

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED | January 2007

## BOARD OF DIRECTORS' MINUTES

**BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | December 8, 2006**

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, Kansas, December 8, 2006. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Mike Engelke, Kaye Fairer, R. J. Gordy, Brian Holtz, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President, and Jeff Dahnert, Vice President of Finance, Bob Lybarger Director elect, Eric Prill, Director, Communications/Marketing, Peter Lyon, Risk Management, Howard Duncan, Vice President Rally/Solo, Terry Ozment, Director of Club Racing, Ken Patterson, Chairman of the Stewards, Marcus Merideth, Chairman, Solo Events Board, Jeremy Thoennes, Technical Services Manager, Bob Dowie, Club Racing Board member, Ray Irwin, Owner, Hartland Park Topeka also participated.

The Secretary acknowledges that these Minutes are not in chronological order.

MOTION: To approve the Minutes of the November 13th, 2006 meeting. (Fairer/Engelke)  
PASSED, Unanimous

### PRESIDENTS REPORT - Jim Julow

Jim reported that both the Solo Nationals and Runoffs were very successful events and that plans are being developed to improve both events for 2007. He presented an overview of initiatives planned to improve services provided to the Regions, and plans for the National convention. He also covered revisions to the Strategic and Tactical plans.

### MARKETING - Eric Prill

Eric presented the status of current marketing activities and plans for the 2007 advertising campaign, as well as planned improvements to Membership benefits and the SCCA web site.

### RISK MANAGEMENT - Peter Lyon

Peter presented the 2007 Event Insurance Rate Plan.

### FINANCIALS - Jeff Dahnert

Jeff reported that year end 2006 projections indicate that SCCA Inc. will finish in the black. He presented a proposed budget for 2007.

### MEMBERSHIP AND REGION SERVICES - Colan Arnold

Colan reviewed membership and licensing trends and proposals. He also highlighted plans for the National Convention.

### RALLY/SOLO - Howard Duncan

Howard gave an overview of Rally and Solo program activities. He covered plans to improve the ProSolo program. He also presented an update on the SCCA Foundations plans to implement a Teen Driving Program.

### CLUB RACING - Terry Ozment

Terry presented an analysis of the 2006 Runoffs, highlighting both successes and challenges for 2007.

### STEWARDS - Ken Patterson

Ken presented his assessment of the current Stewards program, and his thoughts on implementing continuing improvements to the program.

### SOLO EVENTS BOARD - Marcus Merideth

Marcus presented as analysis of participation trends at the Solo Nationals by class.

### TECHNICAL SERVICES - Jeremy Thoennes

Jeremy presented an update of the Club Racing Strategic Plan and Tactical Plans.

### RUNOFFS - Ray Irwin

Ray Irwin reviewed plans to address issues with the HPT physical facility, to improve both the Solo Nationals and the Runoffs for 2007.

## CONTENTS

|   |           |
|---|-----------|
| <b>BOARD OF DIRECTORS</b>                     | <b>1</b>  |
| Board of Directors' Minutes                   | 1         |
| <b>CLUB RACING</b>                            | <b>5</b>  |
| Club Racing Technical Bulletin                | 22        |
| Court of Appeals                              | 26        |
| <b>RALLYCROSS</b>                             | <b>27</b> |
| RallyCross Board Minutes                      | 27        |
| RallyCross Memorandum                         | 27        |
| <b>ROADRALLY</b>                              | <b>27</b> |
| RoadRally Minutes                             | 27        |
| <b>Authorized Competition License Schools</b> | <b>5</b>  |
| <b>Accredited Driver Schools</b>              | <b>6</b>  |
| <b>Major Circuit Contacts</b>                 | <b>7</b>  |

## NEW BUSINESS

MOTION: To approve the 2007 Event Insurance Plan as presented by Risk Management. (Porterfield/Jones) PASSED, Unanimous

MOTION: To approve the enhancements to the First Gear program as presented by Colan Arnold. (Jones/Allen) PASSED, Unanimous

MOTION: To approve the 2007 Budget as presented and amended to correct the Solo Tour fees. (Jones/Allen) PASSED, Voting NO, Porterfield, Sheridan, Sauce

MOTION: To accept the Solo Events Board recommendation regarding B Prepared. (Fairer/Gordy) PASSED, Voting NO, Clark, Dent, Engelke. Abstaining, Porterfield

MOTION: To change GCR 9.4.6.b.iii (Open top production cars, without windshields, must have a full height main hoop, at least 1/2 the width by 1/1/2007.) Change the effective date to 1/1/2008. (Sauce/Sheridan) PASSED. Unanimous

MOTION: To approve the following GCR changes as proposed by the Club Racing Board (Sauce/Dent). PASSED.

Voting NO to GCR Item 2, Engleke, Porterfield, Holtz. Voting NO to Formula Item 3, Jones, Sauce, Engelke, Fairer. Abstaining on Formula Item 2, Porterfield, Christian.

### The following items were approved

Note - section numbers have been updated to match the 2007 GCR

#### GCR

##### Item 2.

Effective 1/1/07: Change section 5.10.3.B.6 as follows:

When a car is disqualified, excluded, or withdrawn, the results should list the cars ~~in the original~~ *at the bottom of the finishing order, showing the true finishing order as affected by the disqualification, exclusion, or withdrawal* ~~noting the cars have been affected.~~ The results should show the final overall and class positions, as adjusted, for all finishers. ~~The disqualified car (or cars) should be footnoted thusly: "Car number (X) is disqualified (or excluded or withdrawn); all subsequent cars moved up."~~

##### Item 3.

Effective 1/1/07: Change selected portions of section 9.1.12 to read as follows:

9.1.12. Participation ~~Level~~ *Requirements for National Status*

A. A National Championship class shall retain its National Championship status as long as *its annual* ~~the average number of entrants~~ *qualifiers* remains at 2.5 ~~3.5~~ or more per *National* event, ~~in the top five (5) divisions per class.~~

B. When the average number of *entrants* ~~qualifiers~~ in a class at Nationals falls below 2.5 ~~3.5~~, the class shall be allowed one additional year to bring the participation level above the current requirement. Alternatively, it may be immediately consolidated into an existing class. If, in the grace year, the class does not exceed the current requirement per National race, it shall either be consolidated into an existing class or revert to a Regional only class.

