

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | March 3, 2009

The Club Racing Board met by teleconference on March 3, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were Marcus Meredith and Jerry Wannarka, BoD liasons; Howard "Duck" Allen and Bob Lybarger, BoD guests; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-05, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

Please send your comments to crb@scca.com.

GCR

Item 1. Effective 10/1/09: Change section 3.1.7 as follows:

... They shall not be open to any driver except students undergoing instruction, *holders of licenses from clubs listed in the Note of section 3.1.5*, and their instructors. ...

Item 2. Effective 10/1/09: Change the first sentence of section 4.4.3.D as follows:

Completion of a course at an SCCA accredited private driving school may be submitted in lieu of one SCCA Driver's School *per approved accredited private school course completed (not to exceed two)*, and ...

Item 3. Effective 10/1/09: Change section 9.3.12 as follows:

CAMERA MOUNTS The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera or (recording unit) *that weighs more than 8 oz* shall be secured at a minimum of two (2) points on different sides of the camera body, neither of the attachments may be elastic or plastic. If a tether is used to restrain the camera, the tether length shall be limited so that the camera can not come in contact with driver. ~~These rules of attachment do not apply to the remote lens of "lipstick" cameras, which weighs approximately 2 oz. The remote lens of these cameras may be secured with items such as cable ties and racer's tape.~~ Helmet mounted cameras are prohibited regardless of size, weight, or location of camera on the helmet.

Item 4. Effective 10/1/09: Change section 9.3.26 as follows:

... All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) specifications. *Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers.* All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum.

Formula/Sports Racing

Item 1. Effective 10/1/09: Revise SRF Section 9.1.9.C.23.L as follows:

A rain / brake light comprised of a single standard trailer oval lamp, 2-1/4 inches x 6-1/2 inches, with incandescent or LED illumination is required in the original roll hoop mounting location. No changes may be made to the original 3-pin connector on the wiring harness. The secondary filament of the brake light assembly shall be connected to a switch enabling use as a rain light. ~~by 1/1/95.~~

CONTENTS

BOARD OF DIRECTORS	NONE
CLUB RACING	1
CRB Minutes	1
Technical Bulletin	6
Court of Appeals	10
Toyo R888 Setup Suggestions	11
2009 Revised Runoffs Supps	13
2009 Runoffs Officials	18
SOLO	20
SEB Minutes	20
RALLY	22
RoadRally	22
RallyCross	24
QUICK LINKS	26

Grand Touring

Item 1. Effective 10/1/09: Change the third sentence of section 9.1.2.F.4.i.5.C as follows:

... If intake restrictors *and/or chokes* are specified on the vehicle specification line, ...

Super Touring

Item 1. Effective 10/1/09: Change section 9.1.4.L.9 as follows:

Cars that come with a solid rear axle, or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. *Cars with an altered rear suspension pick up points must add 50 lbs.* Cars with live axle RWD may reduce the minimum weight by 50 lbs.

Item 2. Effective 10/1/09: Add new subsections 10 and 11 to section 9.1.4.L as follows, and renumber the remaining items of the section:

10. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts can not be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.

11. When a car's anti-roll bar also acts as a suspension locating device, the bars attachment points and pivot points on the chassis and suspension control arms must remain in the stock location.

Item 3. Effective 10/1/09: Change section 9.1.4.1.A.2.a as follows:

... The hood vents are limited to 2 *louvered vents* areas with a max total plan area of 144 square inches. ...

Item 4. Effective 10/1/09: Add new section 8 to section 9.1.4.1.B as follows:

8. All cars shall fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.

- a. The approved carburetor shall be a maximum of 650cfm and 4 barrels. The approved optional insulator (Holley #108-12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.*
- b. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.*
- c. External throttle linkage to the carburetor may be modified or changed from original. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.*
- d. All air entering the intake tract shall pass through the carburetor air inlet.*

WHAT DO YOU THINK?

The CRB welcomes comments from the F500 community about the following proposal to allow motorcycle engines in the class. The proposal was submitted by George Dean, Chris Huskamp, Clint McMahan, Dan McMahan, Leon Mitchell, Jim Murphy, Jay Novak, and Jack Walbran.

Statement of Purpose:

To allow the use of stock production 600cc motorcycle engines for use as alternative additional engines for use in Formula 500.

The intent of this proposal is to ensure the current F500 Rotax 493 and 494 2-stroke engines remain the competitive benchmark for competition adjustments to F500 if 4-stroke motorcycle engines are allowed in F500. Thus, all motorcycle engines allowed in F500 as alternate engines shall be controlled by the placement of a defined restrictor between each cylinder throttle body and each inlet port. This restrictor will be used to initially restrict the horsepower of all motorcycle engines to a level that places them at a disadvantage to the 2-stroke engines. The initial size of the defined restrictor shall be determined by dynamometer testing of a representative engine or engines. The restrictor size will be adjusted by the CRB over a period of approximately three years to achieve and maintain competitive parity between the 2-stroke Rotax engines and the 4-stroke motorcycle engines. The intent is to make *certain* that current F500 cars remain absolutely competitive and that the class philosophy of the absolute best value in low cost racing is maintained or even improved.

Proposed Rules for 600cc motorcycle engines in F500

The proposed engine rules are based on the current F1000 (FB) rules drawn directly from the GCR. If this proposal is approved, the engine rules set would be integrated into the existing Formula 500 rules.

E.15. Alternative Motorcycle Engines

- A. Mass-produced (Honda, Kawasaki, Suzuki or Yamaha) water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc. The list of approved manufacturers may be modified by the CRB.
- B. The current F500 Rotax 493 and 494 2 stroke engines shall be the competitive benchmark for competition adjustments to F500 if 4 stroke motorcycle engines are allowed in F500. To that end, all motorcycle engines allowed into F500 for use as alternate engines shall be controlled by the placement of a defined restrictor between each cylinder throttle body and each inlet port. This restrictor will be used to restrict the horsepower of all motorcycle engines to a level that places them at a disadvantage to the 2 stroke engines. The initial size and shape of the defined restrictor shall be determined by dynamometer testing of a representative engine or engines. The restrictor size will be adjusted by the CRB over a period of approximately three years in order to achieve and then maintain competitive parity between the 2 stroke Rotax engines and the 4 stroke motorcycle engines. (See E.15.0 for additional information.)
- C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the engine unless specifically authorized in these rules.
- D. The stock ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.
- E. Turbochargers and superchargers are prohibited.
- F. Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.
- G. The exhaust system and exhaust manifold are unrestricted within SCCA safety regulations, except that stepped exhaust headers are not allowed.
- H. The lubrication system is unrestricted, except that dry sump systems are not permitted. Any oil pan and/or baffling are permitted. Accusump or similar oiling assist systems are allowed.
- I. Oil coolers are unrestricted.
- J. The cooling system is unrestricted. Radiators and associated ductwork shall comply with the existing F500 bodywork rules.
- K. Replacement of the stock camshaft chain tensioner with any other chain tensioner is allowed. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.
- L. Replacement of the standard connecting rod fasteners with alternate fasteners is allowed as long as there are no modifications to the production connecting rods. Replacement of other nuts, bolts, fasteners, and washers with common hardware items performing only the same fastening/fitting functions also is permitted as long as there are no modifications to the production parts being assembled or the production assembly.
- M. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.
- N. Camshafts and camshaft drive mechanisms must not be modified or adjusted in any way unless specifically authorized in these rules.
- O. The air inlet system shall have a restrictor placed between the intake manifold and the cylinder head for each cylinder intake port. This restrictor shall be made of .250" thick aluminum plate and shall have a maximum internal diameter of XXX mm. The inlet side of the restrictors may have a maximum radius of .125". The CRB may require adjustments to the maximum diameter of the restrictor at any time by publishing the requirements in FastTrack.
- P. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in the normal driving position.

E.6. Transmission and Final Drive for motorcycle engines

- A. Rear wheel drive only is permitted.
- B. The final drive ratio is unrestricted. Internal transmission gears shall remain stock.
- C. Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.
- D. All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are allowed. This may include cables, rods, or other mechanical linkage systems. Any other assisted shifting mechanisms are

specifically not allowed. This prohibition shall include electric solenoid shifters, air-shifters, etc. Other similar devices are not permitted. Devices that allow pre-selected gear changes are also prohibited.

- E. The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.
- F. The use of jackshafts to transmit power from the output shaft to the rear axle is allowed.
- G. Final drive chain tensioners are allowed.

From the F500 rules:

E.2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 lbs. for AMW and Rotax 494 engines, 825 lbs. for Rotax 493, 850 lbs for 4 stroke 600cc motorcycle engines.

Wheelbase: Maximum 80"

Overall Length: Minimum 110"

Maximum 150"

Overall Width: Minimum 50"

Maximum 55"

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

Formula

1. FF – Hubcaps and wheel covers (Creighton). The rules are adequate as written.
2. SRF – Change spring tolerances (Skirmants). Request withdrawn.

Grand Touring

1. GT2 – Alternate Porsche choke size (Jones). The specifications are correct.
2. GT2 – Allow the Porsche 944 a turbo (Burgess). Turbos are not allowed in GT2.

Improved Touring

ITB – Review the weight of the Golf 2 (Schaafsma). The weight is correct as specified.

Super Touring

ST – Use World Challenge VTS for classifications (Ratcliffe). We do not have the tech staff that WC has, and we cannot monitor rev limits.

Production

P – Bring back G Production (Heintzman). The CRB and Production committee would like to remind the members that we welcome the opportunity to classify new vehicles in the existing Production classifications and encourage member requests for cars they are interested in building.

