

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | June 21, 2008

The Board of Directors, Sports Car Club of America, Inc. met via e-mail June 21, 2008. The following members participated: , R. J. Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, Bob Introne, Bob Lybarger, Lisa Noble, Andy Porterfield, John Sheridan, Mike Sauce, K.P. Jones and Jerry Wannarka.

MOTION: That effective immediately, the Board of Directors grant a waiver of GCR 3.9.1.F.4 requirements for adding an additional Division prior to the conduct of the third National Championship event in the relevant division for Scott Tucker. (Creighton/Dent) PASSED Abstaining, Christian, Jones

MOTION: That effective immediately, the Board of Directors grant a waiver of GCR 3.9.1.F.4 requirements for adding an additional Division prior to the conduct of the third National Championship event in the relevant division for David Mead. (Noble/Dent) PASSED Abstaining, Christian, Jones

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

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BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | June 30, 2008

The Board of Directors, Sports Car Club of America, Inc. met via teleconference June 30, 2008. The following members participated: R. J. Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, Bob Introne, Bob Lybarger, Lisa Noble, Andy Porterfield, John Sheridan, Mike Sauce, K.P. Jones and Jerry Wannarka. Jim Julow, President, Jeff Dahnert, Vice President of Finance, also participated.

MOTION: To approve the minutes of the June 2, 2008 and June 21, 2008 meetings. (Sheridan/Dent) PASSED, Unanimous

PRESIDENTS REPORT

Jim reviewed progress on the contract for the Runoffs at Road America. He presented a proposal for incentives to be awarded to competitors with participation in multiple consecutive Runoffs.

TREASURERS REPORT

Jeff Dahnert reported that through April 2008, we were slightly behind budget.

OLD BUSINESS

None

NEW BUSINESS

To direct the president of SCCA, Inc., to execute that contract between SCCA Inc., SCCA Pro Racing, and W. C. Vision, licensing control of World Challenge to WC Vision, as more fully set out in the proposed contract between the parties. (Jones/ Dent) PASSED,

MOTION: To adjourn. (Porterfield/ Allen)

Respectfully submitted,

Jim Christian
Secretary

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | July 7, 2008

The Board of Directors, Sports Car Club of America, Inc. met via teleconference July 7, 2008. The following members participated: , R. J. Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, Bob Introne, Bob Lybarger, Lisa Noble, Andy Porterfield, John Sheridan, Mike Sauce, K.P. Jones and Jerry Wannarka. Jim Julow, President, Jeff Dahnert, Vice President of Finance, also participated.

MOTION: To approve the minutes of the June 2, 2008, June 21, 2008 and June 30, 2008 meetings. (Allen/Lybarger) PASSED, Voting NO, Jones, Abstaining, Sheridan, Sauce, Porterfield

PRESIDENTS REPORT

The Miata tire test has been completed; a report will be submitted to the Board of Directors at the August conference call. Jim reported on ACCUS activities. He reported on worker signups for the Runoffs, additional F&C staff is needed. SCCA Pro and WCvision contract has been signed. Runoffs entry signup starts tomorrow.

TREASURERS REPORT

Jeff Dahnert reported that through May 2008, we were slightly behind budget.

LIAISON REPORTS

SOLO EVENTS BOARD – Introne

The SEB discussed rule changes and additions for presentation to the BOD in September. Also, safety at SOLO events was discussed in light of a recent incident. Future sites for the National Championships were briefly reviewed.

SCCA FOUNDATION – Dent

Current statistics for Street Survival events run so far this year are not available at present, but the good news is that the Foundation presently has \$45,220.94 in it's treasury. This represents an amazing comeback from the re-organization of the Foundation several years ago when the treasury was well in the red.

CLUB RACING BOARD – Wannarka, Christian

The activities of the CRB have been devoted primarily to addressing member requested adjustments to car configurations. While there are still more items requested than anyone would like to see, the number is going down. The latter is probably a result of the racing season being well underway. Noteworthy general items discussed were:

- In spite of Formula Ford being an accepted class for many years, recent reading of the rules have identified body configuration ambiguities that have resulted in questions of aerodynamic advantages. Seasoned competitors are saying 'we've always accepted it as such' and newer entrants are seeing competition advantages. The Advisory Committee has agreed on the concepts for rule revision and is working on getting agreement to the verbiage to be used. They anticipate the CRB will have the updated rules for review at their next meeting.

- Question has been raised by one of our Regions wanting relief from the 103db maximum specified in the GCR. The subject enjoyed a lot of discussion. The CRB presumes that there was good reason to select the 103 db level initially. Also, the 103 level continues to be a level that is acceptable to most track environments and allows minimal impact on most race cars. The original intent of having a standard level was to meet local requirements and minimize drivers having to make track to track exhaust changes. While some tracks may not require this level of sound control, there is also the question of sound impact to other drivers and course workers. The CRB believes that it has the responsibility to protect, as best as possible, those members that are also in the proximity to loud cars. Since this is a GCR listed item, the CRB believes that such a change would be outside that allowable by the Supplemental Regulations and CRB powers.

- The CRB is concerned about the large number of member requested changes occurring during the year and is working on developing policies that would minimize changes in the future. At the moment these efforts are targeted toward the Showroom Stock and Touring groups. The formula under evaluation for classifying cars into these categories continues to look promising. Also being explored is the concept that for Showroom Stock, any suspension packages that is approved like Trunk Kits must be utilized as the entire approved package. For Touring, competitors could use either the entire package or pick and choose which components of the

approved suspension package they would like. These concepts when mature will be presented to the Board of Directors in time for the next competition year.

ROADRALLY BOARD –Allen

Due to extra editing that the 2009 rules set will not be approved until the Board of Directors October meeting.

COURT OF APPEALS – Allen

The COA work load has not picked-up with the race season and the court is now completing case number eight. This is down almost 50 percent from a year ago. One reason for this may be better stewarding in the field. There are two cases in the pipeline one rumored as being another rules interpretation.