C. *Based on member input*, a Regional Class *meeting or exceeding with participation levels 0.5 above* the participation requirements outlined in paragraph 9.1.12.A. ~~for one (1) year~~ *two (2) successive years* may be considered for inclusion in the National Championship racing program, except Improved Touring.

D. *Based on member or manufacturer input*, the CRB may recommend the creation of new National classes to the BoD for approval. *National classes created under 9.1.12.D. shall be given five (5) years to attain an average of 2.5 cars per National event before being considered for consolidation or reversion to Regional status per paragraph B above.*

*Note 1: For the purposes of this section, "entrants" shall be defined as drivers classified in the final official race results of National races as finishers, did-not-finish (DNF), or disqualified (DQ). Drivers classified as did-not-start (DNS) shall not count as entrants.*

*Note 2: For the purposes of this section, GTL shall be considered a new class from 2005, T3 and Spec Miata from 2006, and B Prepared, D Prepared FSCCA, and Formula 1000 from 2007.*

#### Production

##### Item 2.

Effective 1/1/07, change section 9.4.6. to read as follows:

All automobiles shall have full width roll cages. Roll cages may be of two (2) designs, low front hoop or high front hoop. Specific installations are subject to approval by the Technical and Safety Inspectors at each event. The Technical Staff of Club Racing, with the concurrence of the Club Racing Board, shall have the responsibility to ensure specification compliance with SCCA safety standards. Alternate structures which do not

meet the following criteria will not be considered unless they are eligible under Section 9.4.6.B.2. Cars that are not in compliance with these roll cage requirements but were issued logbooks and/or gold cards" prior to 1/1/05 may continue to use their existing roll cages until 1/1/08.

Effective 1/1/07:

Delete section 9.4.6.A.2.b.iii. in its entirety

## Grand Touring

### Item 1.

The Club Racing Board is recommending the following rule change for GT2.

Effective 1/1/07, change the second sentence of section 9.1.2.F.4.b.12 as follows:

It shall not protrude beyond the overall outline of the car as viewed from above *except in GT2 where a front splitter may extend up to two (2) inches. In all classes, the spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs.*

## Formula

### Item 1.

Based on member input and participation the Club Racing Board is recommending that FSCCA be removed from Formula Atlantic and have its own, stand-alone National Class.

Effective 1/1/07: Add FSCCA to the list of classes under Section 9.1.1. FSCCA (FE) Remove Formula SCCA from the FA classification table section 9.1.1.A.1.a.2.

### Item 2.

Effective 1/1/07: Change section 9.1.1.D.6.b as follows:

~~There shall be a crushable structure, securely attached to the front bulkhead, with a minimum cross section of 200 sq. cm (31 sq. in.), 40cm (15.75") forward of the clutch and brake pedals (not depressed) constructed of a minimum of eighteen (18) gauge 6061 T4 or equivalent aluminum.~~ Front and rear impact attenuation structures are strongly recommended. Impact attenuation structures shall be securely attached to the entirely sprung part of the car. Attachment of any front impact attenuation structure shall not extend more than 50mm to the rear of the front bulkhead. Impact attenuation structures may be fabricated from metallic and/or composite materials.

## The following items were rejected

## GCR

### Item 1.

Effective 1/1/07: Change section 6.7.3.A as follows:

In order to be considered a finisher, a car shall complete half the distance covered by the ~~overall~~ winner of the same class. If the race length is an uneven number of laps, divide the ~~overall~~ class winner's laps by two and round down to the nearest whole integer. A car has five (5) minutes after the checkered flag is displayed to complete his or her lap.

### Item 4.

Effective 1/1/07, add a new section to 9.3.28 to read as follows:

#### D. Minimum Weight Decals

*The specified minimum weight shall be displayed on both sides of the racecar. The numbers shall be sufficient in size and legibility to be read from a distance of ten feet. If the displayed number should be found at any time to be lower than the current **specified** minimum weight, **this shall be considered a violation of the rules.***

## Production

### Item 1.

Effective 1/1/07, change sections of 18.6 to read as follows (sections not listed are unchanged). Note - updated figures will be published at a later date. (now section 9.4.6)

#### A. Main Hoop:

**For all cars, the main hoop (behind the driver) shall be full width of the cockpit.**

##### 1. Closed Automobiles:

- a. The main hoop shall be as near to the roof as possible.

2. Open top Automobiles:

a. The main hoop shall be continuous not less than two (2) inches above the driver's helmet with the driver seated normally and restrained by seat belt/shoulder harness as illustrated in Figure 7A.

b. Open top automobiles without a windshield may use an asymmetric main hoop provided:

1. The main hoop shall be full height (over the driver) for a minimum of 50% of the width of the hoop as illustrated in figure 7A. The base measurement to determine the 50% will be the inside dimension of the main hoop at the attachment to the structure.

2. On the passenger side of the car, the hoop shall be at least as high as the top of the rear corner of the door as illustrated in Figure 7A.

3. All cars must have correct shape main hoop by 1/1/2007 except those cars issued a "gold seal" and/or "gold card" prior to 1/1/05, which must be compliant by 1/1/10.

B. Front Hoop:

***For all cars, the front hoop shall be full width of the cockpit.***

1. Closed Automobiles and open top automobiles with a windshield:

a. The front hoop shall follow the line of the front pillars to the top of the windshield and be connected, by horizontal bars, to the top of the main hoop.

b. Instead of a single front hoop, two (2) side hoops following the line of the front pillars to the top of the main hoop may be used. These two (2) side hoops are to be connected by a horizontal bar over the top of the windshield. (See Figure 6)

c. Another option is a top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the line of the front pillars to the floor.

d. Double "ear-type" joints are allowed, provided that they are fully welded at all mating surfaces.

e. All front hoop options (a, b, c) shall be connected to the main hoop in the following manner.

1. On open top cars, attachments shall be no more than six inches below the top of the main hoop.

2. On closed top cars, attachments shall be as close to the roof as possible.

2. Open top Automobiles without a windshield and with a high front hoop design.

a. Front hoop requirements for open top automobiles with a windshield are to be followed with the following exceptions.

