

BOARD OF DIRECTORS

SCCA BOARD OF DIRECTORS MINUTES | May 14-16, 2010

The Sports Car Club of America Board of Directors met May 14-16 at the Residence Inn Airport in Kansas City, Mo. Board Members present were: Todd Butler, Philip Creighton, R J Gordy, R. David Jones, Bill Kephart, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, Dick Patullo, John Sheridan, Jerry Wannarka. SCCA Staff members present were: Jeff Dahmert- President, Colan Arnold – VP Membership and Region Services, Howard Duncan- VP Competition Programs Development, Rick Ehret- VP Finance, Terry Ozment-VP Club Racing, Eric Prill-VP Marketing and Communications, Pete Lyon – Risk Management, Aimee Thoennes- Executive Asst.

Motion: Approval of Minutes from Conf call - Sheridan/Lybarger. Approved all.

Presidents Report - Jeff Dahmert

Web site "What can I do with my car?" 90-100 hits/day
 Attended SRF 25th in Atlanta and Regional at Laguna Seca
 Financially doing well, ahead of budget, membership ahead of budget
 Met w/ Haymarket regarding website and SportsCar about concerns. Publisher was receptive to change and will come back to SCCA with ideas for both the publication and the web site.
 Meeting with Mazda, very positive in maintaining relationship.

Ryan Miles hired to replace Kevin Yaghoubi's departure in Technical Services

Finance Report - Rick Ehret

Revenues above budget projection.
 Expenses 2% below budget and in line with budget and with acceptable (and understandable) variance.

Investment policy requires quarterly report on investment strategy. Presented in BoD agenda. Investments up for first quarter.

Lewis brought up discussion about possible need to re-think investment accounts and change the investment mix. Ehret explained that some of the accounts with lower returns were very solid fixed income accounts. Lewis asked for BoD input to look at investment accounts and how similar organizations are handling investments.

Pro Racing off to good start with exception of newly transitioned TA and WC, both working on sponsorships.
 Enterprises down thru first quarter due to sales decrease.
 Foundation raised significant funds at Las Vegas convention.

Club Racing Insurance, rate per car set at \$29.50 up from \$28/car in 09. At current rate, recovery to Club Racing will be ~\$25K short. No increase for 2010 anticipated. Other variance is Sanction fees, mostly in Solo, some weather related.

Auditors (Mize, Houser and Company) presented review of books from April 2010 audit. Financial Statement and Auditors report on 2009. Financial audit on income/revenue. Audit does get published in SportsCar. Noted no changes in accounting policies from prior year. No adjusted journal entries, consistent with prior years. No disagreements with management noted, no significant adjustments or recommendations to management.

This was a consolidated audit report. Includes Inc, Pro, Enterprises. Did not include Foundation due to asset level. Club in better financial shape in 09 than 08, increase in net assets, slight revenue decline managed by tight control on expenses.

Motion: Accept audit report - Lewis/Creighton. Approved All.

Finance Committee - Lewis: No formal report. Focus is on allocations and breakdown inside allocations. See above notes on investment strategy.

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Discussion on Pro: Looking closely at how Pro results are presented. Two ways to look at it. What would Pro look like if it was independent, impact on Inc, and what is impact of Pro on Inc under current arrangements. B&F committee will be looking deeper into this.

Working on member interest and allocations, how do we get accurate counts of member interest? Current membership "check boxes" is not accurate enough to make sure we are allocating resources based on member interest.

Risk Management Report: Pete Lyon

SFI/Impact has pretty much worked out as far as SCCA is concerned. Good coordination between various sanctioning bodies and good reactions and event handling by officials at events. Good proactive response by Club Racing to handle this and Legal Dept to keep BoD informed of actions.

Recommendation to Inc. to not revise bylaws or to re-incorporate SCCA Inc. from Connecticut to Kansas at this time. Leave as is for now. Lyon will prepare a report to BoD on bylaws and reporting structure with subsidiaries.

Several cease and desist letters to companies infringing on SCCA trademarks

General insurance loss claim ratios presented, separate document. Very high Solo losses in 04/05, those events have now rolled off and loss ratios now acceptable.

Gordy: Are the small claims (green cards handed out at events) appreciable? Response from Lyon, not significant compared to major loss liabilities.

Marketing and Communications: Eric Prill

Staff challenges replacing departed personnel and then (non-work) accident with one other employee resulting in medical down time. Worked closely with World Challenge Vision to launch WC season.

Contingencies up above budget, Club racing got contingencies from Honda for National and Regional racing. Honda has announced a National contingency program, retroactive to start of 2010. SafeRacer is a two year deal, it has generated interest from other potential sponsors that are being pursued.

Presenting sponsor signed by Road America for Runoffs will be announced shortly. Met with Haymarket to discuss website re-design. Idea would be to have a two-front web site, one that focuses on non-members (marketing focus) and easy to get to member-oriented web site. Additional discussions scheduled in June with Haymarket in Topeka.

Sponsors, SCCA can/will have official products, but this will not lock out other sponsors from participating.

Understanding that SCCA needs to get more proactive in social media (eg. Facebook, Twitter). Staff is discussing more active participation and developing a strategy to handle.

Rally/Solo and Foundation: Howard Duncan

General: Formula SAE event underway this weekend. Discussions underway about FSAE and greater SCCA involvement.

Rally: No action items from either Rally program boards. Regional Rally event participants appears to be off ~10%. Separate reports from RRB and RXB liaison. National staff and Rally working to assist contact points for site procurement. Pego Mack will fill the new Rally Development Manager field staff position as the formal Rally Manager position has been eliminated providing a cost savings. Basic admin functions shifted to other staff and rules (car prep) will shift to Tech Services.

Solo: No action items from SEB. Regional Solo event participation running about 20% below last year. However, first Solo National events have been a big success. Investments made in equipment for have paid off in first two events this year for ProSolo. Plans to use more social media in Pro and National Solo.

9/7-9/10/2010 Solo National Finals in Lincoln NB

Foundation: New Foundation BoD first conf call completed. Foundation BoD will select candidate for FBoD and bring to Inc BoD for approval.

Membership and Region Development: Colan Arnold

Member Services: Late March, started telemarketing program to contact non-renewing members. To date >400 paid

renewals and >200 "bill me" renewals. Arnold feeds telemarketing firm names of lapsed members. Starting with 6 month lapsed then will ratchet down.

CRB has agreed in principal that multi-year comp license makes sense. System changes required to implement and rules changes. Will include multi-year membership as well.

What can I do with my car? On SCCA.Com website, about 40-50% of viewers are clicking thru to find Regional contacts.

Net growth of members (exclusive of telemarketing effort) is positive.

Participant data collection: what are our members interested in, what are our members doing and what cars are they doing it in? Info collection from registration, results and attendance.

Working with NA of T&S to standardize results that go to Topeka. Possibly pull from MyLaps. Attendance could come from scanners, but implementation would have to vary per region.

Common registration system would ease information retrieval, quality and entry. Do not want to dictate common system, however, will require certain information and format from Regions. Recognizing issues with current Avectra system, looked at current registration systems that are in use across SCCA today. Recommending use of a single provider to provide a single national registration system for 2011 that will be a voluntary system for the Regions. Regions can use different system as long as data and format required by National Office is provided. Registration data will be correlated with T&S results data. Benefit for drivers is national points and ability to renew license on line without having to list participation manually. Benefits to Regions will include membership validation online. Discussed importance of communication plan to Regions.

Proposing three items for Charter renewal requirements: Financial statements for Regions for previous year, (note if regions have >\$25K in revenue they have to file Form 990 with IRS anyway as C4 corp) Region activities (12 activities/year...this can include meetings) and minimum Region membership requirement of 25 members. Discussion around communicating this proposal to the REs for feedback. Real concern is inactive Regions holding territory and using charter renewal info as early warning for "sick" regions. BoD is taking this under consideration.