OLD BUSINESS

NONE

NEW BUSINESS

MOTION: To approve the following changes to the SCCA Strategic Plan:

Item 2 change the word Membership to Promote. The new heading to read “Promote Growth and Activation.” No change to bullets 1,2 and 3. Add new bullet to read “Emphasis on growing participation in all competition programs.”

The revised item to read as follows:

2. ~~Membership~~ Promote Growth and Activation
- Aggressive enthusiast recruitment Campaigns
 - Improved new member communications
 - Enhanced focus on renewal
 - *Emphasis on growing participation in all competition programs.*

(Christian/Sheridan) PASSED, UNANIMOUS

MOTION: To waive the provisions of GCR section 3.9.3.A to allow Jon Brandstad to compete in the 2008 Runoffs. (Gordy/Christian) FAILED, Abstaining, Sauce. Not Voting, Jones

MOTION: To waive the provisions of Operations Manual Section 5.8 to allow Southern Pacific Division to conduct a 2009 National in December of 2008. (Porterfield/Christian) PASSED Voting NO, Creighton Abstaining, Lybarger, Noble, Sauce

MOTION: To adjourn. (Porterfield/ Allen)

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD | SPORTS CAR CLUB OF AMERICA, INC. | June 3, 2008

The Club Racing Board met by teleconference on June 3, 2008. Participating were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were Jim Christian and Jerry Wannarka, BoD Liaisons; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 08-07, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

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

GCR

Item 1. Effective 11/1/08: Change section 8.3.3.A.5 as follows:

In the event of a protest involving verification of *components and/or assemblies* ~~camshaft specifications~~, SCCA Club Racing Technical Services offers verification services for protest and/or compliance resolution according to the following requirements:

- a. A complete description of the vehicle/engine combination should be included (~~i.e.~~ e.g., make, model, year, VIN #, engine code, displacement, etc.).
- b. A known stock example of the *part* ~~camshaft~~ in question must be included with the protested *part* ~~camshaft~~. The sample *part* ~~cam~~ must be of the same make, model and year of the protested *part* ~~camshaft~~.
- ~~c. An accurate description of the intake and exhaust valve arrangement relative to the #1 cylinder is required (i.e., EX/IN, EX/IN, EX/IN, EX/IN).~~
- ~~d. The engine firing order and crankshaft rotation direction is required. NOTE: For camshaft testing purposes, crank/shaft rotation is determined by looking at the front of the engine, NOT from the driver's seat.~~
- c e. The cost for *the inspection will be set according to the Club Racing Labor Rate Guide, published on the SCCA website.* ~~each camshaft test is \$100.~~ Provisions for shipping to and from the national office should be included in the bond.
- d f. Upon receipt of the above information and samples, a complete ~~camshaft~~ comparison will be produced within 5 working days. This information will be conveyed to the Chairman SOM directly via ~~fax or~~ email.

Item 2. Effective 11/1/08: Change the lower illustration following section 9.3.18.H as follows:

~~4-6" max at guide or anchorage - when using a head and neck restraint, follow the manufacturer's recommendation.~~

Formula

Item 1. Effective 11/1/08: Remove the 25 lb weight penalty note for fuel injection in FA section 9.1.1.A.2.b, as follows:

~~NOTE: Add 25 lbs. or fuel injection (except Volkswagen).~~

Item 2. Effective 11/1/08: Remove section 9.1.9.C.5.e in its entirety:

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

Item 3. Effective 11/1/08: Remove section 9.1.9.C.23.f in its entirety:

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

Sports Racer

Item 1. Effective 11/1/08: Remove the 25 lb weight penalty for fuel injection in CSR section 9.1.9.A.2.a.4, as follows:

- ~~4. Cars using engines with fuel injection shall weigh 25 lbs. more than the same engine using carburetion.~~

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

The CRB and AS advisory committee wish to remind the American Sedan community that those competitors in former T2 cars must use fuel that meets the requirements of the GCR for the Touring category.

NEW CAR CLASSIFICATIONS

None

REFERRED or TABLED

GCR

Require all appeals be received 28 days before the beginning Runoffs date (Entriiken). Tabled for CoA input.

Formula

FM – Explore the 6-port motor (Drummond). Tabled for further research.

NOT RECOMMENDED

GCR

1. Eliminate sound requirements from the GCR (Stavelly). Consistent requirements are necessary for sound control across the country.
2. Use the American flag to start races (various phone queries to staff). The flag should not be used as requested because it may be considered disrespectful of the symbol. The US Flag Code states, "The flag represents a living country and is itself considered a living thing."

Formula

1. F500 – Increase the wheelbase to 85 inches (Schmidt). This would obsolete all existing chassis.
2. CSR – Allow the MSR Formula Mazda Conversion to run at 1,440 lbs and 48 mm (Schumacher). The CRB no longer makes CSR specific chassis/engine combination classifications.

Grand Touring

1. GT3 – Encourage the less competitive cars to compete (McKinney/Jackson). The class is competitive as specified.
2. GT3 – Allow 2.4 L engines a 32 mm SIR at 2,180 lbs (Burke). Next year, all GT3 cars will be on 31 mm SIRs.
3. GT3 – Use an FIA type formula to equate engine performance potential (Burke). The current formulas are adequate for equitable performance potential.
4. GTL – Allow non-transparent windshields (Linn). The rules are adequate as written.

Spec Miata

Allow factory hardtop latches (Buhl). The rules are adequate as written.

Previously Addressed

Addressed in Technical Bulletin 08-07 or the July 2008 FasTrack:

FV – Clarify the requirement for crush boxes (Morris).

No Action Required

GCR

1. Class consolidation input (14 letters). Thank you for your input.
2. Support for FIA 1986 suits (Ebersole). Thank you for your input.
3. Combining sessions input (3 letters). Thank you for your input.
4. Can a flashing rain light be used (Ellingson)? Yes.