1. Since the windshield frame is to be removed with the windshield, there is no requirement to follow the line of the A-pillar.

2. Since there is no windshield for the hoop to be above, the front hoop shall be above the driver's line of sight.

3. Open top Automobiles without a windshield and with a low front hoop design

a. Low front hoops shall be cowl height, or at a minimum, a straight line drawn from the top of the main hoop to the top of the front hoop shall pass over the driver's helmet (See figure 7A).

b. Open cars with a low front hoop shall have two braces extending from the main hoop to the low front hoop. These braces shall be mounted no lower than six inches below the top of the main and front hoops as illustrated in Figure 7A.

C. Fabrication - Open and Closed Automobiles

The main hoop shall be one continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The minimum radius for all bends shall be three (3) times the tube diameter measured from the tube centerline. Whenever possible, the roll hoops should start from the floor of the automobile, and, in the case of tube frame construction, be attached to the tubes by means of gussets or metal webs in order to distribute the loads. On automobiles of frameless or uni-body construction, consideration should be given to using a vertical roll hoop of 360 degrees completely around the inside of the automobile and attached with suitable mounting plates.

**18.6.1. Bracing - Open and Closed Automobiles**

All required bracing shall be the same diameter and wall thickness as listed in 18.1.6., Material. (Main and Front Hoops)

A. Main Hoop Bracing:

Rear Braces: All main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top), be outboard as much as practical, and at an included angle of at least thirty (30) degrees. Rear braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

Diagonal Brace: All main hoops shall incorporate a diagonal brace to prevent lateral distortion of the main hoop. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (described above) to the bottom of the opposite rear brace. Automobiles with mid mounted engines can have the lower mounting point attach to the frame of the automobile within six (6) inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop.

**B. Removable Bracing:**

Removable bracing shall incorporate connectors of the double lug, tapered, or muff type as shown in Figures 9, 10, and 11. The double lug type shall include a doubler, gusset, or capping arrangement so as to avoid distortion or excessive strain caused by welding.

**C. Front Hoop Bracing:**

There shall be two (2) braces extending forward from the front hoop to brace the front hoop and protect the driver's legs. It is recommended that this bracing extend to the bulkhead in front of the driver's feet; but, in any case, it shall be integrated into the frame or chassis to provide substantial support for the front hoop. Front braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

Main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top) and at an included angle of at least thirty (30) degrees. Rear braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

**18.6.2**

Any main roll hoop design which does not comply with the specifications in 18.6 will only be considered if it is accompanied by engineering specifications signed by a registered engineer. No alternate roll hoop will be considered unless it contains a main hoop having a minimum tubing size of 1.375" x .080" wall thickness. The roll bar must be capable of withstanding the following stress loading applied simultaneously to the top of the roll hoop : 1.5 (X) laterally, 5.5 (X) longitudinally in both fore and aft directions, and 7.5 (X) vertically , where (X) = the minimum weight of the car.

MOTION: To ask Jeff Dahmert to determine if an adjustment to the per diem rate is appropriate only for the 2007 National Convention. (Jones/ Fairer) PASSED, Voting NO, Sheridan, Holtz

MOTION: The Board of Directors wishes to convey its sincere appreciation to Tasha Marlow, for 20 years of dedicated service to the SCCA and wishes her every success in her new endeavors. (Sheridan/Fairer) PASSED, Unanimous

MOTION: The Board of Directors wishes to convey its sincere appreciation to Eric Prill for 10 years dedicated service. (Christian/Sheridan) PASSED, Unanimous

MOTION: The Board of Directors wishes to convey its sincere appreciation to Mike Engelke for his three years of outstanding service on the Board. (Holtz/Christian) PASSED, Unanimous

MOTION: That the Board of Directors Wishes to recognize Richard James for his dedication and devotion to *Sports Car Magazine* (Allen / Gordy). PASSED, Unanimous

MOTION: The Board of Directors, on behalf of the Club and the Solo Community, acknowledges and thanks Roger Johnson of the Houston Region for his tireless efforts over the last two years in making the Tire Rack SCCA Solo National Championship such a success, especially during the relocation of the event to HPT in 2006.(Fairer/ Clark) PASSED. Unanimous

MOTION: The Board of Directors wishes to convey its sincere appreciation to John Martinsen and Brian Culbertson for their dedicated service on the CRB. (Sauce/ Jones) PASSED, Unanimous

MOTION: To adjourn.

Respectfully submitted,

Jim Christian  
Secretary

**2007 AUTHORIZED  
COMPETITION LICENSE  
ISSUING SCHOOLS**

**REGIONAL**

**AMERICAN RACING ACADEMY**

7055 Speedway Blvd, Ste E102  
Las Vegas, NV 89115  
702-643-2160, 877-463-7223  
www.AmericanRacingAcademy.com

**BOB BONDURANT SCHOOL**

P O Box 51980, Phoenix, AZ 85076-1980  
520-796-1111, www.bondurant.com

**REGIONAL & NATIONAL**

**BARBER RACING SCHOOL**

PO Box 1629, Lakeville, CT 06039-1629  
860-435-1300, www.skipbarber.com

**BERTIL ROOS RACING SCHOOL**

P.O. Box 221, Blakeslee, PA 18610  
800-722-3669, www.racenow.com

**BRIDGESTONE RACING ACADEMY**

C/O Mosport Driver Development Cntr.  
Box 373, Pontypool, Ontario LOA1K0  
905-983-1114, fax 905-983-1004  
www.race2000.com, info@race2000.com

**THE JIM RUSSELL RACING SCHOOLS**

Infineon Raceway  
29305 Arnold Dr, Sonoma, CA 95476  
707-939-7600, www.jimrussellusa.com

**PANOZ RACING SCHOOL**

5290 Winder Hwy, Braselton, GA 30517  
888-282-4872,  
www.panozracingschool.com

**PETTIFORD'S GO 4 IT RACING SCHOOLS**

374 N 96th St., Louisville, CO 80027  
303-666-4113, www.go4itservices.com

*For corrections or additions, contact  
Terry Ozment at 1-800-770-2055 or  
tozment@scca.com*

## BOARD OF DIRECTORS' MINUTES

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The Board of Directors, Sports Car Club of America, Inc. met in Topeka, Kansas, December 9, 2006. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones.