Membership drive going well, and referrals. Cal Club members leading under referral program. Positive feedback on Family membership renewal fee reduction.

Club Racing Report - Terry Ozment:

Club Racing has been providing data to BoD Planning Committee.

AS report in BoD agenda briefing, high number of changes accepted and documented in report with how things will be accommodated at 2010 Runoffs. There are a number of overall changes to improve things, not just to accommodate AS issues.

SM compliance program: there has been input to the effect that people want to re-instate some degree of compliance programs. CRB has also received similar input. More discussion required. Possible use of Runoffs as training ground for compliance checking.

15 year old drivers, 10 of them now in the program. CRB will propose some mods to program based on program feedback and also working on consistency for how to treat 15 year-olds compared to other minors.

Stewards now publishing an e-newsletter: Stewards Notes, this is available to all members at scca.com.

CRB provided update on Fit engine in Formula F.

CRB Rule change. Proposed safety change, outside of rules change season: Allows replacement of stock brake lines on Showroom Stock with DOT approved steel braided hoses.

Motion: Allow replacement of stock brake lines on Showroom Stock with DOT approved steel braided hoses. Merideth/ Sheridan - Approved. All

Old Business: None

New Business:

Enterprises BoD Appointment

Question on length of appointment of Subsidiary BoD members, Inc BoD can and does review annually.

Motion: For SCCA BoD to approve appointment of Gary Pitts (resume circulated) to Enterprises BoD. Enterprises BoD would then be Andy Porterfield, Chris Funk, Gary Pitts. Jones/Gordy - Motion Approved
Yes: Gordy, Merideth, Langlotz, Kephart, Lybarger, Jones, Noble, Wannarka, Patullo, Lewis, Butler, Sheridan.
No: Creighton

Combined National/Regional Event

Discussion: Want to combine Regional and National on track in same sessions, for Practice, Qual and Racing. Need specific exceptions to GCR to allow this request (waiver to GCR language about separate Reg/Nat Qual and Race). Club Racing concern: Sessions must meet National event specs.

Motion: to accept as presented in BoD agenda allowing concurrent Regional and National event. Specifically waiver for Colorado (Sept 4-5) and Utah (Aug 14-15), two events max, as pilot with caveat that sessions must meet National racing time specs. Club Racing to specify GCR sections that require waiver. Kephart/Langlotz - Approved All

*Pilot Program for combining Regional and National Events
GCR Waiver needed for 3.1.1.B.4.*

Rationale for approval from BOD.

The BOD was approached by the leadership of Colorado Region for a waiver for Colorado and Utah Regions to each hold one-time trial events that combine a Regional and National event in a manner that allows event sessions and groupings to include both Regional and National drivers and classes. If successful, the experience gained from these trial events may result in a formal request to the CRB for rules changes to support giving our regions this flexibility going forward. The BOD applauds the creativity of Colorado Region in presenting a well thought out recommendation and believes these pilot events will provide important data for our regions and our events going forward.

Open Meetings Question:

Per BoD Operating handbook, any attendees other than Staff or BoD must have approval of BoD chairman.

Liaison Reports:

Discussion about BoD meeting with Program boards and what is the best timing to do so. Considerations are both timing and finance and recognition that except for SCCA staff, everybody is a volunteer. There are Pros/Cons for meeting at National convention as well as separate times in other locations. The BoD Chair/Vice Chair will collect ideas and input about how best to approach this in the future.

SEB - Patullo/Lybarger: Reported that SEB is splitting time between tech clarification in the rule book and strategic planning.

CRB - Merideth/Sheridan: CRB busy in first four months. Summary of tech and rules changes given in separate handout. In progress: continued monitoring of FIT engine, new FV intake manifold, Spec Miata ECUs, and harness life study. CRB request on Showroom Stock brake lines approved elsewhere in BoD minutes.

Club Racing re-issued rules/guidelines for dealing with other comp licenses, as a result of some issues that came up in a regional event recently. Liaison to request CRB to address accepting other competition licenses so these do not need to be called out separately in event supps. Accepting other comp licenses should be the default vs current requirement specifically requiring listing acceptable licenses from other organizations. Issue of accepting these other licenses as mandatory or not by Regions at events is a separate question.

TTAC - Merideth/Butler: TTAC working with CRB, Stewards, NA to document ways for TT experience to count towards licensing for Comp license. Other issues working on how to provide/rent transponders and get supportable infrastructure and knowledge of how to provide rental transponders out to the Regions.

RRB - Lewis/Butler: Working tactical schedule issue and schedule collisions between Regions. Also pushing hard through Regions and contacts on idea to make the USRRC the championship rally.

RXB - Creighton/Kephart: Conference call issues (timing, notice) . Hard at work on programs.

Stewards - Gordy: Very positive on Chair of Stewards, David Nokes. Emphasis on cultural change, customer service taken to heart by Stewards. New formatting on forms used by Stewards, some refinement underway. Working on consistency across Club (eg penalties), but still allowing Regional latitude. Gearing up for Runoffs.

Pro - Gordy: Liaison position to Pro new, given that Inc had BoD members on Pro BoD. Pro pursuing TA, MX-5 (as examples) and administrating/running racing series. We can provide the expertise to run events/series. Pro working hard to make standalone Pro weekends work.

COA - Jones/Langlotz: Operating well together. Respectfully handling members/stewards in cases. COA chair sitting in on Exec Steward conferences.

Foundation - Lybarger Mostly covered by Howard Duncan.

RE/Operations - Langlotz Region calls, Jumbo and mid-size conf calls to work common issues.

Planning Committee: Report Out on National Racing Program, Club Technical Services, Customer Service training, Membership Communications, ProSolo, SCCA marketing and Communications, SCCA ladder system/framework. Planning committee held multiple meetings to work on these ideas with Staff.

National Racing:

Open and spirited discussion by Planning Committee members presenting ideas and concepts to rest of BoD covering Runoffs, Divisional Championships, Tow Funds, Supersweep. Ideas presented, some more conceptual, some more detailed. This is expected to be 18-24 month process with some more immediate (eg 2011 Runoffs ideas). Discussion on how best to get feedback from competitors, staff, and members and best timing to get feedback and make any changes necessary. Consensus that BoD members will discuss ideas and concepts presented back in Divisions.

Club Technical Services:

Recognition that technical expertise is a core competency of SCCA. Recommendation is that we need to elevate this to a senior position, a Technical Services Department VP. This position would coordinate the manufacturer/partner relationship to help consolidate SCCA input to manufacturers. Requires close liaison with CRB and Program Boards. BoD supported this concept and proposed use of resources. Staff will develop a proposed budget and action plan for BoD approval as necessary.

Customer Service Training:

How do we consistently treat the customers, the participants and workers, fairly, and with a customer service (friendly) attitude? How do we handle the difficult customer and still leave a good impression of the organization? Discussion that customer service needs to be thru Stewards organization and via the Specialties. Recognition that sometimes we are both, drivers are customers, workers can be customers and service providers. Training and awareness needs to be a long term and consistent effort. Recommendation that Staff develop, acquire and assist in dissemination of customer service training and awareness program.

Membership Communication:

Current methods are costly and need to be improved. Staff is working to determine alternative communication strategies moving forward with SportsCar and Web presence. Discussions are underway with Haymarket (current publisher) to examine options consistent with contractual obligation, enhanced user friendliness and cost effectiveness. BoD asks that proposed changes be presented in 2010.

Pro Solo :

Staff asked what could be done to enhance SCCA Solo program. Pro Solo is unique in the product offering. Pro Solo offers mirror image solo courses with cars starting from a drag race-style "Christmas Tree". Primary objective is to develop and sustain a marketable and commercially viable National Solo program. Planning Committee recommends supporting this direction, BoD consensus to pursue this direction.