5. Can I turn on the rain light at my discretion (Ellingson)? Yes.
6. Update the roll cage inspection hole language (Funderburg). Thank you for your input.
7. Address the sound control conflict between the GCR and Oregon state law (Butler). GCR 5.7.3 states, "The primary standard for SCCA Sound Control shall be a sound pressure level of 103db "A" frequency weighted (dba) measured on the fast response setting at 50 feet (+/- 2 feet) from the edge of the track pavement, and/or artificial markers indicating track edge." The underlined phrase allows the Oregon Region to mark the pavement as proposed, measure 50 feet from those markings, and be in compliance with the GCR requirements. That will also satisfy the Oregon law.
8. Allow open hood visual inspections to competitors (Knestis). The Chief Steward may order impound and provide an opportunity for open hoods.
9. Support for 9.3.19.A Fire Suits (Zaslow). Thank you for your input.
10. Opposition to 9.3.19.A Fire Suits (Rhea). Thank you for your input.
11. Support for FIA 1986 suits (Blethen). Thank you for your input.

Formula/Sports Racer

1. F/SR – Class consolidation input (35 letters). Thank you for your input.
2. F500 – Allow unleaded fuel (Wassersleben). This will be considered with the revised fuel rules.

Grand Touring

1. GTL – Clarify exhaust routing (Arbogast). The rule is adequate as written.
2. GTL – Opposition to weight increase to Spridget Roadsters (Blust). Thank you for your input.

American Sedan

1. Engine input (Payne). Thank you for your input.
2. Alternate cylinder head input (20 letters). Thank you for your input.

Spec Miata

1. Spec tire input (3 letters). Thank you for your input.
2. Opposition to compliance fee (Mathias). Thank you for your input,

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: July 1, 2008

NUMBER: TB 08-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/08 unless otherwise noted.

Grand Touring

GT1

1. Change 9.1.2.D.10.b.2 p.262 to read: No part of the fuel cell shall be closer to the ground than six (6) inches, unless contained within *and above the lowest part of* the basic structural frame rails of the vehicle ~~and located forward of the rear axle and fully enclosed.~~

GT3

1. Classify the F20C engine.
Add new spec line to GTCS, Engines – Acura, p. 296, Engine Family: F20C, Engine Type: DOHC, Bore x Stroke(mm): 87.0 x 84.0, Displ.(cc): 1997, Head Type: Alum, Crossflow, Valves / Cyl.: 4, Fuel Induction: 31mm SIR, Weight(lbs): 2000.
2. Classify the F20C engine.
Add new spec line to GTCS, Engines – Honda, p. 301, Engine Family: F20C, Engine Type: DOHC, Bore x Stroke(mm): 87.0 x 84.0, Displ.(cc): 1997, Head Type: Alum, Crossflow, Valves / Cyl.: 4, Fuel Induction: 31mm SIR, Weight(lbs): 2000.
3. Engines – MAZDA, p. 302, add to the 2189cc engine specs as follows: Valves/Cyl.: 2

AS

1. Camaro & Firebird (82-92), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 608979, 608879
2. Camaro & Firebird (93-02), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 608979, 608879
3. Mustang Incl. Cobra & Cobra R (79-93), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 602579, 602479
4. Mustang Incl. Cobra thru 95 (94-98), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 602579, 602479
5. Mustang Incl. Cobra (99-04), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 602579, 602479
6. Mustang GT (2005), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 602579, 602479
7. Capri (79-86), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 602579, 602479
8. GTO (04-06), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 608979, 608879
9. As approved by the BoD in the January FasTrack; change section 9.1.6.F, p. 476-481, to read as follows: Exhaust Valve Size: ~~1.54"~~ 1.55"

SM

1. Mazda MX-5 / Miata (94-95), p. 509, change the specs to read as follows: Weight(lbs): 2375
2. Mazda MX-5 / Miata (96-97), p. 509, change the specs to read as follows: Weight(lbs): 2375

Touring

T2

1. Subaru Impreza WRX STi (03-06), p. 582, correct the specs as follows: Notes: AMS front and rear springs ~~#AMS-SCCA01~~ #AMS-SCCA-STiST1 allowed.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Craig Martins vs. SOM, COA Ref. No. 08-08-GL

July 11, 2008

FACTS IN BRIEF

At the Race of Champions National Race at Mid-Ohio Sports Car Course on Sunday, June 1, 2008 Bill Baten, driver of T2 #98, protested Tommy Joe Martins, driver of T2 #51, for passing under double yellow flags displayed at turn 10, in violation of GCR 6.11.2.B.

The Stewards of the Meeting (SOM) John Pftzing, Fred McAninch, and Jim Green, Chairman, reviewed the available Witness Statements along with information from Timing and Scoring, determined that Mr. Martins passed Mr. Baten under double yellow flags, and penalized him one lap, which moved Mr. Martins from 1st to 3rd in class. The penalty was accompanied by the automatic 3 license penalty points.

Mr. Martins' Entrant, Craig Martins, is appealing this decision.

DATES OF THE COURT

The Court of Appeals (COA) Dick Templeton, David Nokes, and Bob Horansky, Chairman, met on June 19, 26, and July 3 and 10, 2008 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Craig Martins, Entrant for T2 #51, including his Witness Statement, received June 12, 2008.
2. Official Observer's Report and related documents, received June 12, 2008.
3. Email from Chief Steward Doug Ruth, received June 20, 2008.
4. Lap Chart and full Timing and Scoring information received on June 23 and 27, respectively.
5. Additional email Statement from Bill Baten, driver of T2 #98, received June 25, 2008.
6. Race Log and car time cards, received June 30, 2008.
7. Email Statement from William Moore, driver of T2 #3, received June 30, 2008.

FINDINGS

Craig Martins' appeal is based on the following arguments:

- The SOM did not have access to complete information since Craig Martins had to leave the track before he could file a Witness Statement.
- The lap chart shows a change of position, but not the location of the change, or whether the change occurred before or after the full course yellow was displayed.
- There was nothing in the Race Log about a pass under yellow.

The SOM considered input from both affected T2 drivers, Tommy Joe Martins and Bill Baten, the spotter for Bill Baten, and the input from a T3 driver who observed the pass. No corner reports were available, and nothing appeared in the race log.