### 2007 Board Of Directors Officers and Committees

#### Officers

Chairman - Bob Introne

Vice Chairman - R.J. Gordy

Secretary - Jim Christian

Assistant Secretary - Kaye Fairer

Treasurer - K.P. Jones

Assistant Treasurer - John Sheridan

5th Member Executive Committee - Brian Holtz

1st Alternate Executive Committee - Mike Sauce

2nd Alternate Executive Committee - John Sheridan

#### Liaisons

Solo Events Board - Charlie Clark, Kaye Fairer

Club Racing Board - Mike Sauce, Bob Lybarger

Road Rally Board - Howard Allen

Enterprises - Andy Porterfield

Insurance - Larry Dent

Stewards - Bob Lybarger

COA - Howard Allen

SCCA Foundation - Larry Dent

SCCA Pro - Brian Holtz

#### Committees

B&F Committee - Jones (chair), Sauce, Sheridan, Porterfield, Holtz

Compensation Committee - Gordy (chair), Lybarger, Dent, Fairer, Jones

Insurance Committee - Dent, Sherrod, Case, Hill

Planning Committee - Sheridan (chair), Clark, Christian, Fairer, Gordy

Race Track Committee - Holtz (chair), Allen, Fairer, Dent

### NEW BUSINESS

MOTION: To approve the following program board appointments. (Sauce/Lybarger) PASSED, Unanimous

### APPOINTMENTS

#### CLUB RACING BOARD

Bob Dowie - Chairman

Stan Clayton

Peter Keane

Russ McHugh

## 2007 ACCREDITED DRIVER SCHOOLS

#### DRIVING DYNAMICS

54 Birch Avenue, Little Silver, NJ 07739  
732-219-0404, [www.drivingdynamics.com](http://www.drivingdynamics.com)

#### FAASST PERFORMANCE DRIVING SCHOOL

4771 Barnes Road  
Colorado Springs, CO 80917  
East Coast: 703-349-0875  
West Coast: 719-761-1372  
[www.faaasst.com](http://www.faaasst.com)

#### MSR HOUSTON

1 Performance Drive  
Angleton, TX 77515  
281-672-0661  
[www.msroustons.com](http://www.msroustons.com)

#### THE MID-OHIO SCHOOL TrueSports Inc.

545 Metro Place So. Ste. 400, Dublin, OH  
43017-5367  
614-793-4615, [www.midohioschool.com](http://www.midohioschool.com)

#### PRO DRIVE RACING SCHOOL

1940 N. Victory Blvd., Portland, OR 97217  
503-285-4449, [www.prodrive.net](http://www.prodrive.net)

#### PROFORMANCE RACING SCHOOL

P.O. Box 791, Bellevue, WA 98009  
253-630-5130,  
[www.proformanceraceschool.com](http://www.proformanceraceschool.com)

#### SLR UNLIMITED The Driving Experience

Contact: Mercedes-Benz Customer  
Assistance Center  
1-800-FOR-MERCEdes  
SLR Liaisons: Kathy Troutman or  
Robert Daschil

#### SPRING MOUNTAIN ADVANCED DRIVING SCHOOL

3601 S. Hwy 160  
Pahrump, NV 89048  
888-VET-4Fun  
[www.springmountainmotorsports.com](http://www.springmountainmotorsports.com)

For corrections or additions, contact  
Terry Ozment at 1-800-770-2055 or  
[tozment@scca.com](mailto:tozment@scca.com)

Craig Taylor

Chris Albin

#### **STEWARDS PROGRAM**

Ken Patterson - Chairman

Gary Meeker - NP

Tom Brown - SW

Joseph Hobbs - RM

Rob Walker - SP

Norm Floyd - MW

Angelo Gazzola - CEN

Rick Mitchell - SE

Jack Hanifan - NE

Stephen Harris - GTLKS

#### **NATIONAL ADMINISTRATORS**

|                      |                  |
|----------------------|------------------|
| Driver Licensing     | Lisa Noble       |
| F&C                  | Anne Hefte       |
| Emergency Services   | Dan Kenber       |
| Race Administration  | Marina Kraft     |
| Registration         | Rusty Clayton    |
| Scrutineering        | Bill Pichardo    |
| Sound Control        | Wayne Briggs     |
| Starters             | Dee Greaves      |
| Timing and Scoring   | Connie Peplowski |
| Archivist/ Historian | Peter Hylton     |
| Grid/Pit             | Galye Lorenz     |
| Medical Safety       | Dr. Jim Butler   |

#### **COURT OF APPEALS**

Mike West, Chairman

Sue Roethel, Secretary

Robert Horansky

Dick Templeton

Fred Schmucker - Alternate

Tom Hoffman - Alternate

#### **SOLO EVENTS BOARD**

Dick Berger - MIDIV

Ron Bauer - NORPAC

Jason Isley - SOPAC

Chris Dorsey - RMDIV

Andy Hollis - SOWDIV

Marcus Meredith - GTLKSDIV - Chairman

## **MAJOR CIRCUIT CONTACTS**

### **ARROYO SECO MOTORPLEX**

Fairacres, NM  
P. O. Box 199  
Fairacres, NM 88033  
505-523-6192 - 505-526-5891 (fax)  
www.arroyo-seco.com

### **BEAVERUN MOTORSPORTS COMPLEX**

Wampum, PA  
201 Pendale Road, Wampum, PA 16157  
724-535-1000, fax 724-535-0100  
admin@beaverun.com

### **BLACKHAWK FARMS RACEWAY**

Rockton, IL  
PO Box 347, Rockton, IL 61072  
815-389-2000, fax 815-389-3323

### **BUTTONWILLOW RACEWAY PARK**

Buttonwillow, CA  
24551 Lerdo Hwy, Buttonwillow, CA 93206  
661-764-5333, fax 661-764-5334