SCCA Marketing Proposal:

Planning Committee recommends that the SCCA Marketing and Communications Department provide more emphasis on SCCA Club activities. In order to accomplish this, the Department will have to reduce its support for Pro Racing or increase the size of the Department. The BoD has requested that this issue be discussed with Pro Racing and a plan be developed to resolve this issue.

SCCA Ladder System:

Currently SCCA tries to offer something for everyone. Low cost to high cost, street cars to full race prep. Planning Committee will take this and work on it over next 18-24 months.

Review of Strategic Plan:

Objectives:

1. Positive Membership Experience
2. Promote Growth and Activation
3. Position SCCA as a leader in the Automotive Industry and Enthusiast Marketplace
4. Improve Operational excellence and consistency
5. Financial Stability

BoD and staff broke into 5 teams, reviewed last version (Dec 08) of Strategic Plan to update relevant sections as input for 2011. Individual teams then reported out and good discussions resulted. Detailed presentation will be compiled by Staff and presented at 2011 Convention.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 1, 2010

The Club Racing Board met by teleconference on June 1, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Lisa Noble and Jerry Wannarka, guest directors; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-07, 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 via the form at <http://www.crbscca.com/>

FORMULA

FC/FF

1. #1121 (Robert Wright) Allow aluminum calipers in FC
[Although Mr. Wright's request was only for FC, the CRB has chosen to extend it to FF to continue to keep the rules of the two classes the same where possible.]

Replace 9.1.1.B.6 with:

"Unrestricted, except:

a. Maximum of 4 pistons allowed per caliper. All pistons in a given caliper must be of the same size. Calipers must be ferrous or aluminum alloy.

b. Brake rotors are restricted to ferrous material."

Replace the first paragraph of 9.1.1.D.10 with:

"Unrestricted, except:

a. Maximum of 4 pistons allowed per caliper. All pistons in a given caliper must be of the same size. Calipers must be ferrous or aluminum alloy.

b. Brake rotors are restricted to ferrous material."

FV

1. #904 (Gary Kittell) FV Manifold change request
In 9.1.1.C.20, make the changes shown below (20.c, d, and e are unchanged). [If this recommended rule change is approved, the CRB expects there will be no future changes to the intake manifold rules.]

"20. US imported VW Type 1, 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded.

See Figures 1 and 2 at the end of this subsection for application of certain measurements specified herein.

- a. Down Tube: The *O.D. of the* down tube shall be measured at two different locations within an area between 0.500" and 2.00" above the horizontal manifold tube. Each measurement shall be taken four times rotating around the circumference of the tube, and averaged.

The Averaged O.D. of the down tube dimensions shall not exceed 1.140 inches ~~in O.D.~~ Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibited. The original factory furnace bronze attaching process and original factory bronze repair material MAY be visible, inside and outside the manifold.

- b. Horizontal tube: The *O.D. of the* horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between the bend and a point that is 1.500" from the center of the down tube connection. Each measurement will be taken four (4) times, rotating around the circumference of the tube, and averaged. ~~The Averaged O.D. of the~~ horizontal tube dimensions shall not exceed 0.994 inches ~~O.D.~~ ~~In addition, the maximum O.D. of the manifold measured where the tube inserts into the two head flanges, and just above any repair material that has been added, is 1.050 inches.~~ Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

The tubes making up the manifold must also meet the following requirements:

1. The minimum bend-to-bend distance is 17.75 inches (Bend-to-bend distance is the distance between points along the horizontal tube where the .994 inch OD, as described above, is first exceeded.)
2. The maximum OD within the bends and extending to within 0.250 inch of the head flanges is 1.070 inches.
3. The maximum carburetor flange height is 9.25 inches (measured from the intake cylinder head sealing surface to the centerline of the top of the carburetor flange.)
4. The maximum deviation from straight along the 17.75 inch bend-to-bend section of the horizontal tube is 0.25 inches.”

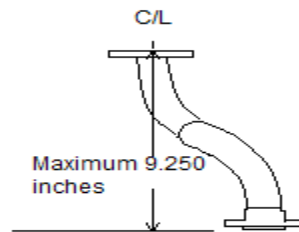


Figure 2

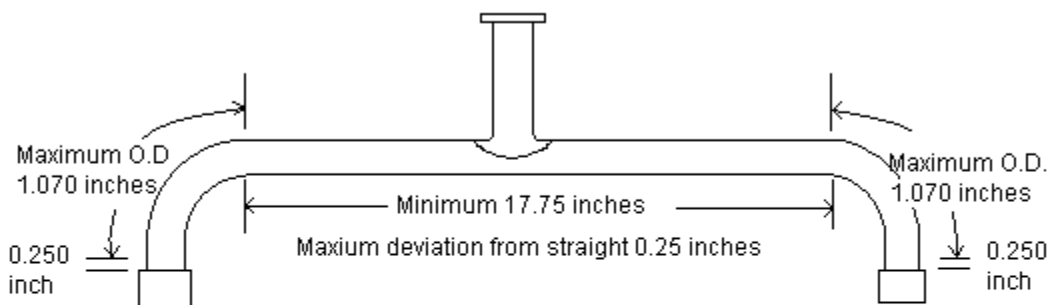


Figure 1

F500

1. #1297 (H. Cory McLeod) Update F500 thermostat rule
Modify 9.1.1.E.14, fifth paragraph by striking the word “thermostat”.

Modify 9.1.1.E.14.D as follows: “Any thermostat may be used. *The thermostat may be modified in any manner, replaced with a “restrictor” of any similar shape/design to regulate coolant flow, or removed entirely.*”

Modify 9.1.1.E.14.G as follows: “Rotax 494 and 493 engines: Any Rotax 494 or 493 respectively, model thermostat housing or water outlet elbow may be used. The water bypass may be blocked. *Either upper or lower cylinder head water outlet may be blocked in any safe manner to facilitate use of a single water outlet.*”

2. #1791 (Jay Novak and others) Alternate engine proposal for F500
The CRB has received a proposal to allow 600cc motorcycle engines as alternates to the currently approved engines in F500. The rules changes below would be used to implement this proposal.

In 9.1.1.E.1, add to the end of the first sentence: “, *or motorcycle engines*”

In 9.1.1.E.14, modify the first sentence as follows:

“Except as allowed in 9.1.9.E.15, Engines shall be two-cylinder, two-cycle, water-cooled in stock configuration as listed below.”

In 9.1.1.E, add a new subsection 15 as follows and renumber succeeding subsections.

“E.15. Motorcycle Engines

- A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.*
- B. The existing F500 Rotax 493 and 494 two stroke engines shall be the competitive benchmarks for F500. To that end, the power of all motorcycle engines allowed in F500 shall be controlled by the placement of a defined restrictor between each cylinder throttle body and its corresponding inlet port. This restrictor shall be made of .250 inch thick aluminum plate and shall have a maximum inside diameter of [TBD] mm. The inlet side of each restrictor may have a maximum radius of 0.125 inch. All air entering the intake ports of the engine must pass through the required intake restrictor. The CRB may require adjustments to the maximum diameter of the restrictor at any time by publication in FasTrack*
- 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. Any oil pan and/or baffling are permitted and the use of dry sumps, Accusumps or similar oiling assist systems is 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. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.*
- M. Camshafts and camshaft drive mechanisms may not be modified or adjusted in any way unless specifically authorized in these rules.*
- N. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.”*

In 9.1.1.E.6, label the existing paragraph as subsection A: “***A. Two-cycle engines***” and add a new subsection B as follows:

“B. Four-cycle engines

- 1. Only rear wheel drive is permitted.*
- 2. The final drive ratio is unrestricted. Internal transmission gears shall remain stock.*

3. *Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.*
4. *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. Devices that allow pre-selected gear changes are also prohibited.*
5. *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.*
6. *The use of jackshafts to transmit power from the output shaft to the rear axle is allowed.*
7. *Final drive chain tensioners are allowed."*

In 9.1.1.E.2, modify the first sentence as follows:

"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, *875 lbs for four cycle 600cc motorcycle engines*)."