The Court of Appeals found that Craig Martins' Statement conflicts with the other Statements. It is true that the Lap Chart and other T&S materials verify only that there was a change of position during a full course yellow, but they do not assist in determining either the location or the timing of the pass relative to the display of the double yellow flags. The absence of a notation in the Race Log does not on its own indicate the absence of the pass.

The additional materials submitted as a part of the appeal did not provide sufficient new information or evidence to warrant modifying the original decision, and as a result, that decision is upheld in its entirety.

DECISION

The SCCA Court of Appeals denies Mr. Martins' appeal. The Court finds Mr. Martins' appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD | SPORTS CAR CLUB OF AMERICA, INC. | June 25, 2008

SOLO EVENTS BOARD

The Solo Events Board met by conference call June 25. Attending were SEB members Dave Whitworth, Tina Reeves, Steve Wynveen, Chris Dorsey, Jason Isley, Erik Strelnieks, Rick Myers, and Donnie Barnes; Lisa Noble and Bob Introne of the BOD; and Doug Gill 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 1/1/2009.

GENERAL

- o The Central Division Solo Events Steward position remains open. Interested members are invited to submit their qualifications in writing to the SEB via the National Office.
- o The SEB and Staff will be gathering and studying sound level data, and will be addressing the topic of possible changes to the provisions of Appendix I.

RECOMMENDATIONS TO THE BOD

- o The SEB has approved and is recommending to the BOD the following change proposals:
 - o Appendix E (change to Solo Safety Steward licensing requirements):

ITEM 1) Replace the contents of Appendix E subsection V.E. with: "Effective 1/1/09, following an initial one-year licensing as a SSS, the SCCA Central Licensing Department shall issue a renewal application every three years, pending completion of the appropriate number of events and continuing education as a Solo Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one continuing education seminar and serve as a SSS at five events. The DSS shall be responsible for confirmation of participation in the continuing education process. The renewal date is the same as membership renewal."
 - o Appendix D (Solo Trials rule change package)

ITEM 2) Modify the Solo Trials rules as follows:

 - § Section II – Concept: Add a new 1st and 2nd sentence:

"The Solo Trials Rules specified within this Appendix are an extension of the Solo Rules. They are exception or additions to those rules and as such, if a subject matter is not specific herein, the Solo Rules governing that matter shall also govern a Solo Trials event."
 - § Section III – Procedure for SCCA Sanction

Eliminate "numbers"; change 1st sentence of current #1 to read:
"Submit to the National Office an event site approval *and request for sanction* which includes..."

Add:
"All new sites are required to have an inspection to determine suitability for this program. Prior approved sites do not need any subsequent inspections as long as there have been no changes to the surface or other safety-related criteria has changed since the initial inspection. Sanction will be ranted after successful completion of course site inspection."

Delete paragraph #2.
 - § Section VI – Event Officials

Change 1st and 2nd sentences to read:
"The Chief Steward and Safety Steward shall be appointed by the Solo Chairman of the host Region but may be subject to review by the DSS and/or the DSSS if there is a need. All other officials may be appointed by the host Region without review."
 - § Section X – Vehicle Safety Equipment Requirements

Change X.b. to read:
"All drivers in SCCA-sanctioned Solo Trials events in which a roll bar or roll cage is installed shall utilize either a five-, six-, or seven-point restraint harness meeting the following specifications. A 7-point restraint harness is recommended. Arm restraints are required on all open cars including open targa-tops, sunroofs, and T-tops."

The restraint system installation is subject to approval by the Chief Technical and Safety Inspector.

A. A 5-point system for use in automobiles where the driver is seated in an upright position consists of:

- A 3-inch seat belt or an FIA or SFI 16.5 certified 2-inch seat belt.
- An approximately 3-inch shoulder harnesses or FIA or SFI 16.5 certified 2-inch shoulder harnesses only if the HANS Device is used by the driver. Should the driver at anytime not utilize the HANS Device, 3-inch shoulder harnesses are required.
- An approximately 2-inch anti-submarine strap.

A 5-point harness is considered a minimum restraint system. 6- or 7-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

B. A 6- or 7-point system recommended for use in all automobiles consists of:

- A 3-inch seat belt or an FIA or SFI certified 2-inch seat belt.
- An approximately 3-inch shoulder harness or FIA or SFI 16.5 certified 2-inch shoulder harness only if the HANS Device is used by the driver. Should the driver at anytime not utilize the HANS Device, 3-inch harnesses are required.
- 2 or 3 approximately 2-inch leg or anti-submarine straps.

C. The shoulder harnesses shall be the over-the-shoulder type. There shall be a single release common to the seat belt and shoulder harnesses. When mounting belts and harnesses, it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of 20 degrees with the horizontal. The seat itself or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll bar/cage or part of the car structure. Only separate shoulder straps are permitted (Y-type shoulder sstraps are not allowed). H-type configuration is allowed.

D. The single anti-submarine strap of the 5-point system shall be attached to the floor structure and have a metal-to-metal connection with the single release common to the seat belt and shoulder harnesses.

E. The double lag straps of the 6- or 7-point system may be attached to the floor as above for the 5-point system or be attached to the seat belt so that the driver sits on them, passing up between his/her legs and attaching either to the single release common to the seat belt and shoulder harnesses or attaching to the shoulder harness straps. It is also permissible for the let straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his/her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.

F. Each seat belt and shoulder strap of the harness (5-, 6-, or 7-point) shall have an individual mounting point (i.e., 2 for each seat belt and 2 for each shoulder strap minimum). 6- or 7-point system anti-submarine straps may share a mounting point with one or both seat belts. The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belts, shoulder harnesses, and anti-submarine straps should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

G. Unless specifically mentioned herein, compliance with all driver restraint systems that comply with SFI 16.1, SFI 16.5, or FIA 8853/98 is highly recommended.

H. Harness threading must be assembled in accordance with the manufacturer's instructions. Tech Inspectors are cautioned to inspect all belts and harnesses for wear, looking for abrasions, rips, tears, or other issues which would make a belt/harness of questionable value for its intended purpose. Vehicles with such issues will be prohibited from these events."

Change X.3.c. to read:

"A hand-held fire extinguisher adhering to the following standards is highly recommended.

