

a copy of the Report, but had not kept copies of any documents that accompanied the Report, including the videos.

The COA was able to obtain back-up copies of the race control logs, lap charts and results sheets. Accordingly the COA asked the SOM to participate in a conference call to discuss the evidence the SOM reviewed.

Mr. Ormaza's appeal addressed his contentions that:

1. He had been advised by email the following day that he had been penalized. He had been penalized utilizing a video from another car "in a different place on the track."
2. He should not have been penalized as "there was no other car involved" and the penalty "did not affect anybody's position at the end of the race."
3. He felt that having a Steward file the CSA was a conflict of interest, since the Steward is the father of one of Mr. Ormaza's competitors.

Following the race in question, Bill Perry (Steward of the Course/Black Flag Steward) prepared a CSA notifying Mr. Ormaza that he was being penalized by the Operating Steward, Bob Horansky, for passing under the yellow. Mr. Perry's son was a competitor in this race group, but was not involved in any way with the incident which resulted in the penalty given to Mr. Ormaza.

In their review of the videos from both drivers, the SOM determined that there were yellow flags displayed at Turn 5 and Start, along with yellow track signal lights shown in both Mr. Ormaza's and Mr. McPeters' videos. Mr. McPeters' car was directly in front of Mr. Ormaza's. Witness reports from Turn 5 as well as the Starters all confirmed that the passes occurred.

Ms. Snider testified to the Court that Mr. Ormaza left the track prior to the SOM reaching a final decision on the protest. Ms. Snider also testified she had tried to contact Mr. Ormaza by phone Saturday evening, was unable to reach him, but obtained another phone number for him and did notify him of the SOM decision. He was notified by both email, and by surface mail following the event.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Ormaza's contentions are not confirmed and he supplied no new evidence. Mr. Ormaza's appeal is considered not well founded and his appeal fee shall be retained by SCCA

The COA reminds all Stewards to retain copies of all evidence in every action for an event along with all documentation.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD | SPORTS CAR CLUB OF AMERICA, INC. | July 23, 2008

The Solo Events Board met by conference call July 23. Attending were SEB members Dave Whitworth, Tina Reeves, Steve Wynveen, Jason Isley, Erik Strelnieks, and Donnie Barnes; Lisa Noble and Jerry Wannarka of the BOD; and Doug Gill, Brian Harmer, and Nancy Downing of the National Staff. Absent were Ron Bauer, Chris Dorsey, and Rick Myers. 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 1/1/2009.

GENERAL

- o 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.
- o The SEB is seeking nominations for the Driver of Eminence and Solo Cup awards, to be presented at the Tire Rack Solo Nationals in September. Members should submit their nominations and reasoning in writing to the SEB via the National Office.
- o Regions are reminded that they can create their own classing structures, since the preparation level rules and class listings are not among the mandatory sections noted in 1.1. Regional programs are encouraged to do this to meet the needs of their constituencies and encourage program growth.

SAFETY

- o The MAC has recommended adding a safety requirement for splitter edges. To that end, the following proposal is published for member review:

Add new 3.3.3.B.23: "Bodywork protrusions below the bumper level (e.g. splitters) which extend beyond the outline of the fenders or bumpers when viewed from above, may not have sharp edges; the edges must be rounded, blunted, or taped."

STOCK

- o The SAC has recommended publication of the following class change proposal, effective 1/1/2010, for member comment: Move to from GS to HS, Ford Focus SVT (ref. 08-366).
- o The SAC has requested that the following, introducing a concept for a rule change proposal which would be incorporated into the rule book effective 1/1/2010, be published for member comment:

"The committee is proposing a sunset rule for stock class cars. The rule book does not include a process where aging cars are retired. These cars usually have limited spare parts availability, spotty or non-existent documentation, and/or a general lack of availability. While they should remain eligible to compete, the SAC believes their eligibility for Divisionals, Tours, and the National Championships should be limited. The limitations would be as follows beginning 2010 and the cars will remain in Appendix A but will be notated as retired: **25 years** from model year designation. (Example - a 1985 Corvette would be eligible to compete in contingency events through the 2010 season.)"