In 9.1.1.E.18.B, modify the sentence as follows: "*Two-cycle engine* Gcars shall not be started with the rear wheels on the ground unless a driver is on board."

PRODUCTION

1. #1601 (CRB) Rule for roof lightening
In 9.1.5.E.9.a.2, change the last sentence from "~~Closed cars must not remove stock material above a horizontal line placed at the lowest point of the driver's door window opening.~~" to "*Replacement components of an alternate material may not extend into the roof structure of a closed car above a horizontal line placed at the lowest point of the driver's door window opening.*"

AMERICAN SEDAN

1. #799/#867 (John Blanchard/Jeff Werth) Transmission replacement for the aging T-10
Replace 9.1.6.D.3. k, l and m (and renumber succeeding subsections) with: "*Any H-Pattern 4 or 5 Speed transmission is permitted with the gear ratios listed on the vehicle spec line, helical cut forward gears with a minimum angle of 15 degrees, and no dog rings.*"
2. #1188 (CRB) Remove AS roll cage restrictions
[The proposed changes are to allow safer cages for AS cars that are now achieving horsepower and speeds that were not envisioned in the original class specifications.]
In 9.4.D, delete "~~American Sedan~~".

In 9.4.E.1, delete "~~AMERICAN SEDAN~~".

In 9.4.E.3.a, delete "~~American Sedan~~".

Add a new subsection to 9.1.6.D.8:
"n. The door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed."

SPORTS RACING

S2

1. #1790 (Matthew DiRenzo) Alternate engine proposal for Sports 2000
The CRB has received a proposal to allow the Mazda MZR 2 liter engine as an alternate to the currently approved Ford Pinto in Sports 2000. The rules changes below would be used to implement this proposal.

In 9.1.9.B.1, add the following at the end of the first sentence: "*as defined in 9.1.9.B.5 , or the Mazda MZR 2.0 liter as defined in 9.1.9.B.6.*"

In 9.1.9.B.5, change the beginning to:

B.5. Engine (Ford Pinto)

The only A permitted engine..."

Add a new section to 9.1.9.B.6 as follows, and renumber succeeding sections.

B.6. Engine (Mazda MZR)

An alternate permitted engine is the Mazda MZR 2.0L dual overhead camshaft engine, which must conform to the following specifications and may be modified only as explicitly allowed. If these specifications do not explicitly allow a modification, then it may not be done. The philosophy of the MZR engine in Sports 2000 is to allow limited engine rebuilds but no performance modifications to the engine. Overhaul procedures that in the slightest way would increase performance are not permitted (e.g., porting, polishing, coating). Blueprinting, lightening, and balancing are inconsistent with the philosophy of this formula and are not allowed. Where Mazda part numbers are specified, normal industry part number supersession is expected and the superseding part numbers are automatically included.

- a. *All surfaces on the head, block, connecting rods, pistons, and crankshaft must remain as manufactured by Mazda and may not be altered in any way. The original casting marks and cast surfaces must remain as-cast and also meet all of the Mazda design values and tolerances stated in the Mazda factory manual or delineated in these specifications. The block may not be decked. The minimum block deck height is [TBD]. Only Mazda MZR engine blocks with serial numbers LFE2-10-300E ('05-'08) or LF9G-10-300 ('09) are permitted. The maximum compression ratio is 10.8:1, the required standard bore is from 3.445 inches to 3.447 inches, and the required stroke is 3.272 inches. The maximum bore dimension of 3.447 inches is intended to allow for cylinder wear only. It is not permitted to machine to this dimension. The bore measurement will be taken 0.250 inches below the block deck where the bore is untouched by the piston ring.*
- b. *Pistons, crankshaft, and connecting rods may be replaced only with standard, original Mazda production parts. The crankshaft may be ground or polished for the purpose of installing oversized main or connecting rod bearings in accordance with the Mazda factory manual [factory dimensions to be added]. The connecting rods may not be bored or re-manufactured in any way. Replacement main bearings must be standard Mazda or Cosworth KK3481. Replacement connecting rod bearings must be standard Mazda or Cosworth KK3483.*
- c. *Only original Mazda replacement piston rings may be used. The ring end gaps may not be altered and must remain as manufactured by Mazda. All of the rings must be installed, including the complete oil scraper assembly. The piston bore may be honed solely to allow piston ring seating. The first and second compression rings must be installed in the positions designated by Mazda.*
- d. *The cylinder head may not be ported, polished, or machined. The minimum head height is [TBD]. A standard three-angle "production" valve job is required, and the only allowed angles are those defined in the Mazda factory manual. The intake valve seat angles must be 35°, 45°, and 70°; the 45° seat must be a minimum 0.048 inches wide. The exhaust valve seat angles must be 30°, 45°, and 65°; the 45° seat must be a minimum of 0.048 inches wide. The camshafts, valves, springs, retainers, and shim/bucket combinations must be original Mazda parts and not modified in any way. The camshafts must remain as ground by Mazda; no polishing is permitted. Valve seats may not be replaced. Only the Mazda L3G2-10-271A ('05-'08) or LF9G-10-090a ('09) cylinder heads are allowed. Only the Mazda L3E3-12-420 intake and L309-12-441A exhaust camshafts are allowed. The original, unmodified Mazda camshaft sprockets and crankshaft timing pulley must be used. Camshaft timing must remain stock and must be set per the procedure outlined in the Mazda factory manual. Intake camshaft is [TBD] ATDC and [TBD] BTDC. Exhaust camshaft is [TBD] ATDC and [TBD] BTDC. Modifications to the variable valve timing mechanisms are prohibited.*
- e. *Flywheel: The minimum weight is 8 pounds. Any weight removed from the flywheel must come from the clutch plate surface. Only the Mazda LFG2-11-500 ('05-'08), Mazda LF9G-11-500 ('09), Quartermaster 505307, or Cosworth 20001019 flywheels may be used.*
- f. *Any dual plate 5.5 inch or single plate 7.25 inch diameter, non-carbon fiber clutch is permitted, provided no modification is made to the flywheel other than changing the clutch's points of attachment to the flywheel. The original, unmodified Mazda clutch assembly may be used.*
- g. *The Life Racing F42 ECU and engine wiring harness must be used; the current specification map is required. Failure to use the current map will result in an automatic penalty of 1 year suspension from SCCA Club Racing. The map is available on the SCCA web site. Ignition coils must be standard Mazda. Spark plugs are unrestricted.*
- h. *The Jenvey SCCA-S2 intake kit including intake manifold, o-rings, throttle bodies, throttle position sensor, air horns, and fuel rail must be used with no modifications of any kind. Fuel injectors must be Bosch 0 280 155 868. The provided, continuous o-rings must be fitted to each intake runner groove between the intake manifold and cylinder head to ensure that no air bypasses the o-ring seal. Intake air filters are unrestricted.*