1. Halon 1301 or 1211; 2-pound minimum capacity by weight.
2. Dry chemical; 2-pound minimum with a positive indicator showing charge. Chemical: 10BC UL rated – potassium bicarbonate (Purple K) recommended; 1A-10BC UL rated multipurpose – ammonium phosphate and barium sulfate or Monnex.
3. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick-release type."

Change X.4. to read:

"125cc shifter karts are permitted with the appropriate driver safety gear as specified in the Solo Rules. However, depending upon surface irregularities of the site, the DSSS may prohibit these karts. Junior karts are

- o not permitted.”
- o Section 13 (Stock):
 - ITEM 3) Add to 13.9 as follows: “Additional battery hold-down hardware may be added. It may serve no other purpose.”
- o Appendix A (Street Touring)
 - ITEM 4) Add the BMW E46 M3 to class STU.

STOCK

- o The SAC’s proposal for 2010 stock class moves has not yet been completed. This proposal will appear in the September Fastrack. The membership is asked to please consider the stock class moves for 2009 (July Fastrack) as independent, and to provide their comments to the SEB as such.
- o With regard to the previously-published proposal in the July Fastrack, the SAC withdraws the Mitsubishi Eclipse Turbo AWD / Eagle Talon Turbo AWD from the list of cars proposed to move from DS to GS. *Comment:* AWD cars do not fit with the current class philosophy of GS.
- o The proposals submitted for member input to move current exclusion list cars to SS for 2009 (see the July Fastrack) will be further considered in light of this year’s National Championship results. The intent is to place those cars into SS should results show that the class has become faster due to an existing SS car rising to class dominance. Introducing the new cars would help to maintain competitive balance.
- o The SEB is now beginning its review of the SAC’s recommendations for the reorganization of classes for 2010. The SEB anticipates publishing the initial form of the proposal in the September Fastrack. Since the proposal for reorganization will be receiving a great deal of member input, the SEB requests that members provide input on previously-published Stock Class proposals for the 2009 season at this time and independently of the 2010 proposals.

STREET TOURING

- o The following set of changes to Section 14 and Appendix A Street Touring Classes are being published as clean-up items. Competitors are advised that these changes do not alter the allowances of the rules, but are intended to improve clarity and structure. Please note this cleanup is based on the existing 2008 rules set. Any separate changes proposed during the current rules season are not yet included here, but would be added later after BOD approval.
- o Section 14 changes:

14. STREET TOURING CATEGORY

The Street Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension, engine, and appearance modifications which are fully legal and compatible with street use anywhere in the country.

(text deleted)

Vehicle eligibility lists are now in Appendix A.

Under the provisions of Section 1.1 of these rules, Regions are free to allow any other version of the ST concept which meets their local needs.

(text deleted)

See Sections 3.8 and 8.3 for documentation requirements.

14.1 Authorized Modifications

- A. All Solo Rules Stock Category allowances, plus all allowances contained in 14.1 through 14.10.
- B. *(text deleted)*

14.2. BodyWork

- A. Pedal kits and other interior cosmetic accessories may be added. . *“Dress-up” items such as chrome dipsticks and non-standard filler caps are permitted, provided they serve no other purpose.*
- B. The driver and front passenger seats may be replaced, with the following restrictions: The seating surface must be fully upholstered: The top of the seat, or an attached headrest, may not be below the center of the driver’s head. The seat, including mounting hardware, must weigh at least 25 pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added.
- C. *Factory rub strips, emblems, and mud flaps may be removed.*

- D. Alternate steering wheels are allowed except that steering wheels with an integral airbag may not be changed.
- E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. Flares that are part of body kits may be attached to the stock fenders. Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The intention is to permit fitting the maximum allowable tire size, and the modifications may serve no other purpose (e.g. air intake, brake ducts, etc.). No other changes to the stock fenders or wheel wells are permitted.
- F. Addition of spoilers, splitters, body kits, rear wings and non-functional scoops/vents is allowed. The intent of this allowance is to accommodate commonly available appearance kits, and replicas thereof, which have no significant aerodynamic function at Solo speeds. Body kits are limited to bumper covers, valances, side skirts, and fender flares. Standard parts may not be removed except for the substitution of spoilers, rear wings, bumper covers and valances. Rear wings must attach only aft of the rear wheel centerline.

The allowances regarding wings and spoilers only allow swapping like for like if the original device was not an OE option as configured by the factory, i.e. a spoiler for a spoiler or a wing for a wing. If a vehicle is available without a wing or spoiler from the manufacturer then either can be installed.

Total surface area of all spoilers, splitters and rear wing may not exceed 5 square feet as seen from above (see 12.9). Substitution of rear spoilers or wings must retain any original third brake light functionality unless otherwise equipped. No underbody panels may be added or substituted. The drilling of holes for the purpose of mounting these pieces is permitted.

- G. Strut bars are permitted with all types of suspension. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. No other configuration is permitted. Additional holes may be drilled for mounting bolts. Only bolt-on attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

14.3 Tires

Tires must meet the eligibility requirements of the Stock category (excluding 13.3.F), with the following additional restrictions:

- A. Tires may have widths up to and including *the following*:
 - 225 – STS, STS2
 - 245 – STX, STU (AWD)
 - 275 – STU (2WD).
- B. Tires must have a minimum tread wear rating of 140.
- C. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.
 - Pirelli P Zero Corsa

14.4 Wheels

- A. Any wheels are allowed with widths up to the following:
 - 7.5" - STS, STS2
 - 8" - STX
 - Unlimited - STU

14.5 Shock Absorbers

- A. Shock absorber bump stops may be altered or removed.
- B. Any shock absorbers may be used. Shock absorber mounting brackets which serve no other purpose may be altered, added, or replaced, provided that the attachment points on the body/frame/sub-frame/chassis/suspension member are not altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as Stock. No shock absorber may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson

strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel.