- o The SAC has advised the SEB that it believes the exclusion list will continue to grow or Solo risks obsolescing some very popular classes. Current participation levels have about 1/3 of stock class entrants in SS and AS. The SAC would like to expand upon these popular platforms. The SAC proposes to expand the performance envelope of Stock Class by effectively shifting classes down. This extends the life of the most popular classes in Solo. The value/performance ratio in the top two classes are unmatched and the SAC would like to see these cars remain competitive. The SAC considered creating a class between SS and AS. The choice was difficult but the SAC believes expanding the performance envelope creates more growth opportunity with minimal disruption. To create this space the SAC has to combine two classes. The addition of a class is not an option. We expect the membership's comments will help refine the proposal over the next 18 months.

The committee would like to propose the following alternatives for member comment. The effective date would be 1/1/2010.

- o Option 1: (Split CS to ES/BS)
 1. Move the current CS to ES (except for the MX5 '06+ and Solstice)
 2. Move the current BS to CS
 3. Move the current AS to BS
 4. Move the current SS to AS
 5. Move the following to SS:
 - Lotus Elise SC
 - Lotus Exige S (all)
 - 911 Turbo (996)
 - 2008 Viper
 6. And if/when new/secondary market pricing and/or tire availability is appropriate the following would be considered:
 - 997 GT3
 - Audi R8

- 996 GT2
 - Corvette ZR1
 - Nissan GT-R
 - Nissan GT-R Spec V
 - Lotus Eagle
- o Option 2: (CS/BS Merger)
1. Move the current BS to CS
 2. Move the current AS to BS
 3. Move the current SS to AS
 4. Move the following to SS:
 - Lotus Elise SC
 - Lotus Exige S (all)
 - 911 Turbo (996)
 - 2008 Viper
 5. And if/when new/secondary market pricing and/or tire availability is appropriate the following would be considered:
 - 997 GT3
 - Audi R8
 - 996 GT2
 - Corvette ZR1
 - Nissan GT-R
 - Nissan GT-R Spec V
 - Lotus Eagle

STREET TOURING

- o The following reorganization of the class naming conventions in ST is proposed for member feedback:
- Rename STS to ST and rename STS2 to STS.
- (STX and STU remain unchanged)

STREET MODIFIED

- o The following class rename proposal is proposed for member feedback:
- Rename SM2 to SSM.

NOT RECOMMENDED

- o Toyota X Runner classing (ref. 08-301) Comment: not classed at this time due to SSF-related concerns.
- o Mini Cooper S move to DS (ref. 08-313)
- o Lotus sport seats (ref. 08-327)
- o Honda CRX classing change (ref. 08-333)
- o BMW 325ix classing change (ref. 08-338)
- o Chevrolet Trailblazer SS classing (ref. 08-385) Comment: not classed at this time due to SSF-related concerns.

TECH BULLETINS

1. Stock: The following new listings, effective immediately upon publication and recommended by the SAC have been approved by the SEB:

Chrysler 300M ('99-'04) HS (ref. 08-276)
2. Stock: Add to 12.4 as a new second sentence: "Port-installed options provided by the factory are considered to be the same as those installed on the factory production line." *Comment:* 12.4 allows configurations which could verifiably have been ordered, whether they actually were or not, to be used in Stock classes. (ref. 08-239)
3. Street Touring: The following correction to a previously-published item has been noted by the STAC: The item which read as follows:

Change 14.12.4, under STX, to read: "Rim restriction: maximum width of 9 inches, diameter/offset unrestricted. Tire restriction: max width 265mm for FWD/RWD cars."

should have read:

Change 14.12.4, under STX, to read: "Rim restriction: maximum width of 8 inches, diameter/offset unrestricted. Tire restriction: max width 245 mm. For 2WD vehicles (FWD or RWD), these maximums are increased to 9 inches and 265 mm, respectively."
4. Prepared: The PAC has noted that the following item in Appendix A, Prepared Class C, should have been removed: "All vehicles have maximum track per Section 17." (ref. 08-395)