Touring/Showroom Stock

1. T – Handbrake removal (Kryder). Removal of the handbrake is not allowed in touring.
2. T1 – Increase the weight of the 360 C (Buttermore). The weight is specified correctly.
3. T1 – Reduce the weight of the LS3 (Ingle). A weight adjustment was made for 2009. We will monitor the performance of the car.
4. T/SS – Extend the 10-year rule (Stewart). The 10-year rule is the appropriate length of eligibility for these categories.
5. T/SS – Eligibility 25 years (Czacki). The 10-year rule is the appropriate length of eligibility for these categories.
6. T/SS – Move the Honda Civic Si to T3 (Swansiger). The car is classed correctly.
7. SSC – Help the SER Spec V (Isley). The weight is specified correctly. Camber bolts are not allowed in SS. However, we will monitor the performance of the car.
8. SSC – Reduce the weight of the 99-00 Honda Civic Si (Jones). The weight is specified correctly.

NO ACTION REQUIRED

GCR

Gender neutrality language in GCR (Garbino). Thank you for your input. We are currently looking at the language used.

Formula

FV – Intake manifold input (Andrade). Thank you for your input. No changes beyond those stated in the April *FasTrack* are needed. Any further changes would render manifolds built within the defined restrictions noncompliant.

Touring/Showroom Stock

1. T – Adjustments (Czacki). Thank you for your input.
2. T – Camber input (Peter). Thank you for your input.
3. T1 – 430 Challenge input (multiple). Thank you for your input.
4. SS – Opposition to moving the Miata to SSC (McCaughey). There are no plans to move the Miata.

Spec Miata

1. FCM bump stop input (Turner). Thank you for your input.
2. R888 wear problem (Bell). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: April 7, 2009

NUMBER: TB 09-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/09 unless otherwise noted.

GCR

- Clarify section 9.3.26, p. 282, by making the following changes: All cars must be equipped with a safety fuel cell complying with these specifications, except for Showroom Stock, Touring, Spec Miata, ~~and~~ Improved Touring, or as otherwise specified.
- Correct section 3.9.1.C, p. 18, by making the following changes: Ties in the final point totals shall be resolved on the basis of each driver's record of first place finishes; then if necessary, second place finishes; then if necessary, third place finishes, including those finishes in excess of a driver's best ~~six~~ seven, if any.

Grand Touring

- Clarify section 9.1.2.F.4.i. 5.C, p. 278, by making the following changes: Only butterfly-type throttle control, one per cylinder or rotor, is permitted unless using an SIR. Cars using an SIR may use any butterfly-type throttle control. If intake restrictors (non-SIR) are specified on the vehicle specification line, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. SIR location is unrestricted so long as all SIR criteria are met. Restrictors shall be a minimum .060" thickness and of the specified diameter..

GT1

- Mustang (bodywork) (05-08), p. 263, add the 2009 and 2010 model years.

GT2

- Engines - BMW, p. 282, change the S52 engine specs to read as follows: Fuel Induction: ~~36.5mm~~ 37mm SIR.
- Engines - Chevrolet, p. 283, remove the Fuel Induction requirements for the 2210cc, 2272cc, and 2392cc engines.
- Engines - Nissan, p. 289, change the KA24DE specs as follows: Fuel Induction: ~~37mm SIR~~.
- Engines - Nissan, p. 289, change the VQ25 specs as follows: Fuel Induction: ~~35mm SIR~~ 37mm SIR.
- Engines - Pontiac, p. 291, remove the Fuel Induction requirements for the 2198cc, 2210cc, and 2392cc engines.
- Engines - Porsche, p. 292, remove the Fuel Induction requirements for 2681cc engine.
- Engines - Porsche, p. 292, change the 2687cc engine specs as follows: Fuel Induction: ~~36mm SIR~~ 37mm SIR.

Formula

F500

- Clarify section 9.1.1.E.7, p. 217, by adding the following to the end of the last sentence: "....unless foot protection is provided in accordance with 9.4.5.G.1.B."

Improved Touring

ITR

- Classify the Chevrolet Camaro (87-92) in ITR, p. 344, as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Chevrolet Camaro (87-92) (exclude 1LE & BC4 Package)	V-8 OHV	94.9 x 88.4	In:1.84				2.75, 1.94, 1.34, 1.00, .73	F: 267 x 37 (vented) R: 296 x 21 (vented) Alt: 242 x 51 (drum)	3330	
		5000	Ex:1.50	9.3	101.1	16				

- Classify the Pontiac Firebird (87-92) in ITR, p. 345, as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Pontiac Firebird (87-92) (exclude 1LE & BC4 Package)	V-8 OHV	94.9 x 88.4	In:1.84				2.75, 1.94, 1.34, 1.00, .73	F: 267 x 37 R: 296 x 21	3330	
		5000	Ex:1.50	9.3	101.1	16				

3. Classify the Ford Mustang GT (94-95) in ITR, p. 344, as follows:

Car	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Ford Mustang GT (94-95) (exclude Cobra)	V-8 OHV	101.6 x 76.2 4942	I: 45.3 E: 36.9	9	101.3	16	3.35, 1.99, 1.33, 1.00, 0.68	F: 276 x 26 vented R: 266 x 14 solid	3120	

4. Classify the Ford Mustang GT (89-93) in ITR, p. 344, as follows:

Car	Engine	Bore x	Valves	Comp.	Wheel-	Wheel	Gear Ratios	Brakes Std.	Weight	Notes
	Type	Stroke(mm)/	IN & EX	Ratio	base	Dia.		(mm)	(lbs.)	
		Displ. (cc)	(mm)		(inch)	(inch)				
Ford Mustang GT & LX (89-93) (exclude Cobra)	V-8 OHV	101.6 x 76.2 4942	I: 45.3 E: 36.9	9	100.4	15	2.95, 1.94, 1.34, 1.00, 0.63	F: 280 vented R: 254 x 51 (drum)	3260	

ITB

1. Volkswagen Golf GTI/GT/GL (85-91), p. 370, add the 1992 model year.
2. Volkswagen Jetta/GL/GLI (85-91), p. 370, add the 1992 model year.

Production

FP

1. Classify the Triumph TR2/3/4:

Car	Prep.	Weight	Engine	Bore x	Displ.	Block	Head/PN	Valves
	Level	(lbs)	Type	Stroke	cc/(ci.)	Mat'l	& Mat'l	IN & EX
				(mm/(in.))				mm/(in.)
Triumph TR2/3/4	1	2060	4 Cyl OHV	83.1 x 92.0 86.1 x 92.0	1991 2138	Iron	Iron	(I) 39.6 (E) 33.0

Carb. No. & Type	Wheel-	Track (F/R)	Wheels	Trans.	Brakes Std.	Brakes Alt.:	Notes:
	base	mm/(in.)	(max)	Speed	(mm/(in.))	mm/(in.)	
	mm/(in.)						
(2) 1.75" SU	2235	1346/1334 1387/1361	15 x 7	4	(F) 279 (11.0) Disc (R) 229 (9.0) Drum	(F) Calipers & discs from TR-6 (std. or alt.) (R) 254 (10.0) Drum Drum may be 9" or 10" and of alfin or steel.	Front apron assembly may be made of alternate material. Laycock overdrive may use 5 speed gearbox without overdrive.

2. Lotus Super Seven, p. 442-443, replace the entire "track" cell with the following: 1293/1400 (50.9/55.1).

HP

1. Triumph Spitfire Prep Level 2, p. 458-459, add to the notes as follows: the use of alternate material stub axles that are identical to stock components in all dimensions are permitted.

Showroom Stock

SSC

1. Split the Volkswagen Rabbit spec line into two separate spec lines, as follows:

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Volkswagen Rabbit 2.5 (06-07)	82.55 x 92.71 2481	2578.1	1540/ 1519	15 x 6 16 x 6.5 17 x 7 alum	195/65 or 195/40 (max)	3.78, 2.12, 1.36, 1.03, 0.77	3.65	(F)228 Vented Disc (R)260 Solid Disc	2975	

Car	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Volkswagen Rabbit 2.5 (07-08)	82.55 x 92.71 2481	2578.1	1540/ 1519	15 x 6 16 x 6.5 17 x 7 alum	195/65 or 195/40 (max)	3.78, 2.12, 1.36, 1.03, 0.77	3.65	(F)228 Vented Disc (R)260 Solid Disc	3200	

Spec Miata

1. Mazda MX-5/Miata (99-00) p. 505, add to the notes as follows: Maximum L dimension of 1.815” is permitted.

Super Touring

1. Clarify the use of aftermarket crankshafts by adding the following language to section 9.1.4.E.2 (p. 382): “The crankshaft shall be a stock OEM part *or aftermarket as long as it is of identical dimensions and material as the OEM part* for the specific engine, but may be tooled enough to achieve balance.”
2. Clarify the use of fuel regulators by adding the following language to section 9.1.4.E.10 (p. 382): “The location and type of the fuel pressure regulator(s) are free provided they are mounted within the engine compartment *or the OEM location*.”

STO

1. Classify the Dodge Viper in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor
	Displacement	(lbs)	
	(cc)		
Viper	8400	3400	60mm flat plate

2. Classify the 2-Eleven GT4 Supersport in STO, p. 393, as follows:

Car	Engine	Min. Weight	Restrictor
	Displacement	(lbs)	
	(cc)	(lbs)	
2-Eleven GT4 Supersport	1800	2100	

3. Classify the Mazda 12A Street Port engine by adding the following language to the end of section 9.1.4.2.B.4 (p. 393): “The Mazda 12A Street Port is permitted at 2450 lbs.”
4. Insert the following note above the table in 9.1.4.1.F: *Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.*
5. Add the following to all Camaro, Firebird, and Mustang spec line notes: “Aftermarket K members are permitted.”
6. Chevrolet Corvette 6000cc, p. 393, add to the notes as follows: “The top 12” of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal piece running between the A-pillars.”

Touring

T1

1. Chevrolet Corvette C6 Coupe (05-08), combined spec line listed in TB 09-03, change the notes as follows: “The following parts are allowed: GM oil pan #12630477, GM power steering cooler # 15925777, GM radiator # 25999103 (LS3 only), GM radiator baffle # 25953429 (LS3 only), GM engine oil coolers (2) #15803358 (LS3 only)...”