### **CAROLINA MOTORSPORTS PARK**

Kershaw, SC  
3662 Kershaw Camden Hwy, P. O. Box 366  
Kershaw, SC 29067, 803-475-2448

### **DAYTONA INTERN'L SPEEDWAY**

Daytona Beach, FL  
1801 W. International Speedway Blvd.  
PO Box 2801, Daytona Beach, FL 32114  
386-254-2700

### **FIREBIRD INTERN'L RACEWAY PARK**

Chandler, AZ  
20000 North Maricopa Road at I-10  
PO Box 5023, Chandler, AZ 85226  
602-268-0200

### **GATEWAY INTERNATIONAL RACING**

Madison, IL  
700 Raceway Boulevard  
Madison, IL 62060  
618-482-5501  
618-482-5595 fax

### **GINGERMAN RACEWAY**

South Haven MI  
61414 CR 388  
South Haven, MI 49090  
616-253-4445)

### **GRATTAN RACEWAY**

Grattan, MI  
7200 Lessiter, Belding, MI 48809  
616-691-7221, 616-453-4389

### **HALLETT MOTOR RACING CIRCUIT**

Hallett, OK  
2232 S. Nogales  
Tulsa, OK 74107-2286  
918-583-1134, 6, fax 918-583-1135

### **HEARTLAND PARK TOPEKA**

Topeka, KS  
P. O. Box 19228, Topeka, KS 66619  
785-862-4781, 785-862-7223,  
fax 785-862-2016

### **HOLTVILLE AERODROME INTERNATIONAL RACEWAY**

San Diego, CA  
c/o Aviation Concepts Enterprises  
6983 Belle Glade Lane, San Diego, CA 92119

### **HOMESTEAD-MIAMI SPEEDWAY**

Homestead, FL  
One Speedway Boulevard, Homestead, FL 33055  
305-230-5200, fax 305-230-5223  
ww.homesteadmiamispeedway.com

### **INDIANAPOLIS RACEWAY PARK**

Indianapolis, IN  
10267 E. US Hwy 136  
Indianapolis, IN 46234  
317-291-4090

Donnie Barnes - SEDIV

Steve Wynveen - CENDIV

Tina Reeves - NEDIV

**DIVISIONAL SOLO STEWARDS**

Todd Ferris - SWDIV

Karl Rickart - SEDIV

Pete Hetman -CENDIV

Vern Maxey - MIDIV

Robbie Robinson - SOPAC

TBD - NORPAC

Chris Franson- NEDIV

Mark Dempsey - RMDIV

Jason Tipple -GTLKSDIV

**SOLO SAFETY COMMITTEE (SSC)**

Al Mitchell, Chair

Kathy Barnes

Glenn Duensing

John Lieberman

Bruce Bellom

Rick Swartz

Cal Craner

Janice Rick

**DIVISIONAL SOLO SAFETY STEWARDS (DSSS)**

Charles Jarvie - NORPAC

Bruce Bellom - NEDIV

John Lieberman - SWDIV

Al Mitchell - SEDIV

Rick Swarts - CENDIV

Jan Rick - MIDIV

Glenn Duensing - SOPAC

Josh Hadler - RMDIV East

CalCraner - RMDIV West

**Road Rally Board**

Tim Craft (Chair)

Ron Ferris

Lois Van Vleet

Steve Gaddy

Richard Beatie

Kevin Poirier

Jessica Toney

**MAJOR CIRCUIT CONTACTS**

*(continued)*

**INFINEON RACEWAY**

Sonoma, CA  
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707-938-8448, fax 707-938-8430

**LAJUNTA RACEWAY**

LaJunta, CO  
PO Box 321, LaJunta, CO 81050  
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**LIME ROCK PARK**

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Lakeville, CT 06039  
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**LONG BEACH GRAND PRIX ASSOC'N**

Long Beach, CA  
3000 Pacific Avenue, Long Beach, CA 90806  
562-981-2600, fax 562-981-2616  
www.longbeachgp.com

**LOWES MOTOR SPEEDWAY**

Concord, NC  
5555 Highway US 29 No., Concord, NC  
28026-0600  
704-455-3200, fax 704-455-2547

**MAZDA RACEWAY AT LAGUNA SECA**

Monterey, CA  
1021 Monterey Highway 68, Salinas, CA 93942  
408-648-5111, 408-373-0533

**MEMPHIS INTERNATIONAL MOTORSPORTS**

PARK Millington, TN  
5500 Taylor Forge Road, Millington, TN 38053  
901-358-7223, fax 901-358-7274

**MID-AMERICA MOTORPLEX**

Pacific Junction, IA  
19340 Jesup Road, Pacific Junction, IA 51561  
712-662-8122, fax 712-622-8147  
www.midamericamotorplex.com

**MID-OHIO SPORTS CAR COURSE**

Lexington, OH  
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Lexington, OH 44904  
419-884-4000  
Office: True Sports, Inc.  
545 Metro Place South, Suite 400  
Dublin, OH 43017-5367  
614-793-4600, fax 614-793-4621  
www.midohio.com

**MOROSO MOTORSPORTS PARK**

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17047 Beeline Hwy.  
Palm Beach Gardens, FL 33410  
516-622-1400

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Markam, Ontario, CANADA  
PO Box 36, Pontypool, Ontario LOA1K0,  
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705-277-1077, www.race2000.com

**NELSON LEDGES ROAD COURSE**

Garrettsville, OH  
10342 St. Rt. 305, Garrettsville, OH 44231  
440-548-8551

**NEW HAMPSHIRE INTERNATIONAL SPDY**

Loudon, NH  
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603-783-4744, fax 603-783-9691  
tix 603-783-4931

**PACIFIC RACEWAYS**

Kent, WA  
31001 144th SE, Kent, WA 98042  
253-639-3002, Pacificraceways.com

**PHOENIX INTERNATIONAL RACEWAY**

Phoenix, AZ  
PO Box 13088, Phoenix, AZ 85002  
602-252-3833, fax 602-254-4622  
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### **Divisional Road Rally Stewards**