5. Prepared: Per the PAC, in Appendix A, Prepared Class X, Section 1.c should read as follows:

"c. Aerodynamic Aids: Wings may be added, removed, or modified. Non O.E. wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area when viewed from the top of the airfoil sections(s) of all wings shall not exceed 8 square feet. The area shall be computed by multiplying the width and depth of the wing without regard to the curvature of the element(s). The number of wing elements is limited to 2 and the area of each must be added separately. Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" forward of the rear axle, more than 0" beyond the rear most portion of the bodywork, or more than 6" above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Wing endplate surface area is limited to 200 square inches each and limited to a maximum of two. For convertibles and roadsters *with no roof and targas with no rear window*, no portion of the wing may be higher than 12 inches above the wing's point of attachment to the body of the vehicle.

Front splitters are allowed and shall be installed parallel to the ground (within +/-3 degrees fore and aft) and may extend a maximum of 6 inches forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above."

ROADRALLY BOARD MINUTES

ROADRALLY BOARD |SPORTS CAR CLUB OF AMERICA, INC. | July 2, 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, Jim Wakemen Jr., and Lois Van Vleet; and Pego Mack, National Office. Duck Allen, Board of Directors was not able to attend. Chairman Poirier called the meeting to order at 7:30 pm CDT.

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

Proceedings

1. Regional event scorekeeping

Discussion: Regional event scorekeeping is a time-consuming task. A proposal to limit the number of single-region events that would be counted would likely impose a very heavy burden on the scorekeeper. Alternatives were discussed and postponed until the August meeting.

2. Combining classes

Discussion: The method for combining classes that have only one or two competitors at any given event was referred to the Rules Committee for determination of mathematical factors and wording of the rule. The RRB remains reluctant to combine classes on Regional or National events or place a minimum attendance for inclusion in the Championship.

3. RRB Documents

Discussion: The RRB is developing a survey for those members who rally to gain insight into what the active membership wants from a rally experience.

4. Summary of referrals to Rules Committee

Discussion: The RRB has referred consideration of the following items to the Rules Committee: Definition of Opportunity; Definition of At; Combining classes.

5. Upcoming Events

Discussion: The National Rally events to be held in the DC Region is going forward, as are plans for Oktoberally. The USRRC is being written and will include a GTA.

6. Applications for RRB

Discussion: Resumes have been received and are being considered.

7. RRB Liaison

Discussion: The RRB received suggestions to eliminate the RRB Liaison for National Rallies and the usefulness of this proposal will be again discussed.

8. Photo Contest

Discussion: Three judges have been selected and submission of photos will be accepted between August 1 and November 3, 2008.

Next meeting

August 6, 2008, at 7:30 pm CDT via conference call.

The meeting was adjourned at 9:40 pm CDT (Van Vleet/Beattie).

Submitted by Chuck Edwards, Meeting Secretary

ROADRALLY BOARD MINUTES

ROADRALLY BOARD |SPORTS CAR CLUB OF AMERICA, INC. | August 6, 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, Jim Wakemen Jr., and Lois Van Vleet; 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 July, 2008, minutes was accepted.

Proceedings

1. Division RoadRally Stewards Conference Call

Discussion: The conference call meeting went very well with 4 more attendees than previously. Discussion included whether a weekend member can be a rallymaster with the conclusion being Yes. It was noted that the event chairman and the RRSS must be regular members.

2. Upcoming national rallies

Discussion: The Washington DC region Labor Day weekend events have been pre-checked. Oktoberally and Quantum Leap will be long-distance pre-checked by Rick Beattie.

3. 2009 Proposed Rule changes

Discussion: The following items were discussed and approved to be issued for public comment. See published call for public comment memorandum for full details of each item:

- A. Regional Events and Combining of Classes**
- B. Definition of "At"**
- C. Definition of "Opportunity"**
- D. Event Duration**
- E. Separation of Appendices**
- F. GPS Devices**

4. Applications for RRB

Discussion: Resumes have been received and are being considered.

5. Old Business

Discussion: Reviewed status of action items from June RRB meeting, including revised Sanction Application and Safety Steward License Application. The use of SurveyMonkey.com has been approved for use as a means of conducting a survey of rally competitors.

6. New Business

Discussion: Discussed potential applicability of a yearly waiver card, aka Hard Card for RoadRally events.