T2

- 1) Delete the word “Max” from all Lotus front tire size requirements.
- 2) BMW M3 (01-06), p. 570, change the tire sizes as follows: ~~225/45 (F) 255/40 (R)~~ 275/35 (F & R).
- 3) Chevrolet Camaro Z-28 (98-02), p. 571, add the following wheel size: 17 x 9 (F & R).

- 4) Pontiac Firebird Formula & Trans-Am (98-02), p. 574, add the following wheel size: 17 x 9 (F & R).
- T3**
- 1) Delete the word "Max" from all Lotus front tire size requirements.
 - 2) Honda S2000 CR (2008), p. 576, change the spec line as follows: Wheel Size (inch): ~~17 x 7 (F)~~ 17 x 7.5 (F).
 - 3) Volkswagen GTI (06-08), p. 578, add to the notes as follows: Spring kit #1K0 0 71 678 is permitted.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Charles Paul Espenlaub vs. SOM, COA Ref. No. 09-06-SE

March 19, 2009

FACTS IN BRIEF

At the SARRC/ECRS Regional races held at Road Atlanta, February 21-22, 2009, Charles Paul Espenlaub was the subject of two Chief Steward's Actions (CSA) following the conclusion of the 6 Hour Enduro Race. The first CSA was for a violation of GCR 2.1.4. (Reckless or dangerous driving) written by ECRS Series Chief Steward Robert Mayes, and the second was for a violation of GCR 5.9.3.C. (underweight in post race impound), also written by Mr. Mayes. Mr. Espenlaub was disqualified on both CSAs. He protested the CSA for the violation of GCR 2.1.4. He did not protest the CSA for violation of GCR 5.9.3.C.

The Stewards of the Meeting (SOM) John Fine, Bob Kirkland, Nick Voigt (SIT), John Willes, and John Nesbitt, Chairman, held a hearing, heard witnesses and disallowed the protest. A penalty of disqualification was awarded Mr. Espenlaub and his protest fee was retained. Mr. Espenlaub is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA), Court Alternate Fred Cummings, Dick Templeton and Bob Horansky, Chairman, met on March 12 and 19, 2009, to hear, review, and render a decision on the appeal. Regular Court member Dave Nokes was unavailable for this meeting.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

Letter of Appeal from Charles Paul Espenlaub, driver of Car #9, STU, received by the COA March 6, 2009.

Official Observer's Report and related documents, received March 6 and 13, 2009.

Email from John Nesbitt, Chairman SOM, received March 9, 2009.

Email from Ken Irwin, Operating Steward, received March 7, 2009.

Email from Bob Hudson, SARRC Chief Steward, received March 10, 2009.

Email from Robert Mayes, ECRS Chief Steward, received March 12, 2009.

FINDINGS

At the end of the 6 hour Enduro Race Mr. Espenlaub, the overall winner of the race, entered the pit lane, then turned onto a portion of the track that is used for motorcycle races, and proceeded to complete a number of "victory donuts". Based on the photos provided by Mr. Espenlaub, his vehicle stayed on this 41 foot wide section of the motorcycle track. There was no contact with any other race vehicle. He then proceeded to post-race impound. Mr. Espenlaub's defense of his action in the SOM hearing was that he competes in other professional racing series, including SCCA Pro Racing events, where these victory celebrations are permitted. He stated that because of his driving skills, there were no hazards to other drivers.

In their decision, the SOM concluded that regardless of Mr. Espenlaub's driving skills, any slip or change in traction could have caused a collision with another race car traveling on the main pit entrance road. The fact that other sanctioning bodies permit this is irrelevant, as this was a Club Race which races under its own rules. The SOM concluded that this action was dangerous and found Mr. Espenlaub in violation of GCR 2.1.4.

The COA examined the photos of the portions of the track in question and concluded that Mr. Espenlaub's car was approximately 45 to 60 feet away from the main pit lane when he was doing his "victory celebration."

DECISION

The Court of Appeals upholds the decision of the SOM in finding Mr. Espenlaub in violation of GCR 2.1.4., but modifies the penalty they awarded. The disqualification penalty is replaced with a reprimand which carries one penalty point; the retention of his protest fee is upheld. Mr. Espenlaub's appeal is considered well founded and his appeal fee, less the amount retained by SCCA, will be returned.

Mr. Espenlaub remains disqualified from the race by the Chief Steward's CSA as he did not protest that CSA for his car being underweight in post-race impound. Chief Steward's Actions carry no penalty points.

Spec Miata Setup Guidelines

The information provided in this guideline are general recommendations, your final setup may deviate from what is stated here.

	RA1		R888	
	Full Tread	4/32nds	Full Tread	4/32nds
Stiffness				
IP (kPa)	220	220	220	220
Load (kg)	370	370	370	370
Kz (N/mm)	245	233	272	251
Ky (N/mm)	158	178	188	194
Kx (N/mm)	454	473	495	495
Cornering Power (CP) / Cornering Force (CF)				
IP (PSI)	32.0	32.0	32.0	32.0
Load (lbs)	816	816	816	816
Kz (lbs/in)	1,397	1,328	1,550	1,431
Ky (lbs/in)	901	1,015	1,072	1,106
Kx (lbs/in)	2,588	2,696	2,822	2,822
CP (kN/deg)	1.03	1.35	1.25	1.46
CF w/4deg Slip Angle (kN)	2.98	3.69	3.72	4.02
CP (lbs/deg)	231.6	303.5	281.0	328.2
CF w/4deg Slip Angle (lbs)	669.9	829.5	836.3	903.7

As shown in the chart above the Proxes R888 is stiffer (higher spring rate) and creates more cornering power and force than the RA1. These changes in tire design might require chassis setup changes and driving behavior to maximize performance and wear.

Shaving

The R888 was designed to be raced on at full tread depths (6/32nds). In back-to-back testing, a full tread depth R888 is faster than an RA1 that has been shaved to 4/32nds. Racers looking to maximize wear life should strongly consider using the R888 at full tread depths. The R888 can also be shaved for an increase in performance, but less remaining tread means less usable life.

Air Pressure

The R888 can be used at lower hot pressures as compared to the RA1 because of its design. Decreasing the air pressure will improve contact pressure and footprint shape. A recommended hot pressure range is 32 – 38 psi. For a light weight vehicle such as the Spec Miata, 32 psi hot is a good starting point.

Tread Temperatures

The optimum tread temperature for the R888 is 160°F to 220°F. Below 140°F and above 250°F the tire may not provide sufficient grip. Generally there will be a 25°F temperature gradient from inside to outside shoulder, with the inside shoulder being the hottest. Most distance and time on a race track is in a straight line therefore, the inside shoulder is hottest because of negative camber. The same temperatures across the tread face should not be expected.

Understand the track layout before pit entry. If for example there is a long right hand turn before entry, the left tires will be hotter. Take tire temperatures and pressures after a few laps to get the temperatures and pressures stabilized and come in after a hot lap.

Camber

To maximize the potential of the RA1 a lot of negative camber might have been required. The R888 on the other hand produces more camber thrust at the same camber angles as the RA1, therefore less negative camber might be beneficial. Reducing negative camber will improve contact pressure distribution across the tread face improving wear. Start at -2.5° in the front and -3.0° in the rear. Analyzing the tire temperatures, wear, and chassis behavior will help you dial-in the optimum camber for your setup.

Front Toe

One of the benefits of the increased stiffness of the R888 is the improved steering response over the RA1. Setting the front with a little to zero toe out will likely improve wear life, straight line speed, and stability with minimal sacrifice to steering response. The exact setting will vary depending on driver and situation.

Driving

Due to the higher cornering performance compared to the RA1 a driving style with less slip (steering) angle is possible. As shown in the chart above the R888 is generating more cornering force at a typical 4 degrees of slip angle. The RA1 would require more slip angle to generate comparable forces. The R888 will be quickest when it is not sliding too much or being over-driven.

Graining

The following are reasons why race tires grain:

- The tire was not properly brought up to working temperature. This will cause the tires to slide and not adhere to the track surface.
- Low track temperatures will not allow tire to come up to proper working temperatures.
- A vehicle that is setup poorly in suspension or alignment.

If graining is seen on the front tires the car may be understeering. The front tires are not generating enough grip (or rear tires may be generating too much) therefore the front tires are sliding creating this wear pattern.

Graining will contribute to poor grip and sliding which can cause more graining in an endless cycle.