Southeast - Bob Ricker

Southern Pacific - Jeanne English

Central - Mike Thompson

GLDiv - Mike Bennett

Northeast - Fred Mapplebeck

Midwest - Bruce Bettinger

Rocky Mountain - R. Dale Kraushaar

Northern Pacific - Matt Tabor

Southwest - Sasha Lanz

### **Road Rally Board**

Kevin Poirier - Chairman

Charles Edward

Tim Craft

Lois Van Vleet

Rick Beattie

Tim Craft

### **Divisional Road Rally Stewards**

Bob Ricker - SEDIV

Jeanne English - SOPAC

Mike Thompson - CENDIV

Mike Bennett - GLDIV

Ted Goddard - NEDIV

Bruce Bettinger - MIDDIV

Matt Tabor - NORPAC

Sasha Lanz - SWDIV

TBD - RMDIV

### **RoadRally Rules Committee**

Rick Beattie - Chairman

Jim Friedman

W. David Teter

Dave Kolb

J Toney

Mike Thompson

### **Divisional RallyCross Stewards**

Sasha Lanz - SWDIV

David Rudy - GLDIV

Breon Nagy - CENDIV

Jeff Templeton - MIDDIV

Scott Beliveau - NEDIV

## **MAJOR CIRCUIT CONTACTS**

*(continued)*

### **POCONO INTERNATIONAL RACEWAY**

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717-646-2300

### **PORTLAND INTERN'L RACEWAY**

Portland, OR

1940 Victory Blvd., Portland, OR 97219  
503-823-5895, tape 503-823-7223  
fax 503-823-5896

### **PUEBLO MOTORSPORTS PARK**

Pueblo, CO

524 Santa Fe, Pueblo, CO 81003  
719-543-7747

### **ROAD AMERICA**

Elkhart Lake, WI

N 7390 Highway 67, Elkhart Lake, WI 53020  
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### **ROAD ATLANTA**

Gainesville, GA

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www.roadatlanta.com

### **ROEBLING ROAD**

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1135 Roebbling Road, Bloomington, GA 31302  
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www.roebblingroad.com

### **SEBRING INTERNATIONAL RACEWAY**

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863-655-1442, fax 863-655-1777  
www.sebringraceway.com

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Parhump, NV

3601 South Highway 160, Parhump, NV 89048

### **SUMMIT POINT RACEWAY**

Summit Point, WV

Route 13, PO Box 190, Summit Point, WV 25446  
304-725-8444  
info@bsr-inc.com  
www.summitpoint-raceway.com

### **TEXAS WORLD SPEEDWAY**

College Station, TX

PO Box 10070, College Station, TX 77842  
409-690-2500, fax 409-690-0575

### **THUNDERHILL PARK**

Willows, CA

PO Box 966, Willows, CA 95988  
530-934-5588, track 530-934-4455  
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### **VIRGINIA INTERNATIONAL RACEWAY**

Alton, VA

1245 Pine Tree Road, Alton, Virginia 24520  
434-822-7700, fax 434-822-8033  
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### **WATERFORD HILLS**

Clarkson, MI

4770 Waterford Road, Clarkston, MI 48016  
248-623-0070, fax 248-623-0589

### **WATKINS GLEN INTERNATIONAL**

Watkins Glen, NY

County Route 16, Watkins Glen, NY 14891  
607-535-2481, fax 607-535-7508

### **WILLOW SPRINGS INT'L RACEWAY**

Rosamond, CA

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CA 93560  
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McMaster Fritts at 303-443-1362, fax 303-  
442-9991 or nmcmaster@scca.com

Ben Bradley - NORPAC  
Karl Sealander - RMDIV  
David Brooks - SEDIV  
Eli Gilbert - SOPAC

**RallyCross Board**

Tom Nelson - Chairman  
Mark E Walker  
Mark Utecht  
John Barnett

MOTION: To adjourn.

Respectfully submitted,

Jim Christian  
Secretary

## BOARD OF DIRECTORS' MINUTES

**BOARD OF DIRECTORS' MINUTES** | SPORTS CAR CLUB OF AMERICA, INC. | December 12, 2006

The Board of Directors, Sports Car Club of America, Inc. met via email December 12th 2006. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Mike Engelke Kaye Fairer, R. J. Gordy, Brian Holtz, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones.

Motion: To approve the following RallyCross rules for 2007.  
(Allen/Jones) PASSED, Not voting, Porterfield

# SCCA RallyCross

## RULES

2007 PROPOSED Edition  
Sports Car Club of America®, Inc.  
P.O. Box 19400  
Topeka, Kansas 66619-0400  
1-800-770-2055  
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rallycross@scca.com

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P.O. Box 19400  
Topeka, Kansas 66619-0400  
1-800-770-2055

## FOREWORD

Effective January 1, 2007 previous editions of the SCCA **RallyCross** Rules are superseded by the following **SCCA RallyCross Rules (RXR)**. The SCCA reserves the right to revise these Rules, to issue supplements to them, and publish special rules at any time at its sole discretion. Changes of this nature will normally become effective upon publication in *Fastrack* on the official SCCA website; but may become effective immediately in emergency situations as determined by SCCA.

All correspondence should be addressed to: SCCA **RallyCross** Board, P.O. Box 19400, Topeka, Kansas 66619-0400. E-mail submissions may be made to [rallycross@scca.com](mailto:rallycross@scca.com).

Questions concerning **RallyCross** Rules clarifications should be addressed to: SCCA RallyCross Board, C/O Rally Department, P.O. Box 19400, Topeka, Kansas 66619-0400. E-mail submissions may be made to [rallycross@scca.com](mailto:rallycross@scca.com).

Portions of these Rules are substantially different from previous editions. Participants are advised to read the entire book.

It shall be understood that the (™) (SM) mark and/or (@) mark which reference **RallyCross**, SCCA® and SportsCar® shall be consistent throughout this rulebook without further notation. The masculine pronouns he, him, and his will be used generically, without actual reference to gender.