14.6 Brakes

- A. Cross drilled and/or slotted brake rotors are permitted, same size and type as standard.
- B. Brake lines may be substituted with alternate DOT approved flexible brake lines.
- C. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. They may serve no other purpose.
- D. Original equipment ABS braking systems may be electrically disabled, but may not be removed or altered in any other way.
- E. *STX and STU: Brake rotors may be replaced with any rotor of equal or larger diameter made from a ferrous or aluminum alloy. Calipers are unrestricted, but must mount to the original attachment points. Drum brakes may be replaced with disk brakes of a diameter equal to or greater than the inside diameter of the standard drum part. Brake backing plates (dust shields) may be modified the minimum amount necessary to accommodate allowed alternate rotors and calipers.*

14.7 Anti-Sway Bars

Substitution, addition, or removal of any anti-roll bar(s) is permitted. Bushing material, method of attachment, and locating points are unrestricted. Components such as anti-roll bars and strut housings that serve dual purposes by also functioning as suspension locators may not be modified in ways that change the suspension geometry or steering geometry. Non-standard lateral members which connect between the brackets for the bar, *including allowed strut bars per 14.2.G, are permitted.*

14.8 Suspension

- A. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (coil, leaf, torsion bar, etc.) and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches originally attached to struts or shock absorber bodies may be changed or altered, and their position may be adjustable. Spacers are allowed above or below the spring. Suspension bump stops may be altered or removed.
- B. Suspension bushings may be replaced with bushings of any materials (except metal) as long as they fit in the original location. Offset bushings may be used. In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball and socket replacing a cylindrical bushing), or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the Stock bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position.
- C. The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.
- D. Differential mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.
- E. Transmission mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Transmission position may not be changed. The amount of metal in a replacement mount may not be increased relative to the amount of metal found in a standard mount for the particular application. Solid metal mounts are specifically prohibited.

- F. Steering rack bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does NOT allow shimming or otherwise relocating the steering rack.
- G. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in 14.5.B. Caster changes resulting from the use of camber bolts are permitted.
- H. *Solid* axle suspension allowances:
 - 1. Addition or replacement of suspension stabilizers (linkage connecting the axle housing or DeDion to the chassis, which controls lateral suspension location) is permitted.
 - 2. Traction bars or torque arms may be added or replaced.
 - 3. A Panhard rod may be added or replaced.
 - 4. The upper arm(s) may be removed, replaced, or modified, and the upper pickup points on the rear axle housing may be relocated.
 - 5. The lower arms may not be altered, except as permitted under 14.8.C, or relocated. Methods of attachment and attachment points are unrestricted, but may serve no other purpose (e.g. chassis stiffening). This does not authorize removal of a welded-on part of a subframe to accommodate the installation.
- I. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:
 - 1. On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g. trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
 - 2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by paragraphs 14.8.B, C, or G may be used, but not both.
 - 3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
 - 4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of 14.8.B. Intermediate mounting points (e.g. shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

Note: Many modern suspension designs known by other names, actually function as double A-arm designs. These include the rear suspensions on 88+ Honda Civic/Integra, Neon, E36 BMW, and most "multi-link" and are covered by 14.8.1.1.
- J. On strut-equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the stock location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.
- K. Changes in alignment parameters that result directly from the use of the allowed components are permitted. For example, the dimensional changes resulting from the use of a cylindrical offset bushing that meets the restrictions of 14.8.B are allowed, including those resulting from a change in the pivoting action to:
 - (1) about the mounting bolt, or
 - (2) about the bushing itself.
- L. Subframe mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Subframe position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.

14.9 Electrical System

- A. The make, model number, and size of the battery may be changed but not its voltage. Relocation of

the battery or batteries is permitted but not into the passenger compartment. If the battery is relocated and the original battery tray can be removed by simply unbolting it, the tray may be removed, or relocated with the battery. Holes may be drilled for mounting or passage of cables. Longer cables may be substituted to permit relocation. The number of battery or batteries may not be changed from stock. The area behind the rearmost seat is not considered to be within the passenger compartment.

- B. The addition of electrical grounding cables and associated distribution blocks/terminals is permitted. Holes may be drilled for mounting only. This does not permit the use of electrical enhancement components such as condensers, voltage controllers, etc.

14.10 Engine and drivetrain

Engine and transmission must remain unmodified, including emissions equipment, except as noted below. *All emissions monitoring system hardware and software must be operationally functional as originally intended by the manufacturer. Tampering with emissions system software and/or hardware to create or cloak non-compliance is not permitted. Some examples of emissions system tampering are O2 foolers, disabling or deactivating Check Engine Light (CEL) code indication, backdating ECU internals from OBD2 to OBD1, etc.*

- A. Internal baffling of oil pans may be added or modified. Addition or modification of windage trays, crankshaft scrapers, and oil pump pickups is not allowed.
- B. Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way.
- C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve, or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.
- D. Exhaust manifolds and headers may be replaced with alternate units which are emissions-legal. Relocation of the oxygen sensor on the header is permitted. Alternate oxygen sensors, including heated types, are permitted. This allowance does not permit relocation of the catalytic converter (see 13.10.E). Exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components.
- E. STS, STS2:

Catalytic converters may be replaced by aftermarket units. Replacements must:

- 1) *Be certified for use in that vehicle application by the manufacturer or reconditioner,*
- 2) *Bear correct EPA-mandated labeling,*
- 3) *Be of the OE quantity and type (i.e. oxidation, three-way, etc.) and*
- 4) *Be used in the same location(s) as the OE converter(s).*

This does allow for high performance replacements, provided they meet all restrictions herein.

STX, STU:

Any high flow catalytic converter(s) are allowed, but must attach within six inches of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter.

- F. The engine management system parameters and operation may be modified only via the methods listed below. Any and all modifications must meet or exceed the applicable *EPA tailpipe* emissions standards for the year, make, and model of the car. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited.
 1. Reprogrammed ECU (*via hardware and/or software*) may be used in the standard housing. Traction control parameters may not be altered. Altered engine controllers may not alter boost levels in forced induction engines.
 2. Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.