SCCA National Championship RUNOFFS®

Held under the 2009 General Competition Rules
#IDC-09-S

Online Registration at www.scca.com

SUPPLEMENTARY REGULATIONS

Revised per SOM on 04/08/2009

- | | |
|-------------------------------|-------------------------------------|
| 1. Entries | 9. Pre-race Tech Inspection |
| 2. Driver Eligibility | 10. Impound & Post Race Inspection |
| 3. Tow Fund | 11. Decals/Patches |
| 4. Registration & Credentials | 12. Penalties/Protest/Appeals |
| 5. On-track Sessions | 13. Race Results |
| 6. Grid | 14. Rules of Operation/Pits/Paddock |
| 7. Start/Finish | 15. General Info |
| 8. Timing & Scoring | 16. Race/Driver Info. |

1. ENTRIES

- 1.1. All drivers shall be current Sports Car Club of America (SCCA) members in good standing, hold a current National Competition License and meet all criteria as listed under section 2.
- 1.2. Driver Eligibility: Drivers may enter as many classes as they wish and drive any car eligible for that class, provided they meet all driver eligibility requirements for each class entered.
- 1.3. One Vehicle, Multiple Classes: A driver may enter one vehicle in more than one class at this event. The driver shall have qualified for each class entered per these supplemental regulations and the vehicle shall be capable of meeting all requirements and specifications for those classes. Separate entry forms and fees are required for each class entered.
- 1.4. Registration: Online registration will be available at www.scca.com. Paper entry forms and fees (under same cover) shall be faxed to 785-232-7214 or mailed to:

SCCA
Attention: Club Racing
P.O. Box 1833
Topeka, KS 66601-1833

- All fields of the entry form shall be completed to be valid. The driver bio is optional. The entry fee shall accompany the entry form (see section 1.6)
- 1.5. Entry Dates: In order to support the **Continuous Participation Rewards Program** announced on 6/11/2008, the following dates will apply:
 - June 3rd, 2009 9:00 AM CDT Registration opens for drivers who have participated in the **last** 10 or more Runoffs
 - June 10th, 2009 9:00 AM CDT Registration opens for drivers who have participated in the **last** 1 or more Runoffs
 - June 17th, 2009 9:00 AM CDT Registration open for all driversVolunteer Registration will begin at 9:00 a.m. June 3rd, 2009 CDT.
Paper or Online entries will not be accepted before the dates noted above. Entries received prior to these dates will be returned.
 - 1.6. Entry Fee: Online entry fee is **\$400** payable with Visa or Mastercard. Paper entry fee is **\$410** (US Funds) payable to SCCA, Inc. The paper entry fee includes a \$10 handling fee. After midnight (CDT), Friday, August 28, 2009 (online, postmarked or dated by an express delivery service) the entry fee is \$600 for online or \$610 for paper entries. Note: An additional \$25 fee will be charged for checks returned for insufficient funds. Driver's that participated in the 2008 Runoffs will receive a \$50 discount on their entry fee (limit one class entry per driver – registration system will automatically apply the credit) per the Continuous Rewards Program.
 - 1.7. Cancellation and Refunds: The cancellation deadline for a **full** refund is midnight (CDT) Tuesday, September 8, 2009. Driver/entrant may cancel by the following methods:
 - Fax – (785) 232-7214
 - U.S. mail (see section 1.4 for address)
 - E-mail – runoffs@scca.comCancellations received between Sept. 9th & Sept. 27th will be refunded the entry fee less \$175. If your entry is not accepted for the Runoffs, you will automatically receive a full refund.
 - 1.8. Entry Acceptance: SCCA will not accept entries from drivers who do not meet the requirements of GCR Section 3.9.2.A. and the guidelines as set forth in these supplemental regulations.
 - 1.9. Car Numbers: 2009 Runoffs participants (who competed in the 2008 Runoffs) will be given the opportunity to retain their 2008 car number. These competitors will have until 9:00 am, July 1st, CDT to register thereby securing their 2008 number. 2008 defending National Champions desiring # 1 should contact the SCCA Club Racing office for Number Assignment (see section 8.1 in the Supplemental Regulations). All 2008 numbers not registered to a 2009 participant after this date will be released and available to anyone.
 - In the case of groups with combined sessions, if there are two drivers requesting the same number, the number will go to the first one registering.
 - The official paper event entry form provides space to indicate six (6) possible numbers of your choice.
 - The official online event entry form allows you to choose your number from the remaining available numbers.
 - Permitted numbers range from 00 through 99.
 - **Changes to assigned numbers shall be made before 5 pm CST September 14, 2009.**
 - Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring.
 - Illegible numbers may not be timed or scored.
 - In addition to having numbers on the end plate, all winged Formula cars are encouraged to have numbers elsewhere on the car.
 - 1.10. Entry to the Monday, September 21st, 2009 Test day will be via a registration link once you have completed your Runoffs Entry. Test day admittance will be capped at 300 cars. Registration will be on a first come, first served basis. Drivers that participated in the 2008 Runoffs will receive a 50% discount on the Monday test day entry fee.

2. DRIVER ELIGIBILITY

- 2.1. Entries will be accepted for this 2009 Interdivisional Championship Event from those drivers who meet the following for each class entered:
- 2.2. Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record and have been classified as a finisher in at least four (see GCR 3.9.2.A./B./C./D. (and Club Racing Technical Bulletin dated December 2, 2008 GCR item 2 in the January 2009 Fastrack) GCR 6.7.2 and GCR 6.7.3).
- 2.3. Shall have finished in the top ten (10) in their class in their division's 2009 National points standings.
- 2.4. Shall have accumulated at least four (4) National Championship points in 2009.
- 2.5. Defending National Champions: See section 3.9.2.B on page 20 in the 2009 GCR for requirements.
- 2.6. If you are not sure you have sufficient points to qualify, send an entry anyway. If the entry is denied, your entry fee will be refunded in full. Drivers who believe their points accumulation totals for Divisional Championship standings and National Championship Runoffs® invitations are in error, shall contact their Divisional Pointskeeper, before the entry deadline, for resolution. Only if satisfaction cannot be achieved at the Divisional level should a driver/entrant contact the National office for review of the matter.
- 2.7. In the event of a tie for tenth place, the first consideration for breaking the tie will be the above Driver Eligibility, followed by GCR 3.9.1.C.

3. TRAVEL/TOW FUND

- 3.1. A Tow Fund will be collected and maintained by the SCCA during the 2009 season for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®.
- 3.2. Fund Determination: A driver's payment will be determined by the following:
 - Straight line mileage from the driver's permanent residence to Road America.
 - The address will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received before the receipt of the entry.

Note: False representation of permanent residence may result in penalties as provided in GCR section 7.2.

- 3.3. Distribution of Tow Fund: Tow fund will be paid to drivers who meet the following criteria:
- Top three (3) drivers with the highest points total in each class from each Division that attend the event (no tow money will be paid to drivers living closer than 299 miles) and the maximum mileage to be paid will be 2,100 miles.
 - Shall enter on time and entry be accepted to participate in the Runoffs®
 - Shall complete registration, Tech inspection and be on-track at least once during the week.
- Note: Tow fund may not be paid to drivers/entrants who were disqualified from their race (see Penalties section 7.2.H). In the event there is an unbreakable tie within a class and Division (see GCR 3.9.1.C.) affecting Tow Fund payout, both parties will receive payment.*
- 3.4. Mailing of Funds: The National office will mail tow fund checks within 60 days of the completion of the event.
- The name and address on the check will match that of the W-9 form each driver must complete prior to receiving check.
 - A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 shall be completed using the Tax ID company name; the tow fund check will be issued to that named company.
 - Federal Tax ID and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in tow fund.
- 3.5. Tow Fund Claim Deadline: All inquiries regarding tow fund shall be made by December 14, 2009. Drivers/entrants who dispute funds received or believe they should have received funds shall contact SCCA Club Racing by December 14, 2009. No claims made after this date will be considered.
- 4. REGISTRATION AND CREDENTIALS**
- 4.1. Registration Hours (All times are Central Time Zone)
- | | | |
|----------------|------------|------------------------|
| Thurs..... | Sept 17 | 9:00 a.m. - 6:00 p.m. |
| Fri-Sun | Sept 18-20 | 7:00 a.m. - 6:00 p.m. |
| Mon-Thurs..... | Sept 21-24 | 7:00 a.m. - 5:00 p.m. |
| Fri..... | Sept 25 | 7:00 a.m. - 5:00 p.m. |
| Sat..... | Sept 26 | 7:00 a.m. - 4:00 p.m. |
| Sun..... | Sept 27 | 7:00 a.m. - 12:00 p.m. |
- 4.2. Entry into Road America for those arriving after registration is closed: Drivers/entrants, crew and volunteers **without** transport vehicles or RVs may enter Road America after registration hours by showing a current SCCA membership card and signing the ROAD AMERICA waiver. Participants shall report to Registration the following day to sign in and receive event credentials.
- ROAD AMERICA will supply SCCA with a list of people entering after hours each day.
 - No race, transport vehicles or RVs will be allowed to enter after Registration closes for the day.
- 4.3. Hot-Pit Access: All crew members who need to be in hot-pit areas shall be listed as crew on the driver's entry form.
- SCCA shall provide a maximum of four passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile.
 - Only the driver or entrant may add/change free or paid-for crew names. The addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited.
 - WEEKEND SCCA MEMBERSHIPS ARE NOT VALID FOR USE DURING THE RUNOFFS.
 - Additional passes can be purchased from Road America for \$40 each.
- 4.4. Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 7.2 Penalties
- 4.5. Commemorative Photos IDs will be available at the track for \$5.00 each.
- 5. ON-TRACK SESSIONS**
- 5.1. **Schedule Modification:** SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that is undersubscribed by the Sept. 5th deadline may be combined with another class or classes for all sessions, including races.
- 5.2. Qualifying Sessions.
- Grid positions for the first qualifying session for each class will be by random number draw. The draw will be done on Monday, September 21st and the results will be posted at Driver Information the same day. For qualifying sessions 2 and 3 the grid position will be determined by fastest times from the previous session. This process is **NON-PROTESTABLE**.
 - Combined Sessions: For combined groupings on the first day of qualifying, the group will be sorted by class with the group with the fastest track record going first. Position within each class will be determined by the process noted in preceding bullet. For the second and third days of qualifying, the group will be split by class by times from the previous day with the class with the fastest qualifier going first. This process is **NON-PROTESTABLE**.
 - During the qualifying sessions on Tuesday, Sept 27th, a **white flag** will be shown on the first lap for each group at each staffed corner station as information for drivers regarding corner station location per GCR 6.11.2. E.
 - All cars not on the grid prior to the one minute signal shall relinquish their qualifying grid position and start the qualifying session from the back of the field.
- 5.3. Eligibility for a Race Start: To be eligible to start the race, all cars shall qualify within 120 percent of the average of the fastest three qualifying times for their respective class.
- The Chief Steward may issue waivers to cars qualifying outside of the required 120 percent at his discretion.
 - Requests shall be made within 30 minutes of the posting of the grid.
 - Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.
- 5.4. Split Start: The SSB/T3 Race will utilize a split start with a pace car pacing each group.
- 5.5. Hardship Sessions: On Friday, Saturday and Sunday will be for **hardship** only. Any competitor may request permission to participate in the hardship lap sessions. Same day racers will have priority. Hardship laps are intended to allow competitors to check on the state of their car after repairs or adjustments have been made. Each competitor that wishes a hardship lap must request a pass for a hardship session from the Chief Steward or one of his designates prior to their race day. The pass must be presented to grid personnel prior to entering the track. The hardship lap will consist of a single traversal of the circuit from pit exit to the pit entrance. Markers will be placed on the track surface to remind competitors not to proceed past the pit entrance.
- 5.6. "Doughnuts" or reckless driving are not allowed on the track, in the paddock or on ROAD AMERICA property at any time.
- 6. GRID**
- 6.1. All cars shall enter the race track through the grid area located on the south end of the GearBox concession stand.
- Cars shall be in position and the grid cleared of crew at the one (1) minute warning.
 - Cars late to the grid shall enter the course from the grid through the pit lane.
 - The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic.
- 6.2. With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying position and be released from the pit lane at the back of the field.
- 7. START/FINISH**
- 7.1. THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT.
- 7.2. Pace laps: There will be one (1) pace lap at the start of each race. This lap does NOT count as a race lap.
- 7.3. Wave Off: In the event of a wave off of the first racing lap, the grid will continue at pace speed until the green flag is displayed by the Starter. Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black flagged and held **up to one (1) minute** in the pit lane. Other penalties may also be imposed (GCR 7.2).
- 7.4. Length of Race: Official track length is 4.0 miles; all races will be thirteen (13) laps or 40 minutes, whichever comes first. The 40 minute time limit will be in effect for all races commencing when the pole car crosses the Start/Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 6.7.3. The posted race times are green flag times.
- 7.5. One Lap to Go: A one lap to go sign with a number 1 will be displayed at the Start/Finish line indicating the last lap if possible.
- 7.6. Victory Lap: Each class winner may take a victory lap per GCR 6.8.7.
- 7.7. **Trophies will not be mailed.** If the race results are not available by the end of the day in which the race occurred, trophies will be mailed.