- i. *Intake restrictor: [TBD] diameter restrictor plate per intake port. The restrictor plates may be obtained from Quicksilver RacEngines or Elite Engines.*
- j. *The exhaust system manifold tubing inside dimension must be 1.625 inches, and the manifold tubes must be a minimum of 24 inches in length, terminating into a single exhaust pipe through a 4-into-1 collector. The collector angles must be 15 degrees (30 degree included angle), with an exit diameter of 2.250 inches. The tail pipe must be a minimum of 24 inches in length. The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe. 4-into-2-into-1 exhaust collectors and reduced diameter venturi sections are prohibited.*
- k. *Engines will be mounted and aligned fore and aft in the chassis.*
- l. *The addition of material by any means to any component is prohibited.*
- m. *Non-standard cam / valve covers are permitted provided they in no way improve the performance of the engine.*
- n. *Three-stage dry sumps having no more than two scavenge stages are permitted. Localized machining of the engine block is permitted to allow fitment of the oil pump. An engine block breather cover may be fitted. The lubrication system is otherwise unrestricted.*
- o. *Oil coolers are unrestricted.*
- p. *A liquid cooling system is required; radiators and water pumps are unrestricted. The cylinder head water outlet housing may be modified or replaced to facilitate the routing of coolant lines.*
- q. *Fuel pumps are unrestricted.*
- r. *Gaskets and seals are unrestricted, except cylinder head gasket, Mazda part L3G2-10-271A must be used.*
- s. *Pump, fan, and generator drive pulleys are unrestricted.*
- t. *Generators are unrestricted.*
- u. *The use of non-standard replacement fasteners (nuts, bolts, screws, studs, and washers) which are not connected with or do not support the intake manifold or any moving parts of the engine are permitted.*

In 9.1.9.B.11, modify selected subsections as follows:

B. ~~44~~**12.** Transmission

- a. The gearbox shall include an operable reverse gear, capable of being engaged by the driver while normally seated, and contain not more than ~~four~~ **five** forward gears. The ratios are unrestricted.
- d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and ~~lock~~ **locking / locked** differentials are prohibited. Excessive shimming of the differential is prohibited.
- e. The use of automatic ~~and/or sequentially shifted~~ **shifting** gearboxes is prohibited. **Sequentially shifted gearboxes are permitted with a 25 lb. weight penalty.**
- f. Electronically assisted gear change mechanisms and electronically controlled differentials are prohibited.

In 9.1.9.B.14, modify as follows:

B. ~~44~~**15.** Weight

1310 lbs., minimum, Pinto w/iron cylinder head & standard camshaft.
 1335 lbs., minimum, Pinto with Fast Forward aluminum cylinder head and standard camshaft.
 1335 lbs., minimum, Pinto with iron cylinder head and FC2000 ~~alternate~~ camshaft.
1335 lbs., minimum, Mazda MZR.

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

GT1

The CRB asks members to comment on the desirability of an across the board 3% decrease in the weight of all GT1 cars for the purpose of increasing component reliability.

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

1. #1350 (Tom Lamb) H&NR Requirements based on Performance
Thank you for your input. When the requirement for head and neck restraints were considered, it was decided to rely upon industry standards.
2. #1376 (Marcus Merideth) Optional licenses allowance
At the organizer's discretion, the entire list of optional licenses may be included by reference to GCR 3.1.5.C in the Supplemental Regulations. As an alternative, the organizer may identify particular licenses to include or exclude. The rule is written this way because the basic SCCA Regional race expects competitors to have SCCA licenses. Including licenses from other sanctioning bodies is the exception not the rule.
3. #1398 (Mike Ogren) Allow roll cage mounting plate crush box
Thank you for your input. The current requirements are adequate as written.
4. #1410 (Jim Rueff) GCR 3.5.5
The current language is sufficient and necessary to allow appropriate changes to be made. The CRB views this as a training issue and will refer it to the Executive Stewards for review with the stewards in their division.

GRAND TOURING

GTL

1. #1290 (Jesse Prather) Increase the size of the SIR for the rotary powered cars
More on-track performance at additional tracks is needed. Adjustments will be considered as part of the overall reexamination of GTL in progress for 2011.

IMPROVED TOURING

ITB

1. #770 (David Russell) Weight reduction for 1975 Volvo 240
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.
2. #771 (David Russell) Reduce weight of the 1976-1982 Volvo 240 2.1L
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.
3. #1185/#1191/#1192/#1221/#1525 (Jack Banha/Paul Curran/James Thomas/Jonathan Stocum/Charles Broring) Reduce weight on Volvo 142
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.
4. #1186 (Charles Callis) Reduce the weight of the Volvo 140 by 100 lbs.
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.

ITR

1. #930 (Ben Phillips) Porsche 968 weight reduction
Weight assigned is consistent with other cars in the class.

ITS

1. #1226 (Paul Ethier) Reclassify Integra GSR to ITA
This car is classed appropriately in ITS.

PRODUCTION

HP

1. #1027 (Dan Collishaw) Reduce the weight of the 948 Spridgets by 50lbs.
The 948 Spridget and the Lotus 7 are different cases because of body and aero differences. We have made other changes to H Production and wish to monitor the class throughout the year.

AMERICAN SEDAN

1. #1352 (Bill Medcalf) Require AS to use Restrictors at the Runoffs
While this is an interesting suggestion, all AS cars use a spec intake manifold and spec carburetor. Requiring restrictors would add a significant expense to build and tune separate engines for the Runoffs.

IMPROVED TOURING

1. #1231 (Ian Stewart) Allow oil coolers
Not within class philosophy.
2. #1232 (Ian Stewart) Allow open radiators
Not within class philosophy.
3. #1233 (Ian Stewart) Oil pan baffles
Not within class philosophy.

SSC

1. #1305 (Peter Schwartzott) 02-03 Civic Si competition weight 200 pounds heavy
Removal of suggested items not within class philosophy.

TOURING

T1

1. #1287 (Bob Kelley) T1 Corvette Brakes request
Not within class philosophy.

T2

1. #1229 (Richard Kulach) Correction to wheel specification of Nissan 370 NISMO edition
The T2 class philosophy allows maximum 19x9 front and 19x10 rear wheels.
2. #1264 (Bill Steinhoff) Allow headers on T2 350z
Not within class philosophy.

T3

1. #1394 (Rob Hines) Allow Nissan Motorsports suspension and reduce weight by 100lbs
See response to letter #1265 in Tech Bulletin 10-07. Other items in request not recommended.

PREVIOUSLY ADDRESSED

FORMULA

FF

1. #1142/#1258 (Mark Walthew/Eric Shepard) FF tire questionnaire
Addressed in June Fastrack.

FV

1. #990 (Thomas Galuardi) Do not increase minimum weight in FV
Addressed in June Fastrack.

IMPROVED TOURING

IT

1. #1524 (Charles Broring) Please allow alternate motor mounts
Addressed in June Fastrack.

TOURING

T3

1. #1288 (Bob Boileau) Reduce weight to 3400lbs
See response to letter #909 in May Fastrack.

NO ACTION REQUIRED

GCR

1. #1283 (Patrick James) E85 as a new fuel
Thank you for your letter. Alternative fuels are under consideration for future use. However, there are several factors that complicate the adoption of such fuels.

FORMULA

F5

1. #1332 (George Bugg) Support of F500 thermostat rule change
Thank you for your input. Your support has been considered in the response to the original request in letter #1297.

FF

1. #1402/1752 (Dave Zurlinden/Ric Baribeault) Reconsider FF Honda Fit Restrictor
Thank you for your input. See letter #1401 in Tech Bulletin 10-07.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: June 21, 2010

NUMBER: TB 10-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/10 unless otherwise noted.

GCR

1. #1725 (CRB) Clarify 6.8.B

Clarify 6.8.B as follows: "Restart the cars single file in the overall *physical* order of the cars *they crossed the control line* on the last completely scored lap."

Formula

FF

1. #1401 (Roger Dawes) Change FF Fit engine intake restrictor to 29MM

Effective immediately, change GCR 9.1.1.D.3.k.5 to read: "The Honda Fit engine is required to have an HPD supplied air inlet restrictor with internal diameter of ~~27.5mm~~ *29.0mm* and thickness of 3.175mm (0.125 inches) correctly installed within the intake system." [This confirms Racing Memo 10-09.]