Next meeting

September 3, 2008, at 7:30 pm CDT via conference call.

The meeting was adjourned at 10 pm CDT.

Submitted by Chuck Edwards, Meeting Secretary

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD | SPORTS CAR CLUB OF AMERICA, INC. | July 14, 2008

Call to order 8:15pm central:

In attendance: John Barnett, Mark Utecht, Mark Walker, Tom Nelson, Jayson Woodruff, Matt Nicols, Howard Duncan and Howard Allen

June minutes not yet complete

Safety Committee

Pending safety meeting to review current RxSS training and licensing program. Define and establish a RxSS Trainer license. Aug or Sept will have something for RXB to review.

New Region Programs – John Barnett

Get Jon O's e-mail. (done)

Rules

Little change from what was sent in July RXB agenda. 2009 rule change review.

Excluding 5.2.E from mandatory sections (accumulative scoring).

Mark U motion
Barnett Second
4-1-1 passed as amended

6.2.c.2.d Tire sizes and tread gap elimination

Mark U motion
Tom second
5-1 passed

6.2.c.13 OEM Spring perch location

Mark U motion
Walker second
6-0 passed

6.2.c.14 Front sway bar allowance (solo crossover)

Mark U motion
Jayson Second
4-0-2 passed as amended

6.2.C.15 Stock Alignment

Mark U motion
Nelson Second
6-0 passed

6.2.d.4.d Allows cat removal

Mark U motion
Jayson Second
4-0-2

6.2.d.14 Carb allowances

Mark U Motion
Matt Second
6-0 passed

6.2.d.15 Prep LSD

Mark U motion
Barnett second
6-0 passed

6.3.N Battery box

Mark U motion
Tom Second
5-0-1 Passed

6.2.d.16 Prep battery and re-location

Mark U motion
Second Walker
6-0 passed

6.2.d.17 Accessory drive pulleys
Mark U motion
6-0 passed

6.2.e.6 Windshield replacements
Passed 6-0

6.2.e.10 Body panel clarifications
Mark U motion
Mark W second
5-1 as amended

6.2.e.14 Fuel Systems
Mark U motion
Tom second
6-0 pass

Motion to adjourn – Mark U
Second – Mark W

No issues from Howards

Adjourn at 10pm Central.

Submitted respectfully by Jayson Woodruff

RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD | SPORTS CAR CLUB OF AMERICA, INC. | August 11, 2008

Call to order 8:07pm Central.

Mark U, Mark W, Tom Nelson, Jayson Woodruff and Pego Mack

Mark U motion to approve minutes, Nelson second. Pass 4-0

Agenda explained: Committee reports, new business: 2009 officers and chair. National Champs in Tennessee.

Safety Committee (Tom): Trying to get a meeting set up. 24hr conference line is available. At next RXB meeting will present any progress on training program, Safety Steward trainer license and RxSS trainer training program.

New region programs (John not present).

Rules (Mark U): Noted lack of discussion regarding rules on SCCA.com forum after posting anticipated changes. BOD is in progress of reviewing and possibly approving rule changes. Discussions on '09 rules book. Will post on SCCA RX site when approved.

New Business:

Mark W's term is up as chairman. Ask that other members start thinking about what officer positions they want to take or leave.

Current positions: Chair (Mark W), Secretary (Jay W), Rules Committee (Mark U), New Programs (John), Safety/Steward liaison (Tom)

Note Matt N joins telecon

National Championships: Mark U, Mark W, Jayson W, Matt N and John B attending. Tom is a maybe. Townhall with RXB will be Saturday night.

Las Vegas conventions this year: Feb 19-22. Chair report on Thur, seminars Fri-Sat. Town Hall Sat. Meet with BOD on Sunday.

Mark U motion to adjourn. Jay W second. Pass, 8:53pm Central.

Submitted respectfully by Jayson Woodruff

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>

2008 Runoffs Home Page: <http://www.scca.com/Runoffs>

SOLO

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

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

2008 Tire Rack SCCA Solo National Championships: <http://www.scca.com/event.aspx?hub=6&event=12143>

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=11083>

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