8. **TIMING AND SCORING**

- 8.1. All corrections, i.e., name and/or sponsor changes/additions, shall be submitted to Timing and Scoring before 5:00 p.m. on the last day of qualifying.
- 8.2. AMB TRANX 260 Transponders are required for all on-track sessions. All cars shall be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.
- 8.3. **To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line.**
- 8.4. Membership numbers may not be shown on official results.

9. **PRE-RACE TECH INSPECTION**

- 9.1. Tech Inspection Location and Hours: Tech Inspection will be held at the Registration building in the morning and at the Tech Area in the afternoons. Tech Inspection is on a first-come, first-served basis during the following hours:

Registration Building Express Tech only (Driver and Gear Check In) - see section 9.3 of these supps.
 Sat-Sun..... Sept 19-20..... 7:00 a.m. – noon.

Tech

Sat-Sun Sept 18-20..... 8:00 a.m. – 6:00 p.m.
 Mon-Sun..... Sept 21-27..... 7:45 a.m. – 6:00 p.m.

Note: Tech Areas will close by 8:00 PM CDT each day. Any inspections not completed by this time will be carried over to the next day.

- 9.2. Rules of Tech: The following shall be adhered to without exception:
 - No engines will be run in the Tech areas at any time during the week, unless directed to do so by a Tech official. Push cars in and out of the area.
 - **Smoking is prohibited in the Tech areas.**
 - **Non-licensed minors and pets are prohibited from the Tech areas.**
- 9.3. Express Tech (Check In): If your car does not need an annual Tech and its logbook has no unresolved notations, you do not need to present your car for Technical Inspection. After you have registered, please bring the following items to Tech:
 - Vehicle logbook
 - Helmet with a 2009 Club sticker
 - All Driver's suits to be used during the competition with official SCCA Club Racing patches on each suit and with the patches for any non-SCCA sanctioning body removed or covered
 - Tech sheet/vehicle declarations page (included in driver packet)
- 9.4. Vehicle Full Tech will be required if notations exist in the logbook or the car needs an annual Tech. Gear and helmet shall be presented at Tech Check-in. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing homologation shall have this accomplished prior to arrival at Road America.
- 9.5. Tech Stickers: The Runoffs® decals are your Tech inspection stickers and shall be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars and sports racers. In the event this placement is not possible, the Assistant Chief Steward of Tech will be responsible for the final placement of the Runoffs® decals. All classes must run the configuration in accordance with the declared minimum weight. If you change your declared weight, you will need to get a new tech sticker issued. If your new weight is lighter than your previous weight, you will lose your prior qualifying times.
 No vehicle will be allowed to participate in this event **without** the Runoffs® decals properly placed at **all times** during the National Championship Runoffs® from Tuesday, Sept 22, 2009, through Sunday, September 27th, 2009. A Runoffs® decal will **not** be issued until your vehicle(s) has been approved by Tech officials.
- 9.6. Two-way Radios: All cars may employ two-way radios. You may be required to change frequencies if interference occurs with event officials and/or track communications.
 Operation of radios is prohibited on the following UHF frequencies:

• 461.1750	• 463.7875	• 467.7875
• 461.3000	• 464.3250	• 468.2250
• 461.4750	• 464.3750	• 468.7875
• 461.5875	• 464.5250	• 469.3250
• 461.7750	• 464.8875	• 469.3750
• 462.0000	• 466.1750	• 469.5250
• 462.7875	• 466.5875	• 469.8875
• 463.2250	• 467.0000	
- 9.7. Back-up Car Procedures: Any additional cars and/or chassis that may be used at any time during the event shall be presented at Tech.
 - The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class.
 - The Chief of Tech shall inform the Chief Steward directly or through the Tech Steward.
 - The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination before the substitution will be removed; the driver shall re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed. Should the driver choose to return to the original car, the driver may request that the times for the original car be reinstated.
- 9.8. Tire Rules: Formula Mazda Tire Rule 9.1.1.F.14. (A,B,C,E), ESR Tire Rule 9.1.9.G.13. (a,b,c) and FE Tire Rule 9.1.1.A.5.13 (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.
- 9.9. Scales: The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound. Scales are located in the Tech area near Pit Out.
- 9.10. Grid and Pit Lane Tech: Additional visual inspections of race cars may be conducted on the Grid and on the Pit Lane. These inspections will be non-intrusive. Items not in compliance will be noted and the competitor will be directed to Tech at the end of their session for additional inspection.
- 9.11. Stock OEM Components: Tech may exchange stock OEM components with parts supplied by SCCA for Touring, Showroom Stock and Spec Miata cars.
- 9.12. Fuel: All cars shall use fuel purchased from the track as follows:

Class	Octane	Leaded or Unleaded
SRF, Spec Miata, Showroom Stock, Touring, rotary engine, and cars permitted to use fuel per IT requirements	93 or 100	Unleaded
Remaining Production, American Sedan, GT, Formula, Sports Racers	110, 112, or 116	Leaded

The track fuel pumps will be open Monday, September 14 th through Sunday, September 27, 2009.

Note: 100 and 110 Octane available 24 hours via credit card at permanent pumps. 93 and 112 octane will be available via attendant 8:00am-noon (9/14-9/20) and 8:00am-4:00pm (9/21-9/27). 116 Octane will be available via pre-order only through Road America.

- Competitors shall declare which fuel they are using.
- Mixing fuels of different octane is prohibited.
- These fuels shall be purchased from Road America and will be tested in accordance with the official Runoffs® fuel testing procedure. A copy of this procedure will be available in Tech.
- Before Tuesday's first session or if you have changed fuel types, at a **MINIMUM**, we recommend draining your tank/cell, then add a few gallons of your spec fuel, run the car and drain the tank/cell again.
- 9.13. Fuel Testing: Fuel testing for compliance with section 9.14 of these supplemental regulations may be implemented during qualifying and post-race inspection.
 - Fuel testing will be available to all competitors on a voluntary basis subject to the workload in tech. Priority will be given to competitors who have not yet had their fuel tested. The scheduled times for voluntary fuel testing will be posted at Tech.