Grand Touring

GTL

1. #1797 (CRB) Correct omission in wing height for Honda CRX

In 9.1.2, GTL, Honda CRX (84-87) and Honda CRX (88-91), correct omission in Notes as follows: "May mount wing per hatchback-station wagon specs, *but no part of the wing assembly may be above the highest point of the roof.*"

Improved Touring

ITA

1. #1392 (Charles O'Toole) remove redundant classification

In 9.1.3, ITA, delete Honda Civic DX (3 & 4 door) (92-95) spec line. [Car had been reclassified previously to ITB.]

ITB

1. #1013 (Kevin Yaghoubi) Please update Mini Cooper model years

In 9.1.3, ITB, correct Mini Cooper (2002) to read (2002-~~2004~~).

2. #1511 (Chuck Baader) Errors and Omissions ITB Celica

In 9.1.3, ITB, Toyota Celica III GTS (83-85), correct Brakes from "~~(F) 256 Disc (R) 229 Drum~~" to "*(F) 257 x 20 Vented (R) 264 Solid.*"

Super Touring

STO

1. #1729 (CRB) Ferrari Challenge car front windows

In 9.1.4.1.F, Ferrari 430 Challenge, add to Notes: "*Must conform to 9.1.4.D.7.*"

Production

EP

1. #1255 (Matthew Rivard) Allow use of cable pull throttle body from Pro Formula Mazda

In 9.1.5, EP, Mazda RX-8 (04-09) add to Notes: "*Pro Formula Mazda throttle body measuring 70mm inside dimension allowed.*"

HP

1. #1053/#1054 (Gary Johnson/Andrew Wright) Reduce weight of 998cc Lotus 7 by 200lbs

Based on an aerodynamic deficiency, in 9.1.5, HP, Lotus 7 & 7 America, "*948cc engine only*", set weights at "*1450 *1487 *1523.*"

2. #1276/#1336/#1408 (Bob Kelly/William Trainer/Brian Linn) Mis-classed car

In 9.1.5, HP, Honda CRX 1.5 (88-91), correct weights from "~~2000 *2050 **2400~~" to "*2175 *2229 **2284.*"

American Sedan

1. #801 (John Blanchard) Engine and transmission mounts for restricted prep cars
In 9.1.6, add to the Notes for GTO (04-06) Restricted Prep.: "*Poly GTO engine mounts - Rev Shift 95A part #PMM-GTO; Poly GTO transmission mount - SCSS (no part number).*" and Camaro & Firebird (98-02) Restricted Prep.: "*Poly F-body engine mounts - Prothane part #7512; Poly F-body transmission mount - Prothane part #71604.*"
2. #877/#1277 (Chuck Dawson/Rick Henschel) Omission of belly pan rule
In 9.1.D.7.b, add a new fourth sentence: "*The spoiler/air dam shall not extend toward the rear of the car further than the vertical centerline of the front wheel hubs.*"
3. #1165 (Jim Wheeler) Engine cleaning clarification
In 9.1.6.D, add a new subsection: "*q. Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.*"

Showroom Stock

SS

1. #1042 (Paul Gauzens) Correct GCR SSCS Chrysler Neon ACR SOHC Notes to match DOHC Coupe
In 9.1.7, SSC, Chrysler Neon ACR SOHC (4 door) (95-99), Notes, insert before last sentence: "*Wheels, 15 x 6", 40mm offset (P/N 82204993 (Painted) or 82204991 (polished), Tires: 205/50/15 max.*" [Corrects omissions.]
2. #1377 (Marcus Merideth) SS brake line correction
In 9.1.7.E.33 [see BoD minutes], correct as follows: "Stock brake hoses may be replaced by DOT-approved steel braided hoses *stainless steel brake lines.*"

Spec Miata

None

Sports Racing

None

Touring

T1

1. #1730 (CRB) Ferrari Challenge front windows
In 9.1.10, ST and T1, Ferrari 430 Challenge, add to Notes: "*Shall run with both front door windows fully open (down) or removed.*"

T2

1. #1108 (Joe Aquilante) Allow suspension package for Subaru STi
In 9.1.10, T2, Subaru Impreza WRX STi (08-09), add to Notes: "*Phoenix Performance 400 psi front springs, 500 psi rear springs, 25mm front sway bar, 22mm rear sway bar permitted.*"
2. #1243 (Richard Roberts) Expand brake duct Allowance to include Z06 ducts
In 9.1.10, T2, Pontiac Solstice GXP Coupe/Convertible (07-09), add to Notes: "*Quantum Motorsports modified Z06 brake ducts (p/n 07043.01) permitted.*"
3. #1557/#1603 (TC Kline/Jim Leithauser) 9" front rims
In 9.1.10, T2, BMW Z4 M Coupe (2007), add to wheel size, "*or (F) 18 x 9 (R) 18 x 9 at additional 25 lbs.*"
4. #1596 (Brian Kleeman) Reduce weight of the 350Z to 3150 lbs
In 9.1.10, T2, Nissan 350Z Track/Touring/Standard/ Nismo (03-08), change weight from ~~3268~~ to *3168*.
5. #1776 (CRB) Required tire size no longer available for Mitsubishi Evo
In 9.1.10, T2, Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), add a tire size: "*or 275/45 (F&R).*"
6. #1783 (CRB) Add 2010 Model to Subaru STi Spec Line
In 9.1.10, T2, Subaru Impreza WRX STi (~~08-09~~), update model years to *(08-10)*.

T3

1. #1265 (Bill Steinhoff) Remove some restriction from the T3 350z
In 9.1.10, T3, Nissan 350Z Track/Touring/Standard/ Nismo (03-08), add to Notes: "*Nissan heavy duty spring kit part #99996-65Z3OUS, Nismo sway bar kit #99996-RSZ3OUS allowed.*"

2. #1275 (Michael Jones) Missing model year - Subaru Impreza WRX
In 9.1.10, T3, Subaru Impreza WRX (~~02-04~~), correct model years to (02-07).
3. #1819 (CRB) Add Jetta GLI to VW GTI spec line
In 9.1.10, T3, change "Volkswagen GTI (06-10)" to "Volkswagen GTI, *Jetta GLI* (06-10)".

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Jacob Sellers vs. SOM COA Ref. No. COA 10-02-SE
May 21, 2010

FACTS IN BRIEF

On March 27, 2010, following the Group 4 race at the "Buck Muse Memorial" Regional held at Carolina Motorsports Park, Jacob Sellers, driver of Spec Miata # 71, Gary Giles, driver of Spec Miata # 84, and Skip Brock, driver of Spec Miata # 61, protested Sam Barnett, driver of Spec Miata # 35, alleging violation of GCR 2.1.4. (Reckless Driving), 6.5.1.J.3. (Improving Position on Start), and 6.11.1. (Driver Conduct), The Stewards of the Meeting (SOM) Ken Irwin, Sue Roethel, Sara Snider, and Mike Presley, Chairman, with agreement from the protesting parties, combined the three protests into one. The SOM then met, reviewed evidence and testimony, disallowed the combined protests, and returned the protest fees. Jacob Sellers appealed the decision.

DATES OF THE COURT

The National Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on May 20, 2010 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Jacob Sellers, received April 6, 2010.
2. Official Observer's Report and related documents, received April 10, 2010.
3. Request to Withdraw Appeal from Jacob Sellers, received May 18, 2010.

FINDINGS

The Court of Appeals reviewed Jacob Sellers' request to withdraw his appeal in accordance with SCCA General Competition Rule 8.4.3.A.5. The Court determined that Mr. Sellers' request met the GCR requirements and will be honored.