### Finality of Interpretation and Application

The interpretation and application of the **SCCA RallyCross Rules** by SCCA officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all members, including competitors and officials, expressly agree that:

- A. They are familiar with the **SCCA RallyCross** Rules and agree to abide by them;
- B. Determinations by SCCA officials are non-litigable;
- C. They will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and,
- D. If a participant initiates or maintains litigation in violation of this provision, that participant agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

### Table of Contents

|   |    |
|---|----|
| INTRODUCTORY SECTION                    | 4  |
| 1 RALLYCROSS EVENTS                     | 4  |
| 2 RALLYCROSS BOARD                      | 5  |
| 3 DIVISIONAL RALLYCROSS STEWARDS        | 6  |
| 4 MANDATORY PROVISIONS                  | 8  |
| 5 RALLYCROSS RULES                      | 9  |
| 5.1 COMMON SENSE AND RALLYCROSS COURSES | 9  |
| 5.2 EVENT OPERATING RULES               | 9  |
| 5.3 COURSE SAFETY AND LAYOUT RULES      | 11 |
| 5.4 EVENT OFFICIALS - DUTIES            | 12 |
| 5.5 INSURANCE                           | 13 |
| 5.6 SANCTION REQUIREMENTS               | 15 |
| 6.0 VEHICLE CATEGORIES AND PREPARATION  | 16 |
| 6.1 ELIGIBLE VEHICLES                   | 16 |
| 6.2 VEHICLE CLASSIFICATION              | 16 |
| 6.3 VEHICLE/DRIVER SAFETY               | 19 |
| 7.0 PENALTIES AND CLAIMS                | 21 |
| 7.1 PENALTIES                           | 21 |
| 7.2 PROTESTS                            | 21 |
| 7.3 CLAIMS                              | 22 |
| 7.4 APPEALS                             | 23 |

# SCCA RallyCross Rules

## ARTICLE 1 RALLYCROSS EVENTS

### 1.1 DEFINITION

A **RallyCross** is any event (where an event is considered to be an entire program of competitions) in which one vehicle at a time is timed over a clearly defined course, with elapsed time and appropriate penalties for course deviations being the determining factor for awards. This shall not preclude the running of more than one vehicle at a time, provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation. Events will generally be held on an unpaved, flat surface, wherein the course generally consists of short straight sections and connecting turns or corners. These events are held on short courses that emphasize vehicle handling and agility rather than speed or power.

### 1.2 REVISION OF RALLYCROSS RULES

The SCCA may revise these rules or issue supplements to them at any time, via Tech or Competition bulletins in Fastrack on the official SCCA website. All supplements will have a published effective date.

### 1.3 REPLACEMENT OF RALLYCROSS RULES

Effective on January 1 of each year, all previous editions of the RallyCross Rules will be superseded by the current edition. No revisions previously published in SportsCar will remain in effect unless included in the new edition of the RallyCross Rules.

### 1.4 CO-SANCTIONED/CO-SPONSORED EVENTS

The prohibition against co-sanctioning and /or co-sponsoring events by SCCA shall not prevent cooperation by SCCA Regions with other organizations provided that the events are controlled by the sanctioning Region, and are conducted in accordance with SCCA rules and regulations pertaining to the event.

## ARTICLE 2 RALLYCROSS BOARD

### 2.1 APPOINTMENT

The SCCA Board of Directors (BOD) shall appoint a Chairman and up to six other members annually to the RallyCross Board (RXB). The BOD shall also appoint Divisional **RallyCross** Stewards. Current appointees are listed on the SCCA website ([www.scca.com](http://www.scca.com)), published in the current edition of the SCCA Directory and available from the National Office Rally Department.

As openings occur on the RXB, vacancies will be announced in the Fastrack section of the SCCA.com website. All applications will be reviewed by the RXB and recommendations will be given to the BOD for final approval.

### 2.2 DUTIES

**A.** The RXB develops the rules, standards, and procedures that govern SCCA RallyCross events for the enjoyment, fairness, and safety of participants and spectators. The RXB also directs the evolution of the sport in accordance with the goals and procedures of the SCCA, member input, and shifts in the marketplace. The RXB makes rule clarifications and procedural changes as needed at any time. Such clarifications may become effective as soon as they are posted on the SCCA website with a stated effective date.

**B.** The RXB may also establish and appoint advisory positions to assist with special areas of concern.

**C.** The development process for current (and future) rules will follow this general timeline.

**1.** RXB will agree on the concept for rules revisions, and post for member input.

**2.** RXB will examine all member input and, if applicable, forward the change to the SCCA Rally and Technical Departments for specific wording.

**3.** If applicable, the specific wording will be forwarded to the SCCA Board of Directors for approval. The majority of rule changes for the subsequent year will typically be sent to the BOD for consideration at the BOD's August meeting.

As some changes may need additional time for consideration by the RXB, the membership, or the BOD, these rule changes would be sent to the BOD for consideration by their early November meeting.

**4.** Rules will be published with a stated effective date.

**D.** Duties of the RXB members shall include:

**1.** Chairman: Organize the efforts for strategic planning for the sport. Schedule and chair RXB meetings, assigning tasks to board members as needed.

**2.** Other tasks that will be assigned annually to members of the RXB include Competitor Liaison, Organizer Liaison, and Secretary.

**3.** Subcommittees will include a Technical Advisory Committee and any other Committee the RXB deems necessary.

E. The RXB shall further be responsible for the development and maintenance of a uniform plan, requirements and procedures regarding event, competitor, marshal, spectator and general participant safety in their capacity as the RallyCross Safety Committee.

**Rally Cross Board 2006**

| Position | Appointee     | Year Appointed | Planned Succession Date |
|----------|---------------|----------------|-------------------------|
| Chairman | Tom Nelson    | 2005           | 2006                    |
| At Large | Mark E Walker | 2006           | 2008                    |
| At Large | Mark Utecht   | 2006           | 2008                    |
| At Large | John Barnett  | 2006           | 2007                    |
| At Large | Position Open |                |                         |

**ARTICLE 3 DIVISIONAL RALLYCROSS STEWARDS**

3.1 One **RallyCross** Steward per division is appointed by the RXB, subject to the approval of the BOD. The **RallyCross** Stewards are responsible to the RXB for developing, supervising, and administering a program of **RallyCross** events in their respective divisions in accordance with the rules, standards, and procedures established for **RallyCross** programs. The Divisional **RallyCross** Steward must be a current SCCA member.