- 9.14. Data Acquisition: SCCA Technical Staff and/or Club Racing Board members and their delegates may install data acquisition equipment in a competitor's car. This program is to assist the CRB in competition adjustments; participation is mandatory, not optional and is NON-PROTESTABLE.
10. **IMPOUND AND POST RACE INSPECTION**
- 10.1. At the conclusion of each race, the first six (6) cars in each class shall proceed to the Tech area.
- Impound passes will be issued to the driver and three crew members of the impounded cars.
 - Additional cars may be ordered to the Tech areas at the discretion of the Chief Steward.
 - Cars shall remain in the Tech area with a minimum of one crew member until released. Crew members may leave the Tech area after checking with the category supervisor.
- 10.2. At the conclusion of each qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his discretion.
- 10.3. **Post Qualifying Compliance Verification:** Tech inspectors may employ non-intrusive measuring devices (P&G gauge, Whistler, etc.) throughout the week. These devices are used for a quick estimate of the measurement and do not ensure that the reading will be the same as that done during a detailed inspection, which may occur at a later time. The Tech Inspector will note on the back of the Tech card any items observed during the course of this inspection as non-compliant with GCR eligibility and/or preparation limits. The "Official Report" will be prepared by Tech and processed with the Chief Tech Steward. The Tech Decals will be marked VOID for items noted on the back of the tech card. The driver shall sign the back of the tech card to acknowledge awareness that these discrepancies exist. The car must be presented to Tech in a compliant configuration before a replacement Tech Decal will be issued. A replacement Tech Decal is required to proceed into the next session for that car.
- 10.4. Eligibility and Preparation Resolution: The Chief Steward will resolve all matters of eligibility and/or preparation non-compliance no later than ninety (90) minutes after the final qualifying session on Thursday, September 24th, 2009. In addition, any car impounded after its qualifying session that has a Tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.
- 10.5. During post race impound, admission to the Tech areas are restricted to authorized drivers, officials and crew members with proper credentials.
- 10.6. Competitors are responsible for performing required disassembly and/or reassembly of their car, as well as any resulting expenses incurred. All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.
- 10.7. Any part found to be in non-compliance with the GCR specification book and/or supplemental regulations may be retained by the SCCA, Inc. and disposed of at a later date, at its discretion.
- 10.8. The first place car in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection:
- Removal of cylinder head for measurement of bore, stroke and valve size, where restricted by the rules for the class and category.
 - A P&G gauge or other measuring device may be used in place of cylinder head removal at the option of the Chief Steward.
 - Teardown will begin within 45 minutes following the conclusion of post race ceremonies.
 - Teardown shall be completed within 4 hours, except for Showroom Stock, Spec Miata, Touring and AS.
 - The Chief Steward may modify these procedures at his sole discretion.
- 10.9. Disabled Race Car Parking: Disabled cars will be parked in the boneyard. Removal of any automobile shall be approved by the Log Book Tech Inspector.
- 10.10 Each driver is responsible for having a person available for transporting his/her vehicle to and from tech locations following on-track sessions. Vehicles may be escorted from one tech area to another.
11. **DECALS AND PATCHES**
- 11.1. All GCR required decals and patches, as well as vehicle logbooks, are available in Tech.
- 11.2. All decals and patches required for Contingency programs will be available at Driver Information located next to the gas pumps mid paddock (Sunday, September 20th from 1-4 pm and 8am-5pm September 21-27, 2009.)
- 11.3. GCR required driver suit patches will be checked during pre-race Tech inspection. Non-SCCA sanctioning body decals and patches shall be removed or covered on the driver's suit(s) and racecar. **NO DRIVER WILL BE ALLOWED ON THE PODIUM WITHOUT APPROPRIATE SCCA PATCHES ON THEIR DRIVER SUIT**
12. **PENALTIES / PROTESTS / APPEALS**
- 12.1. Penalties will be as stated in GCR section 7.2, except as follows:
- Drivers may be excluded from competing in the following year's Interdivisional Championship Event. Tow fund may not be paid to drivers/cars disqualified from the event.
- 12.2. Protests: All protests shall be lodged at the Competitor Services Center, which is located in the Farmhouse Building across from Registration. Driver advisors will be available to provide assistance. Protests shall be filed and will be heard in accordance with the provisions of Section 8.3 of the GCR except as follows:
- Anyone who may be involved in a protest and fails to be available for the Court hearing waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event.
 - Protests against the validity of an entry or the eligibility of a driver, entrant or automobile, shall be lodged no later than ninety (90) minutes after the final qualifying session for the class of car being protested.
- 12.3. **All decisions or penalties rendered by the Stewards of the Meeting may be appealed.**
- 12.4. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions:
- Appeals shall be submitted to the Competitor Services Center. The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision.
 - **A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.**
13. **RACE RESULTS**
- 13.1. Results will normally be posted within 30 minutes after the conclusion of each race at Drivers Information located next to the gas pumps mid paddock. Upon completion of the event, each competitor will be mailed the final results book.
14. **RULES OF OPERATION/PITS/PADDOCK**
Note: All fees listed below are set by Road America.
- 14.1. **TRACK ORDINANCE: Racing engines shall not be run after the final checker of the day or 7:00 pm, whichever is later or before 7:30am.**
- 14.2. Vehicle Registration and Rules of Operation: All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that shall be purchased at Registration for \$25. This sticker is valid for the entire 2009 Season at Road America. The sticker must be affixed to the registered vehicle along with car number and class.
Note: Vehicle passes for handicapped persons will not be charged.
Vehicle passes will not be required for bicycles. **No bike riding or walking the Track after the Track closes for the day.**
- 14.3. Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts, other personal transportation and utility vehicles in the spectator areas are restricted to designated areas.
- 14.4. Speed limit is 10 miles per hour.
- 14.5. Only licensed drivers may operate pit vehicles.
- 14.6. In the pit lane, pit vehicles shall be used only for essential transportation and hauling.
- 14.7. Reckless and dangerous driving, speeding, or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 7.2 (Penalties).
- 14.8. For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility.
- The only race cars that will be allowed to be driven out of the facility will be the cars specifically used by competitors for day-to-day transportation (for example, Showroom Stock cars) or race cars going to the Engine Dyno located behind the Road America Maintenance Building across from Registration.

- Race cars are prohibited to be driven outside the paddock area (except as noted above).
- REMEMBER, DRIVERS/ENTRANTS ARE RESPONSIBLE FOR THE ACTIONS OF CREW MEMBERS.**
- 14.9. Rules of the Pit Lane and the Grid: The following are **prohibited** from the Pit Lane, Grid and Road America property
- Skateboards
 - Roller skates/blades
 - Scooters – electric or non-electric
 - Children's tricycles
- 14.10. Shoes that cover the entire foot are required of those entering the Pit Lane area. Sleeved shirts are required in the Pit Lane.**
- 14.11. Pets are welcome at Road America. Owners are required to keep their pets on a leash and clean up after them. ROAD AMERICA reserves the right to remove pets and owners who do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**
- 14.11. Posting of private classified For Sale signs is allowed in designated areas only. Road America reserves the right to remove any advertisements that do not comply with these regulations or that are offensive.
- 14.13. Vending is not allowed on Road America property without obtaining the proper permit from Road America.
- 14.14. Rules of the Paddock: Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. Do not deface any items on Road America property. Check voltage in electrical receptacles before using.
- 14.15 OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS.** Special oil and fluid reclamation stations will be accessible throughout the paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area and notifying Road America personnel immediately.
- 14.16. Parking: If you wish to leave your equipment at Road America between events, you must notify Road America office of your intentions so that arrangements can be made. Unless prior arrangements have been made with Road America, teams arriving prior to Sunday, September 13th, 2009, may not have access to the facility.
NOTE: Drivers/volunteers are permitted to stay over Sunday night, Sunday September 27th, 2009, but need to vacate by 10:00 a.m. Monday, September 28th, 2009.
- 14.17. Reserved Parking: Optional reserved paddock parking may be obtained through Road America after you have successfully registered for the event through SCCA's Runoffs registration. There will be a link to the Road America website, which will have all available spaces for reservation.
- All spaces will be \$100. Spaces range from 30 x 40 to 15 x 70. Each competitor may only reserve one (1) spot per entry.
 - If you do not wish to reserve/pay for a parking spot, non-reserved free parking will be available on a first come first served basis starting at 12:00 PM CDT on Sunday, September 20th, 2009.
- 14.18. All vehicles shall be parked within your designated paddock spot. If the vehicle does not fit in this area, it shall be parked in designated overflow parking areas.**
- Each entry will be issued one parking pass designated specifically for your paddock area. This pass will allow access to the paddock area only. Additional passes may be provided by ROAD AMERICA contingent on all vehicles fitting into the paddock space.
 - All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed
 - If you have an oversized rig that will not fit in the sizes of the spaced noted in 14.15, contact Dave Dahlin at ROAD AMERICA before you reserve your spot for assistance.
- 14.18. Motorhomes/Enclosed Trailers
- Motor homes with enclosed trailers may be in the paddock space if all vehicles fit in the assigned paddock space.
 - There are designated areas for motor homes and trailers if they cannot fit within the designated paddock area.
 - Parking marshals will have the right to inspect enclosed trailers and other vehicles for race cars.
15. **GENERAL INFORMATION**
Note: All fees listed below are set by Road America.
- 15.1. **SMOKING IS PROHIBITED INDOORS**, as well as TECH, GRID, PIT LANE and WITHIN 20 FEET OF THE TOWER MAIN ENTRANCE.
- 15.2. Camping: Overnight competitor camping in the paddock or track-side shall be in a legitimate, self-contained motor home. No exceptions.
- Overnight tent/non-self contained vehicle camping will be available in designated areas only.
 - Bonfires or open fires are allowed in approved areas only.
 - Outdoor cooking is allowed, but please keep safety in mind.
 - Illegal drugs, fireworks, firearms or any type of explosive are not permitted on Road America property.
 - Please leave the grounds as you found them.
- 15.3. Motorhome spaces with electricity are available for \$150 and can be reserved through www.RoadAmerica.com. (There is no charge for motorhome spaces without electricity).
- Motorhomes have access to the dumping stations located west of the Medical Building and in the camping area next to the Motorplex. Services such as dump and fill will be available for an additional fee.
 - Once the team motorhome or trailer is parked in its assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal.
 - Please make your own provision for electricity, such as a generator.
16. **RACE/DRIVER INFORMATION**
- 16.1. Driver Information is located next to the gas pumps mid paddock and is the "information center" for participants. A satellite driver information station will be located near Tech. Only qualifying times and race results will be available at the satellite location.
- 16.2. Driver Information includes the following:
- Qualifying times
 - Race results
 - Sound control reports
 - Protest and appeal results
 - Messages and notification of parcel delivery.
 - Paddock location of other participants may also be available.
- 16.3. All requests for public address announcements can be made at Driver Information. Please go to Driver Information with all of your questions before going to Road America or on-site SCCA offices.
- 16.4. Package Delivery: Deliver all packages to

Road America
N7390 Hwy 67
Elkhart Lake, WI 53020

- Packages should not be sent before September 13th, 2009.
- Packages **MUST** include name of recipient or team name or delivery will be refused.
- Packages may be picked up between 9:00 a.m. - 4:00 p.m. at the designated shipping and receiving area.
- All freight deliveries will be delivered to the maintenance building.
- There is a \$5 fee for packages delivered to the track and \$50 fee for use of track equipment
- No COD packages will be accepted.
- Packages not picked up will be returned COD only if requested by a competitor and a credit card is provided for handling.
- NO RUNOFFS PACKAGES WILL BE ACCEPTED AT SCCA, INC HEADQUARTERS DURING THE EVENT.