DECISION

The Court of Appeals returns Jacob Sellers' appeal unheard and with no judgment in accordance with GCR 8.4.3.A.5. The appellant's \$175.00 appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Steven Spoerl vs. SOM COA Ref. No. COA 10-03-NE
May 20, 2010

FACTS IN BRIEF

On April 25, 2010 following the Group 7 race at Summit Point Raceway, Elizabeth Miller, driver of SRF # 88, protested Steve Spoerl, driver of SRF # 49, alleging violation of GCR 6.11.1 (Driver Conduct). The Stewards of the Meeting (SOM) Fred Brinkel (SIT), Tom Hoffman, Earl Hurlbut, Larry Oliver, Jude Olivey, and Walter Michael, Chairman met, reviewed evidence and testimony, and upheld the protest assessing Mr. Spoerl the loss of MARRS points for the race and one penalty point against his competition license. Mr. Spoerl appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on May 13 and 20, 2010 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Steve Spoerl including photographs, received May 11, 2010.
2. Official Observer's Report and related documents received May 11, 2010.
3. Email statement from Walter Michael received May 12, 2010.
4. Telephone testimony from Earl Hurlbut on May 13, 2010.
5. Email statement from Tom Hoffman received May 15, 2010.
6. Email statement from Jude Olivey received May 17, 2010.

FINDINGS

Following review of all of the witness statements submitted, documentation received and Mr. Spoerl's photos, the COA finds insufficient evidence to overturn the decision of the SOM.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Spoerl's appeal is considered well founded and his appeal fee, less the amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

L. D. Mendez vs. SOM COA Ref. No. 10-04-SE

May 21, 2010

FACTS IN BRIEF

At the Central Florida Region Regional at Daytona Speedway held on May 1-2, 2010, David Ellis-Brown, driver of ITB # 31, protested L.D. Mendez, driver of SM # 71, for violation of GCR 6.11.1 A., B., D (On Course Driver Conduct). The protest followed metal-to-metal contact between the two drivers which resulted in Mr. Ellis-Brown and another driver being unable to continue. The Stewards of the Meeting (SOM), Fritz Baker, Norm Esau, Sandy Jung, Pax Lemmon (SIT), Russ Smith, and John Anderson, Chairman, held a hearing, heard witnesses, viewed a video and upheld Mr. Ellis-Brown's protest. Mr. Mendez was placed on a 4 SCCA race weekend Probation and assessed 3 penalty points. Mr. Mendez is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA), Jack Hanifan, Jack Marr and Michael West, Chairman, met on May 20, 2010 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from L.D. Mendez, including photographs of his racecar, received May 10, 2010.
2. Official Observer's Report and related documents including video, received May 11, 2010.
3. Letter from John Anderson, Chairman SOM, outlining the hearing and the reasons for the committee's decision, received May 20, 2010.
4. Email from Leland Miller, Chief Steward for event, received May 21, 2010 after appeal was heard.

FINDINGS

The COA thoroughly reviewed the video, photographs of the cars involved, and all witness statements used by the SOM. The COA also studied the photographs supplied by Mr. Mendez and his assertions regarding his position on the track during the incident under protest.

Based on its extensive review of all the evidence, especially the video, the COA concluded the side-to-side damage Mr. Mendez references in his appeal possibly occurred during the race, but at a point earlier than the incident under appeal. Mr. Mendez's photographs are not germane to the incident for which he was penalized.—

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Mendez's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | May 26, 2010

The Solo Events Board met by conference call May 26th. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Dick Patullo of the BOD; 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 1/1/2011.

Comments regarding items published herein should be directed via the new website www.sebscca.com.

GENERAL

- The SEB has an anticipated opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com.
- The Midwest Division has an impending opening at the Divisional Solo Events Steward position (see Section I.3 in the Introductory Section of the Solo Rules). Individuals from that Division who are interested in applying for this position should submit their qualifications in writing to the SEB via www.sebscca.com.
- SEB member Mike Simanyi is now the SEB's liaison to the Solo National Championships event administrators.
- Nominations are requested for the Solo Driver of Eminence and Solo Cup awards. These should be sent to the SEB via www.sebscca.com.

RECOMMENDED TO THE BOD

- The following previously-published rule change proposals are being recommended to the BOD by the SEB:
 - Change 17.2.F to read as follows (ref. 09-633):

"F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps*, *intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, and *superchargers* may not intrude into the clearance areas authorized herein."
 - In Appendix A – Prepared Class X, change the second bullet item following AWD specification in subsection 9.b. to read as follows:

"- Cars equipped with traction/stability control: + 50 lbs."
 - In Appendix A, Prepared Class X, replace subsection 4 with -

4. BRAKES

"Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS, including original equipment incurs a weight penalty. The use of ABS, including original equipment, to provide traction control, in any form, will also incur the traction control weight penalty."

PREPARED

- The SEB has approved the addition of Fred Züst to the PAC.
- The following rule change proposal has been provided by the PAC and is published here for member comment:

Add the following wording to the end of rule 17.2.S. -

"Front hoods and engine covers may be vented and/or louvered. The total area for all vents and/or louvers on a vehicle may not exceed 500 square inches, unless provided as standard equipment. The total area is measured as the total open area, or the perimeter of the louvers, when viewed from above. All openings must be covered with a wire mesh having openings no greater than one half inch (1/2").

The location, number, and shape of vents and/or louvers is unrestricted provided they are fully contained on allowed

panels. For vehicles having original vents and/or louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch above the original surface. No additional scoops, cowls, bulges, or ducts are permitted, unless specified in Appendix A.”

MODIFIED

- The SEB has approved the addition of Mike Billings to the MAC.
- The following rule change proposals are published here for member comment:
 - In Appendix A, under Modified Class B, delete subsection G. Note: this will permit the FE (formerly FSCCA) and ESR (formerly SRSCCA) cars to fall back to being covered by subsection C.
 - Replace the last sentence of 18.1.C.2.f with the following: “Rear doors, if present, may be eliminated or changed as necessary. Front doors and door openings may be shortened.”
- Based on a lack of positive member input, the previously published proposal to allow unrestricted ABS systems in DM/EM is being withdrawn.

NOT RECOMMENDED

- Stock: Rear sway bar allowances (ref. 10-072)
- Stock: Sway bar end link mount (ref. 10-325). Per the SAC, the restriction on suspension geometry in 13.5.A.2 does not apply to end link attachment points because those are unrestricted per 13.7.A.1.
- Prepared: Wheel size allowances (ref. 10-332)
- Modified: Ladies class weight adjustments (ref. 10-197) The MAC views this change as unnecessary, given that drivers in the same class, running in the same group, have a lengthy history of successfully managing ballast changes.

TECH BULLETINS

1. Stock: per the SAC, section 13.2.I is clarified to read as follows (ref. 10-267):

“I. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal “harness bar” may be used as part of the installation hardware for allowed driver restraints provided it has no more than two attachment points to the chassis and is bolted at those locations. A ‘C’-type harness bar may also be used. It may have four bolted attachment points to the chassis (two primary, and two supporting connections to resist rotation).”
2. Stock: per the SAC, section 13.3.E is clarified to read as follows (ref. 10-283):

E. No *non-DOT* racing tire or recap (on any casing) may be used. Siping or re-grooving of tires is not permitted.
3. Stock: per the SAC, the shock bushing rule does not allow modifications (cutting, welding, drilling) to the upper mounting plate to facilitate installation of a bearing mount. See 13.5.B, last sentence. Implementation is up to the competitor, although not every allowance can be implemented for every vehicle. (ref. 10-327)
4. Stock: per the SAC, there is no specific allowance in the rules to disable TPMS. Only procedures described in the factory documentation are permitted.
5. Street Prepared: per the SPAC, addition of an attachment between a seat and a harness bar would constitute a 3rd mounting point, thereby rendering the harness bar non-compliant with the Solo Rules (ref. 10-267).
6. Street Prepared: per the SPAC: regarding the replacement of a concentric shock/spring combination where the spring is actually seated on a control arm, this is not considered legal as it would be changing the spring attachment point (ref. 10-273).
7. Street Prepared: per the SPAC, the language of the rulebook (15.7) does not preclude a sway bar from being routed through the body. Method of attachment is unrestricted and does not put limits on the bar’s location or method of attachment (ref. 10-273).
8. Street Prepared: per the SPAC, 15.2.F is clarified to read as follows (ref. 10-275):

“F. The driver and front passenger seats may be replaced, with the following restrictions: Seats must be securely mounted per 3.3.3.B.2. The seating surface must be fully upholstered. Any replacement seat must be a full back, bucket type automobile seat incorporating a functional headrest. Kart seats, low back dune buggy seats, and other similar types of seat are expressly prohibited. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements. An alternate seat which replaces an air-bag equipped seat is not required to have an airbag.”