3. Fuel pressure regulators may be replaced in lieu of electronic alterations to the fuel system. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
 4. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
 5. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.
 6. All ST vehicles must comply with the EPA tailpipe emissions test requirements as a minimum.
- G. Any mechanical shift linkage may be used.
- H. Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts which are part of cam, layshaft, or ignition drive or timing systems, etc. Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.
- I. Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic function.
- J. Engine mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. The volume of metal in a replacement mount may not be increased relative to the volume of metal found in a stock mount for the particular application. Solid metal mounts are specifically prohibited. Any non-metallic inserts may be used.
- Hydraulic shock type rear engine locators, or bobble struts may be replaced by manufacturer's performance part, or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type. No solid mounts may be substituted.)
- K. *Limited Slip Differentials*

STS, STS2 - No limited slip differentials are permitted except for factory standard viscous coupler type units.

STX, STU - Only standard (as defined in Section 12.4) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket LSD may be added. 2WD vehicles may use any LSD unit.

(14.11 Deleted)

14.11 STX

The STX class expands the vehicle eligibility limits beyond those specified for STS, and adds a limited number of allowed modifications. The allowances are as follows:

1. All allowances in STS carry over, including street tires, emissions, etc.
2. All restrictions regarding body type carry over.
3. Engine size allowance: up to 5.1, normally aspirated and 2.0, forced induction (single turbo or supercharger).
5. (deleted)
6. (deleted)
7. (deleted)
8. (deleted)
9. Additionally excluded cars: Audi S4 V8 ('04+), BMW M3 (E36 and E46), BMW M5 (all), Mazda RX-8, Mitsubishi Evo ('03+), Subaru WRX STi.

14.12 STU

STU follows the STX rule set, but raises the displacement limit for otherwise STX-legal vehicles to 3.1 liters for forced induction and to unlimited displacement for natural aspiration. Restrictions on wheel width are lifted and the maximum tire width is increased to 275 for FWD or RWD vehicles (but remains at 245 for AWD vehicles). Other than these limited exceptions, the STX ruleset as described in 14.12 applies. This class extends the Street Touring concept to cars including the Audi S4, BMW M3 (E36), Chevrolet Camaro, Dodge Neon SRT-

4, Ford Mustang, Mazda RX-8, Mitsubishi Evo ('03+), Pontiac Firebird and GTO, Subaru WRX STi, Volvo S60R, and Toyota Supra. Excluded vehicles include the BMW E46 M3 and E39 M5.

- Appendix A Changes:

"STREET TOURING CATEGORY

Vehicles eligible for this category must meet the Stock category eligibility requirements, as a minimum. Note that 3.2 'VEHICLE CLASSIFICATION', also applies to the Street Touring Category, including adding or removing cars from the exclusion lists. For listings below, a sports car based vehicle would include those that are 2+2 variants of 2 seat sports cars.

Street Touring Class S

Class Requirements and Restrictions:

Coupes/Sedans - 4 seats minimum (non-sports car based)

Engine Displacement:

- up to 3.1L normally aspirated or
- small turbocharged engines specifically listed below

No Limited Slip Differentials except standard viscous-types

Example Classifications:

- Acura RSX
- BMW 3-series (non-M)
- Ford Focus SVT
- Honda Civic
- Mini Cooper
- Nissan Sentra SE-R
- Nissan 240SX
- Mazda Protege
- Subaru Impreza 2.5RS

Also Included (Small Turbos):

- VW Golf/Jetta/Passat/Beetle 1.8T
- VW Golf/Jetta/Passat/Beetle TDI
- Audi A4 1.8T and TT (Coupe and Roadster), non-Quattro
- Mazda 323 GT/GTX
- Volvo S40 (except T5) and V40

Excluded:

All sports cars, sports car based models, examples include:

- Porsche (all)
- Datsun Z-car (2+2)

Street Touring Class X

Class Requirements and Restrictions:

Coupes/Sedans - 4 seats minimum (non-sports car based)

Engine Displacement

- up to 5.1L normally aspirated or
- up to 2.0L forced induction (single turbo/supercharger).

Example Classifications:

- All STS Eligible Cars +
- Audi TT/A3/A4 (Quattro)
- Acura Integra Type R
- BMW M3 (E30 88-91)
- Honda Civic Si (06+)
- Mini Cooper S (including JCW)
- Nissan Sentra SE-R Spec V
- Mazda MazdaSpeed Protege
- Subaru WRX (2.0L)
- VW GTI/Golf/Jetta/Passat/Beetle 2.0T
- VW R32

Excluded:

All sports cars, sports car based models and

- Audi S4 (V8)

- BMW M3 (E36/E46 95+)
- BMW M5 (all)
- Mazda RX-8
- Mitsubishi Lancer Evolution (03+)

Street Touring Class U

Class Requirements and Restrictions:

Coupes/Sedans - 4 seats minimum

Engine Displacement

- any normally aspirated or
- up to 3.1L forced induction (single turbo/supercharger).

Example Classifications:

All STS and STX Eligible Cars +

- Audi S4
- BMW M3 (E36 95-99)
- Chevrolet Camaro 5.7L
- Pontiac GTO
- Mitsubishi Lancer Evolution ('03+)
- Subaru WRX STI
- Volvo S60R

Excluded:

All sports cars, sports car based models and

- Audi S4 (V8)
- BMW M3 (E46 '01+)
- BMW M5 (E39 & E60 '01+)

Supplemental Class STS2

Class Requirements and Restrictions:

Sports Cars w/ 2 seats

Engine Displacement

- up to 1900 cc normally aspirated

No Limited Slip Differentials except standard viscous-types

Example Classifications:

- Mazda Miata ('90-'97)
- Toyota MR2 ('85-'89)
- Mazda RX-7 non-turbo
- Honda CRX
- Honda del Sol

Excluded:

- Lotus (all)
- Miata (99+)
- MR2 Spyder (00+)

- o Separately from the above cleanup changes, the STAC has recommended that the following proposals be passed along to the BOD:
 - o In Appendix A, Street Touring Class U, remove the line under "Excluded" which reads "BMW M3 (E46 '01+)" (ref. 07-001)
 - o In 14.12.3, under STX (also affects STU), change the last portion to read "...forced induction (turbo(s) or supercharger(s))"
 - o Change 14.12.4, under STX, to read: "Rim restriction: maximum width of 9 inches, diameter/offset unrestricted. Tire restriction: max width 265mm for FWD/RWD cars."
 - o In 14.12.9, remove Mazda RX-8 from the list of excluded cars. (ref. 08-056)
 - o In 14.13, under STU, change second sentence to read: "...and the maximum tire width is increased to 285mm for FWD or RWD vehicles..." (ref. 07-438)
 - o Replace Section 14.6.A (STS/STS2) with:

"Cross-drilled and/or slotted brake rotors may be fitted (same size/type/material as standard) provided all such voids are within the disc area, and comprise no more than 10% of that area."