SCCA National Championship *RUNOFFS*

Race Officials

Race Administration

Marina Kraft, Nat'l Administrator

Chief Steward

Jim Averett
Dennis Dean, ACS
Jerry Wannarka, ACS

Registration

Chief Registrar

Wanda Cecil, Nat'l Administrator

Asst. Chief Registrars

Sharon Rollow
Mary Ann Kendall
Terry Roberts
Betsy Speed

Asst. Chief - Operating

Chuck Dobbs
Brian Holtz
Jim Rogaski
Laurie Sheppard

Tech Stewards

Skip Yocom, ACS Tech
Jim Graffy
Dave DeBorde
Jerry Casini
Peter Roberts

Stewards of the Course

Cathy Barnard, ACS SOC
Kathy McLeod

Pace Car Drivers

R.J. Gordy
Howard "Duck" Allen
John Sheridan

Safety Stewards

Paula Spencer, ACS Safety
Lou Geisy
Timothy Meddaugh

Stewards of the Meet

Ken Patterson- Chairman, MWDiv
Tom Brown, SWDiv
Mike Engelke, CENDiv
John Peterson, GLDiv
Tom Hoffman, NEDiv
Annie Christian, RMDiv

Bob Eddy, MWDiv
Barb Knox, SPDiv
Gary Meeker, NPDiv
Rick Mitchell, SEDiv
Linda Rogaski-SOM Administrator
Laura Stitch-SOM Administrator
Nancy Brown-SOM Administrator

Court of Appeals

Bob Horansky - Chairman
David Nokes
Dick Templeton
Fred Cummings, Alt. 1
JoAnne Jensen, Alt. 2
Sue Roethel - Secretary

Competitor Service Center

Mike Smith, Chief
Bev Heilicher

Driver Advisors

Costa Dunias
Jack Kish
Barbara McClellan

Scrutineers

Chief Scrutineer
Toni Creighton, Nat'l Administrator
Chief of Compliance
Frank Diring

Category Supervisors

Frank Safranek - AS
Chris Safranek - GT
Bill Etherington - Production
Bob Thornton - Touring
TBD - Showroom Stock
Ty Till - SM
Gene Petersen - Formula
Rod Markowicz - Sports Racers
Dave Badger - Fuel
George Bloeser - Pit Tech
William Bradley - Scales
Express Tech - Jim Creighton
Crash Recovery - Mike Pearson
Judi Fitch - Tech Ofc- Compliance
Linda Dent - Tech Ofc-Scales
Lois Petersen - Data - Scales
Barbara Henschel-Data-
Compliance
Larry Dent - Customer Service

TV Liaisons

Dee Duncan

Timing and Scoring

Carla Heath, Nat'l Administrator
Asst. Chief T&S
Anne Kumor
Dave Killian
Bill Skibbe

Starters

Chief Starter
Larry Kurkowski, Nat'l Administrator
Asst. Chief Starter
John Sutton
Keith Pfautz

Start Judges

Rich Lorenz

Flagging & Communication

Chief Flagging
Ann Hefty, Nat'l Administrator
Asst. Chiefs Flagging

Asst. Chief Communications

Doug Johnson

Pit and Grid

Chief Grid
Gayle Lorenz, Nat'l Administrator
Asst. Chief Grid
TBD
Chief Pit
Janet Bruce

Emergency Services

Leo Baker, Nat'l Administrator
Asst. Chief Emergency Services
TBD

Course Marshal

TBD

Chief Medical Officer

Dr. Jeff Gaver

Medical Safety/ Chief Race Physician

Jim Butler, M.D.



SCCA

National Championship

RUNOFFS

Radio Tech
Nancy Foster

Sound Control
Chief Sound Control
Wayne Briggs, Nat'l Administrator
Asst. Chief Sound
Ron Tanton
Jason Briggs

Victory Circle
Bonnie Wannarka

Driver Information
Sue Cowan

Race Control Hospitality
Wilma Dunias

Club Racing Board
Bob Dowie - Chairman
Chris Albin
Dave Gomberg
Peter Keane
Russ McHugh
Fred Clark
Jim Drago
Lauri Burkons - Secretary
Jerry Wannarka - BoD Liaison
Marcus Meredith - BoD Liaison

SCCA Board of Directors
Bob Introne - Area 1
Jerry Wannarka - Area 2
Robin Langlotz - Area 3
Marcus Meredith - Area 4
Bob Lybarger - Area 5
Lisa Noble - Area 6
Mike Sauce - Area 7
Jim Christian - Area 8
RJ Gordy - Area 9
John Sheridan - Area 10
Michael Lewis - Area 11
Phil Creighton - Area 12
Howard "Duck" Allen - Area 13

Road America Staff
President and CEO
George Bruggenthies
Track Manager
Greg Wieser

Hospitality and Track Rentals

Gail Bartelt

Marketing & Promotions
Manager

Mary Lou Haen

Communications & PR Manager

Julie Sebranek

Administration & Retail Manager

Kathy Kiesau

Safety and Rescue

Carson Wilkinson

SCCA National Staff

President & CEO

Jeff Dahnert

Executive Assistant

Aimee Thoennes

Vice President, Club Racing

Terry Ozment

Club Racing Manager

Deanna Flanagan

Club Racing Manager

Janet Farwell

Club Racing Technical Manager

John Bauer

Club Racing Technical

Coordinator

Kevin Yagoubhi

Vice President Marketing

Communications

Eric Prill

Marketing Services Manager

Melissa Flesher

Marketing/Communications

Specialist

Jenny McAbee

Public Relations Manager

Erin Cechal

Vice President Member &

Region Services

Colan Arnold

Vice President Finance

Rick Ehret

Creative Director

John Steflik

Information Technology

Manager

Joel Lemon

Region Development Manager

Rick Myers

SOLO EVENTS BOARD MINUTES

SEB MINUTES | March 25, 2009

The Solo Events Board met by conference call March 25th. Attending were SEB members Tina Reeves, Erik Strelnieks, Iain Mannix, Brian Nemy, Dave Feighner, and Donnie Barnes; Lisa Noble, Jim Christian, and Robin Langlotz of the BOD; and Doug Gill and Brian Harmer of the National Staff. 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.

Comments regarding items published herein should be directed to seb@scca.com.

GENERAL

- The following rule change is published here for member comment: Remove the last two sentences of 12.9 (Wing Area Computation).

STOCK

- At this time it is the opinion of the SEB that the demand for street tires in Stock classes can best be handled by individual Regions.

STREET TOURING

- The STAC and SEB are seeking input regarding a potential new ST class, tentatively named STR, which would encompass higher-powered 2-seat roadsters and perhaps typically having limited-slip differentials. Cars such as the S2000, MR2-Spyder, Z3, and later MX-5 would be considered for the class. The maximum tire size would be 245. Input is also requested as to the desirability of allowing aftermarket versus only standard limited-slip differentials in this class.
- The following rule change proposal is published here for member feedback: Add to 14.10.F.1 as follows: "Alternate software maps which violate these restrictions may not be present during competition, regardless of activation."

STREET PREPARED

- The SPAC is anticipating openings; members who are interested in serving on this committee should submit their qualifications in writing to the SEB via seb@scca.com.

STREET MODIFIED

- The SMAC has provided a revised version of their previously-published proposal for a new 16.1.S, regarding popup headlights, as follows: "OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. All associated hardware may be removed, replaced or modified."

PREPARED

- The PAC and SEB request member comment on the on elimination of (2) Weber DCOE carburetors on I.R. manifold w/30mm choke(s) as allowable carburetion for the Turner 1500 in G Prepared. Comment: This change provides similar allowances to other cars in GP.
- The PAC has recommended withdrawal of the previously-published proposal (in the February Fastrack) regarding removal of the dual-ignition distributor specification from the alternate parts listings for the Porsche 911 in FP.
- The following class listing addition proposals are submitted here for member feedback (ref. 09-096):
 - Noble M12, M12 GTO XP
 - Noble M400 XP
 - Rossion Q1 XP
- The following rule change proposals are published here for member feedback:
 - Add to the end of 1.c under Prepared Class X in Appendix A: "Wings designed to be adjustable while the car is in motion must be locked in a single position."
 - Add as a new paragraph to the end of 1.c under Prepared Class X in Appendix A: "Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance." (ref. 09-019)

MODIFIED

- The following rule change proposals are submitted for member feedback:
 - In 18.1.E.4.a, change the sixth sentence to read: "Alternatively, the spoiler may be mounted at the rear of the roof,

or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5 inches from the original bodywork, measured as described above..” Also change the reference in 18.1.E.7 from “...maximum of 4” to “...maximum of 7.5”

- Change 18.5 to read as follows:

“18.5 FORMULA SAE

- A. Vehicles constructed to any single year’s Formula SAE ruleset (1985 on) to include all FSAE safety items for that single year are eligible to run in SCCA Solo events. The FSAE rulebook year shall be specified on the entry form and that ruleset shall be provided by the entrant for viewing.
- B. Non-students may build, own, and compete in FSAE vehicles.
- C. In addition to FSAE safety rules, SCCA safety rules (per the applicable portions of Sections 3.3 and 18.4.A) shall be met. Passing vehicle inspection at a prior SAE event is not required.
- D. Transponder and FSAE lettering shall not be required.
- E. These vehicles are assigned to A Modified, subgroup FSAE, and must also meet the following minimum criteria:
 1. Current year FSAE restrictor plate, and engine displacement rules. Restrictor requirements are as follows:
 - a) Gasoline fueled cars - 20.0 mm (0.7874 inch) intake restrictor
 - b) E-85 fueled cars - 19.0 mm (0.7480 inch) intake restrictor
 - c) M-85 fueled cars - 18.0 mm (0.7087 inch) intake restrictor
 2. Current year FSAE aerodynamic rules
- F. FSAE vehicles may not mix and match specifications from multiple years except as specified above.”