In conjunction, 15.2.H is clarified to read as follows:

"H. Airbags may be electrically disabled but not removed *unless explicitly allowed.*"

9. Street Prepared: per the SPAC, the ESP listing for the Subaru WRX is clarified as follows:

Subaru
Impreza WRX (non-Sti) ('02-'07)

10. Street Modified: per the SMAC, the last sentence in section 16.1.P is clarified to read as follows:

"Plastic under-trays, panels and covers below *the vehicle* may be removed or modified as necessary to facilitate other legal modifications, but may not added or enlarged."

11. Prepared: The following new listings, effective immediately upon publication, are added to Appendix A, class G Prepared:

BMW
1600 ('68-'71) 1574 1575 13x7 1.65/1.38 56.5/56.5
Carburetion
Comp. ratio limited to 11.0, valve lift to .450"
Alt. intake manifold #CAM-6618

Toyota
Corolla ('71-'74) 1588 1590 15x7 1.61/1.42 57.9/57.5
Carburetion
Comp. ratio limited to 12.0, valve lift to .450

12. Prepared: The following new listings, effective immediately upon publication, are added to Appendix A, class F Prepared:

BMW
1 Series (6-cyl non-turbo, E82/E88 chassis) (2008-2010)
3 Series (6-cyl non-turbo, E90/E91/E92/E93 chassis) (2006-2010)

13. Prepared: The following correction to the FP Appendix A listing for the BMW 3 series is effective immediately upon publication:

BMW
3 Series (6-cyl all, E46 chassis) (1999-2005)

ROADRALLY BOARD

RRB MINUTES | May 24, 2010

The *RoadRally* Board (RRB) met via conference call on Monday, May 24, 2010.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Sasha Lanz, Mark Johnson, Eva Ames and Lois Van Vleet. Todd Butler, Board of Directors Liaison was in attendance. Pego Mack, National Office and Michael Lewis, Board of Directors Liaisons were not in attendance.

Chairman Wakemen called the meeting to order at 7:37 pm CST.

The Final May 3, 2010 RRB Minutes were approved. (Johnson/English)

Proceedings

1. Rally Liaison updates

Rally changes and Liaison updates are in **red** below.

2010 Liaisons:

Assignments: The following have been appointed 2010 Rally Liaisons:

California, NT-NC Rallies (January) - Lois Van Vleet

Steel Haul, NC (April) - Jeanne English

New England, NC (February) - Rick Beattie (at December RRB Meeting)

Arizona, NC Rallies (March) - Jeanne English

Steel Haul, NC (April 24) - Jeanne English & Mark Johnson

Rally to the Race, NGTA (May) - Jim Wakemen

Chippewa Trail (June 12) NT-NC-NGTA - Mike Thompson

St. Louis Rallies (July 10-11) - Lois Van Vleet, Eva Ames, Rick Beattie (GI's have been received)

Cast in Stone NT (July 31) - Mark Johnson (received GI's)

Hurdle 2010 NGTA (Aug) - Sasha Lanz

Badger Trails NT (Sept 4) - Lois Van Vleet & Eva Ames

Oktoberally, NC (Sept 5) - Jeanne English

USRRC NGTA (Oct 22-24) - Sasha Lanz

USRRC NT - Jim Wakemen & Mark Johnson

USRRC NC - Jeanne English

2011 Liaisons:

Covered Bridge, NT (Nov 6) - Rick Beattie

Arizona Rallies, 2-NT (Nov?) - Dave Kolb? Van Vleet to contact Pego on Sanction Papers possibly received for an August 21-22 event in question for approval.

2. Safety Stewards & Trainers

Discussion: Johnson has a basic outline of the video he is working on.

3. Rules Committee Update – English

Discussion: Rules Committee discussion: It was in the RFO's years ago that "If the RRB should sanction a Road Rally Championship (NCR/NTR/DCR/DTR) event concurrently with a non-qualifying Divisional event, the contestants competing in the qualifying Road Rally Championship event must be scored with ALL contestants within their class who are required to complete the entire event." This sentence was eliminated when Divisional rallies were eliminated. Now that Regionals are part of the National Championship, it should probably be put back. There is also the issue of perhaps 'double dipping' where points might be awarded for both the underlying events(s) as well as the national event. English also suggested that Lifetime Points only be awarded if there are x number of cars on the rally; 'x' to be 2? 5? 6? 10?

Old Business – none

New Business – Lanz reported that Yahoo complaints are Weekend Memberships cost too much money. Race, Rally and Solo are affected. Many regions give discounted entry fee for SCCA members or to pre-register. Costs are set to encourage weekend members to join SCCA. The percentage of event income spent on weekend member fees is very much less for race, and significantly less for solo, than it is for rally. The amount spent on these fees seriously impacts rally budgets. Butler recommended in putting numbers together in a spreadsheet and study the numbers at events for Rally only - stating the impact of the weekend membership fee and maybe other competitive, sport related member cost comparison. Butler also pointed out

that if you are not a member, you don't have an insurance coverage. Wakemen will get the numbers and give them to Lanz for a spreadsheet. Butler wants to be included in the email exchange on this spreadsheet.

Johnson reported that after hearing the comments for the RRB to reconsider the USRRC Changes still be implemented in 2011 and not 2012, that we still need time to collect comments/opinions from the rally community and from rally competitors at the rally events.

Action items – none

Next meeting

Monday, July 5, 2010 at 7:30 pm CST, via conference call.

The meeting was adjourned at 8:27 pm CST. (Johnson/English)

Submitted by Lois Van Vleet, RRB Secretary.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | May 10, 2010

The RallyCross Board (RXB) met via conference call May 10. Attending were Bob Ricker, Chairman, Tom Nelson, Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance was Pego Mack from the National Office.

The Secretary acknowledges that these minutes may not be in chronological order.

Chairman Ricker called the meeting to order at 8:03pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Tom Nelson reported that he would set up a new meeting schedule for the Safety Committee.
2. RallyCross Rules Committee (Mark Utecht): Mark Utecht reported that the Rules Committee is ready to review the proposed 2011 RallyCross Rules based on member comments received during the comment period.

Old Business

1. Annual RallyCross Award: Brent Blakely continues to research the history of RallyCross.
2. New RXB member request: Bob Ricker will contact all who have submitted résumés.
3. Points Keeper: The RXB is continuing to search for a points keeper. Pego Mack will contact a member who has expressed interest in the job.
4. E-Blast: A RallyCross E-Blast continues to be a goal of the RXB in an effort to inform the membership of upcoming events and activities. A connection with the InsideLine is a possibility.
5. National Championship: Registration is now open.

New Business

1. Western States Challenge Championship: It was reported that this event would be moving to a site in Northern California at either Prairie City or Thunderhill.
2. New Programs: Brent Blakely reported that Regions in Arizona and Reno want to start RallyCross programs and will need help with training Safety Stewards.

The meeting was adjourned at 8:57pm CDT.

Note: The RXB met on April 29 via conference call to conduct an interview for a position on the Board.

Next meeting: June 14, 2010

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

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>
2010 Runoffs Home Page: <http://www.scca.com/runoffs>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>
Rulebook: <http://www.scca.com/contentpage.aspx?content=61>
2010 Tire Rack Solo National Championships Home Page: <http://scca.com/event.aspx?hub=3&event=15171>

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=14461>

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