- Replace Section 14.12.7 (STX/STU) with:

“Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and thickness) and made of ferrous material (e.g iron). Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area, and comprise no more than 10% of that area.

Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard.

Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded to the axle/trailing arm/upright.

Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.”

STREET MODIFIED

- The SMAC has proposed the rules for a supplemental FWD class as follows: Add new section 16.4 as follows:

- Add to 16.B (and renumber following subsection accordingly):

3. Supplemental Class SMF

- Add to Appendix A under STREET MODIFIED CATEGORY:

Supplemental Class SMF

SMF is a supplemental class open to front-wheel-drive vehicles only. Its rule set will follow that of Street Modified, with the following exceptions:

§ Minimum weight of 1650lbs. + 200 lb/liter. The 1.4 adder for forced induction still applies.

§ +150 pounds for 2-seat cars (CRX)

The intent of this proposal is to create a class for slightly heavier FWD cars that don't fit competitively within the current SM rules. Front-drive vehicles are still eligible to compete in SM or SM2 under those classes' present weight minimums. If the proposal for reduced minimum weights for tires 275mm or smaller is accepted for Street Modified, it will not be applicable to SMF.

TECH BULLETINS

1. Street Prepared: The following new listing, effective immediately upon publication, has been recommended by the SPAC and approved by the SEB:

Saturn ION Redline DSP (ref. 08-334)

ROADRALLY BOARD MINUTES

ROADRALLY BOARD | SPORTS CAR CLUB OF AMERICA, INC. | June 7, 2008

The *RoadRally* Board (RRB) met in person at the Clarion Hotel, Milwaukee Wisconsin, on June 7, 2008.

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

Chairman Poirier called the meeting to order at 8:20 am CDT. Beattie accepted appointment as the meeting secretary.

The final version of the May, 2008, minutes was accepted (Beattie/Van Vleet).

Proceedings

1. RRB Membership

Discussion: With Mr. Edward's planned departure after the 2008 USRRC, the RRB will be one member short of the minimum and three members short of the maximum permitted. The RRB will continue to review resumes as they are received and request letters of interest from SCCA members that could fill specific needs. The RRB will stagger terms to minimize multiple departures in a single year.

2. 2008 USRRC

Discussion: The RRB reviewed planning by the Oregon Region for the October 31 to November 2, 2008, USRRC. The RRB is particularly hopeful for the Friday, Halloween GTA event and the Aristotle Rule suggested by Van Vleet that no two M&Ms can be executed at the same intersection.

3. RRB Documents

Discussion: The RRB reviewed all the current *RoadRally* documents. The Official Observer's Report will be extensively revised to provide the RRB with a better understanding of the conformance of an event to *RoadRally* standards. Responsibilities for revisions are as listed in the action items.

4. Combining Classes, Limited Attendance Rallies

Discussion: The RRB is reluctant to combine classes on Regional or National events or place a minimum attendance for inclusion in the Championship. The RRB will put forward an alternate proposal on the SCCA Forum that defines what must be run for a contestant to be eligible for awards (Poirier/Beattie).

5. SCCA Forum

Discussion: Beginning with action items from this meeting, the RRB will exclusively use the SCCA Forum for discussion, information and other postings about the *RoadRally* program. The RRB member posting the item will monitor the discussion for action at the monthly conference calls. Other posts will initially be monitored by Wakemen (Poirier/Beattie).

6. National GTAs

Discussion: Due to few SCCA regions running National GTA events, the RRB proposes eliminating National GTAs only from the program. A Forum post will offer more information for member comment (Poirier/Beattie).

7. RRB Committees

Discussion: The RRB proposes making Rules Committee members subject to a minimum 3 year term and maximum 6 year term similar to the RRB member rules. A Forum post will offer more information for comment (Beattie/Wakemen). The RRB also will act to increase the role of the Divisional Stewards as required by the policy manual. (Beattie/Wakemen)

8. Safety Stewards

Discussion: *RoadRally* Safety Stewards and Instructors will be asked to submit an electronic form every five years to maintain their license (Poirier/Van Vleet).

9. Member Survey

Discussion: The RRB will prepare an on-line *RoadRally* participant survey to better gauge the full range of the *RoadRally* competitors.

10. RoadRally Safety and the Waiver

Discussion: In accordance with comments from SCCA Risk Management the RRB concurs that a contestant's decision to stop competition because of safety concerns is separate from the competition regulations themselves and is therefore not claimable. A Forum reply will more fully explain the RRB's position (Poirier/Beattie).

Action items

- ü Documents
 - Beattie through the RC – RFOs, Safety Steward Manual;
 - Beattie - Policy Manual
 - Beattie - Regional *RoadRally* Handbook, Regional GTA Handbook;

Poirier – Observer’s Report;
Wakemen – Safety Steward Licensing Renewal Form;
Poirier through All – Competitor Survey;

- ü Forum Posts
 - Wakmen – Championship Proposal
 - Beattie - Safety, RC Tenure, National GTA Series; and
- ü Wakemen - Divisional Steward Responsibilities.

Next meeting

July 2, 2008, at 7:30 pm CDT via conference call.

The meeting was adjourned at 6:40 pm CDT (Van Vleet/Beattie).

Submitted by Rick Beattie, Meeting 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>

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

SOLO

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

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

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

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/event.aspx?hub=6&event=11083>

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