In conjunction with the above, change 3.8.E to read “Applicable Formula SAE specifications.”

FORMULA JUNIOR

- Formula Junior restrictor plates and blueprints for building the plates are available from the SCCA National Office. Contact Doug Gill to obtain the parts.
- The KAC and SEB have been contacted by membership about the use of the Road Rat XK kid kart in regions approved for the 5-7 year old pilot program. The KAC and SEB will grant limited permission to evaluate this kart for the 2009 season. Based on performance and safety, the KAC will review the chassis and engine for inclusion in the rule set at the end of the year. The KAC and SEB reserve the right to remove the chassis immediately if it is determined to be unsuitable for this class of competition. Regions wishing to use this kart must be approved for the 5-7 year old kart program and will need permission to participate in this evaluation program. Please contact the SEB if your region is interested in participating.

NOT RECOMMENDED

- SSM Miata, eligibility for XP without roll bar (ref. 08-665)

TECH BULLETINS

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

Dodge Challenger SRT-8 ('08+)	FS
Dodge Challenger (V8 all) ('08+)	FS
Dodge Challenger (V6) ('09+)	GS
Hyundai Genesis Coupe (V6) ('10)	FS
Hyundai Genesis Coupe (4 cyl turbo) ('10)	GS
- 2) Stock: It is not permitted to modify the distributor cap for the purpose of using aftermarket ignition coils — aftermarket ignition coils may be used, but only if their installation does not require any unauthorized modifications.
- 3) Stock: The SAC would like to clarify the current Appendix A Super Stock listing for the 911 Turbo 930 2WD, as follows: “911 Turbo '74-'89 (930 chassis)”.
- 4) Street Touring: The STAC has considered information regarding particular aftermarket motor mounts in Street Touring and has determined that a mount/bracket combination which has a single part number and contains no more metal than the standard part (for example, the Medieval Motorsports Mazdaspeed 3 rear motor mount) does meet the requirements of the allowance in 14.10.J regarding metal content. The restriction in the allowance limits metal content to no more than stock by volume. Such a mount which clearly has less metal meets the rules on that point. There is no restriction on mass of the part. Note that any replacement part must also mount in the factory location and not relocate the motor. (ref. 09-117)
- 5) Street Touring: Vane airflow meter springs (e.g. on '90-'93 Miata) may be adjusted, per 14.10.C. Modification of AFM components is not allowed.
- 6) F125: The “ME Shifter F1” system and similar units are not permitted, as indicated in 19.1.D.i.2. (ref. 09-178)

ROADRALLY BOARD MINUTES

RRB MINUTES | April 6, 2009

The RoadRally Board (RRB) met via conference call on Monday, April 6, 2009.

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

Chairman Beattie called the meeting to order at 7:33 pm CST.

The Final March 2, 2009 RRB Minutes were approved. (Beattie)

Proceedings

1. Congrats to Jeanne English

Discussion: Great job on the ITIS Newsletter, Jeanne. We need to get it out on a distribution listing of some kind next. The link below will go to the newsletter on SCCA's Web site: <http://cms.scca.com/documents/Rally%20Forms/newsletter.pdf>

2. Convention Seminars – January 28-31, 2010 at Las Vegas/South Point

The following seminars will be presented:

- Month of Sundays
- Jeopardy
- Town Hall
- How to Start a Rally Program (back again)

3. VCRA Goodbyes

Discussion: VCRA is going elsewhere for insurance. They will not go through SCCA in the immediate future.

4. Regional RoadRally Handbook – Final Approval

Discussion: A motion was made and second to approve the Final version of the Regional RoadRally Handbook and put it out on the SCCA website next to the GTA Handbook. (English/Lanz)

5. Sanction Fees for 2009 - Clarification

Clarification: For Nationals: \$500 for 3 day events/3 rallies. (Not multiple events/day.)

Must contact the SCCA Rally Department for validation.

Discussion: For 2010, should be a minimum for Nationals: \$10/car, and add a minimum of \$100 charge? Tabled until next RRB meeting.

6. Rally Database

Discussion: Poirier to develop a database for analysis of Road Rally events over the years by Region/Division.

7. Stewards Meeting Report

Discussion: Lanz had a meeting with the Divisional Stewards. A list of things they should and should not be doing was discussed. They agreed to meet again in 3 months (quarterly). The stewards reported on what they were doing in their division and had positive communication.

8. Safety Steward Rules

Discussion: Should a Safety Steward be present at a regional rally? It should be a recommendation that a Safety Steward be present at a regional rally.

Discussion: Length of License? Discussed purging the list and having everyone renew every X number of years... maybe every 3 years. Many SS on the list are no longer members, inactive etc. Further discussion is needed at the next meeting.

Discussion: Removal & Re-instatement. If you have been removed for more than 3 years, you have to re-apply.

Discussion: Re-training of SS. Complaints to the RRB and/or the National Office will prompt for re-training of the SS... or 'on a need-basis'. English volunteered to work on updating the SS manual.

Discussion: A Rallymaster cannot also be the Safety Steward for an event.

9. 2009 RRRs Changes for 2010 & 2011

Discussion: Single Championship for 2011 was suggested – combining Course & Tour (no GTA). Maybe there should be a separate GTA event, outside the USRRC. Further discussion is needed and was tabled until the next RRB Meeting.

Discussion: Averaging non-max scores on events? In the RFO's (Chapter 24, Section C6), under the Claims Committee, it currently states: "When the claiming contestant's correct score cannot be accurately determined, the proper scoring adjustment, under prov-

able circumstances such as those identified above, is to give the contestant a score at the control in question equal to the average or median of his scores, excluding maximum penalties, at all other scored controls during the day's run." Proposed change: "When the claiming contestant's correct score cannot be accurately determined, the proper scoring adjustment, under provable circumstances such as those identified above, is to give the contestant a score at the control in question equal to the average or median of the scores, excluding maximum scores, of the other contestants in his class." This has to go to the Rules Committee and it needs to be posted to the SCCA Forum for member comment.

Discussion: Entry fees for Non-SCCA members... do we have to have a differential?
Yes, there should be for both National and Regional events.

9. USRRC for 2011 – tabled

Discussion: Stand alone event? 3 days. Must qualify to come to the USRRC.

Discussion: Compensation to Organizers that host the USRRC maybe should get a free entries for next years USRRC?

Discussion: Type of Events – 2 Tours, 1 Course or 1 Tour and 2 Course events?

Agreed to table this for further discussion.

10. Combining of the RFO's and RRR's.

Tabled for the next meeting.

Old Business

Discussion: 2008 Strategic Plan down off the website and put up the 2009.

New Business

Discussion: None

Action items

- ✓ Van Vleet: Send the Final Regional *RoadRally* Handbook to National Office.
- ✓ Wakemen: Posting 2010 RRR proposed changes to SCCA Forum.

Next meeting

Monday, May 4, 2009 at 7:30 pm CST via conference call.

The meeting was adjourned at 9:46 pm CST (Lanz/Poirier).

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD MINUTES

RXB MINUTES | March 9, 2009

Attending:

Mark Walker, Chairman, Tom Nelson, Bob Ricker, Karl Sealander, Mark Utecht, Jayson Woodruff, Howard "Duck" Allen, BOD Liaison

1. Call to order (approximately 8:08 pm CDT)

2. Minutes from February Meeting

Minutes from the February meeting were distributed to RXB. Mark Utecht motioned to accept minutes as presented. Seconded by Bob Ricker. Voting to accept Minutes of the February meeting was unanimous.

3. Additions/corrections to agenda

None offered.

4. Committee Reports

a. Ad-Hoc Committee report on rule changes for National Events

Mark Utecht raised several wording concerns in the committee's proposal that were discussed:

- 5.4.G.2.a: "Perceived to have an impact" should be changed to "will have an impact."
- 7.3.B.3: The decision is expected to be made at the event unless further evidence or testimony is needed.
- 7.4.4: Add contingency wording in case competitor conflict cannot be overcome.
- 7.4.9 third ¶: Remove first two sentences.
- 7.4.9 "Fifth": All information in protest and appeal is confidential. The vehicle specification wording should be removed.

Tom Nelson will take changes to the committee for discussion, make changes, and return an updated proposal.

b. RallyCross Safety Committee

1. Speed Creep Bulletin: The RallyCross Safety Committee will meet, discuss, and write a Speed Creep Bulletin.

c. Rules Committee update

1. Protests/Appeals

See Ad-Hoc Committee report above.

2. Alternative Fuels

A suggestion has been made for the RXB to consider adding to the RXR wording allowing alternative fuels. It was suggested that the Solo Rules be referenced for guidance on alternative fuels and that more research be done into biodiesel. It was decided that electric vehicles should be considered separately but not at this time.

5. Old Business

- a. RXB Positions (resignation of Brent Blakley): It was decided to not address this at this time and remain a six-member Board for now.

6. New Business

- a. Championship Event Logo and Name Contest: Some changes were made to Mark Utecht's proposal. It was questioned whether the winner would receive a free entry to the National event, a free annual membership, or both. It was decided to offer both pending approval from Howard Duncan. Mark Utecht made the motion to accept the changed proposal, which was seconded by Bob Ricker. The vote was unanimous to accept.
- b. Photo Contest: The contest was renamed as "Dirty Pictures," with the award being called "Dirtiest Picture Award." Mark Walker will edit the contest rules to reflect these changes.

Motion to adjourn made by Mark Walker and seconded by Bob Ricker. Motion carried at 9:19 pm

Minutes prepared by: Karl Sealander 3/17/2009

RALLYCROSS MEMO

RallyCross Board seeking candidates for RallyCross Divisional Steward in SoPac, Rocky Mountain and SEDiv.

Also 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>