**3.2 RESPONSIBILITIES**

General duties and tasks are outlined in the **SCCA Operations Manual**. Their specific duties are as follows:

- A. Responsible to the RXB for the supervision and administration of SCCA policies, rules and standards with respect to SCCA **RallyCross** events conducted within their division. Responsible for developing, supervising and administering a program of **RallyCross** events. Such a program may include a formal Divisional Series that includes drivers points in their respective Divisions in accordance with the rules, standards and procedures established for the **Rally Cross** program.
- B. Additionally, maintain liaison with the RXB Board and its advisors, appropriate SCCA officials within the Division, event organizers, and competitors.
- C. Coordinate scheduling of events within the Division and with other Divisions in order to maintain an orderly and successful calendar for **RallyCross** participants. This will be done in coordination with the National Office Rally Department.
- D. If Divisional fees are established, the Divisional Steward must submit a complete, detailed description of said fees at the beginning of the season and a financial statement at the end of each season to the RXB for each season that the fees are in force.
- E. Review event applications and safety plans for all **RallyCross** events held in the Division.
- F. Review and issue final approval for issuance of SCCA sanction when standards have been appropriately met for event regulations.
- G. Assign an Event Steward for each event or act in that particular capacity as required. Event Steward (or designee) duties include heading up the Protest Committee if appropriate.
- H. Assign a Safety Steward for each event or act in that particular capacity as required (but not as the Event Steward simultaneously). The Safety Steward duties include review of the event Safety Plan and supervising the course and spectator safety the day(s) of the event.
- I. Promote the growth of the sport in the Division by assisting event organizers in the maintenance and improvement of event quality.
- J. Make recommendations to the RXB for the improvement or general development of **RallyCross** Rules and program.
- K. Make recommendations to the RXB for annual awards.
- L. Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.

| Appointee      | Position | Year Appointed | Planned Succession Date |
|----------------|----------|----------------|-------------------------|
| Sasha Lanz     | SWDIV    | 2003           | n/a                     |
| David Rudy     | GLDIV    | 2005           | n/a                     |
| Breon Nagy     | CENDIV   | 2003           | n/a                     |
| Jeff Templeton | MIDDIV   | 2003           | n/a                     |
| Scott Beliveau | NEDIV    | 2003           | n/a                     |
| Ben Bradley    | NORPAC   | 2003           | n/a                     |
| Karl Sealander | RMTN     | 2006           | n/a                     |
| David Brooks   | SEDIV    | 2004           | n/a                     |
| Eli Gilbert    | SOPAC    | 2006           | n/a                     |

## ARTICLE 4 MANDATORY PROVISIONS

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

Variations from the remaining non-mandatory sections of these rules are allowed for regional events and must be included as requested sanction exceptions on the sanction application and must be in the National Office no later than a minimum of 14 days prior to said event. See Article 5.6 (Sanction Requirements) for further details.

## ARTICLE 5 RALLYCROSS RULES

### 5.1 COMMON SENSE AND RallyCross COURSES

**RallyCross** events are non-speed events under the rules of the SCCA. The normally expected maximum speeds for straights and turns are described in the course safety and layout section (Article 5.3). However, speed alone is not the operative factor in determining what is and is not a proper **RallyCross** event.

Safety is the operative word and hazards on the course must not exceed those encountered in legal non-paved road travel. For example, if there are two identical 30 mph turns, one bordered by a 50-foot drop off or a solid row of trees some 20 feet away, and the other turn is bordered by 50-feet of flat, obstacle-free area, the hazards involved are much different. The former is clearly not permissible for a **RallyCross** event and the latter clearly is an acceptable turn.

No event will place additional hazards on the event course. This includes steel supports for course arrows, signage, and related items.

A **RallyCross** event is also open to novices in any vehicle that can pass safety inspection. Course designers must take this into consideration when developing the course for any event. It would be possible to set extremely strict and rigid limits on **RallyCross** events regarding speed and/or course dimensions; however, it is not the intent of these rules to outlaw event sites that cannot accommodate a course of certain stated dimensions. Similarly, it is not the intent to create the impression that so long as some safe but arbitrary speed limit is not exceeded, these rules are adhered to. A course can be designed to have slow, technical corners that require not getting out of first gear or a moderate speed where there are many turns and the competitor is always being challenged. The first course will present additional concerns as the corners likely develop ruts during the running of the event. The second course will be more likely to last longer and be more easily modified for safety reasons as well as providing the perception of greater speed to the competitors.

Basically, **RallyCross** event speeds are limited to what is "reasonable and prudent for the conditions encountered," subject to the constraint that top speeds be within an allowable range described in the course safety and layout rules section. Laying out a course that will comply with the safety requirements defined in these rules calls for the exercise of good judgment and common sense.

### 5.2 EVENT OPERATING RULES

**A.** All SCCA sanctioned events must be insured for event liability and participant accident coverage by the SCCA Master Plan. A valid insurance certificate for the event must be posted at registration on the Notice Board before the event may begin and must remain posted until the conclusion of the event. The steward(s) shall delay the beginning of the event until he is satisfied that the insurance required under this Article has been provided. All events will have a Notice Board available for the competitors to review at registration. At a minimum this board will contain the SCCA Insurance Certificate that includes the event sanction number. Additional information may be posted at the discretion of the organizers. Once competition begins, the board may be relocated to a location specified in the event Supplemental Regulations or a place mutually agreed upon by the committee and posted on the board at registration.

**B.** Drivers must possess a currently valid automobile driver's license. Any license or permit that requires another licensed driver in the vehicle (learners permit) is not acceptable. Minor drivers under 18 years of age must be able to show that they have permission to operate the vehicle in the event. **Drivers at Divisional or National events must be current SCCA members.**

**C.** One (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (6.3A-N) and is registered for competition on that day. The passenger must be no younger than twelve (12) years of age and has met all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the DOT/Snell requirements for competition use as recognized by the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (6.3H).

#### Participant waivers:

The individual (parent/guardian, as appropriate) has completed and signed the required participant waiver(s). In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run. However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, an individual would be allowed at Regional events where a passenger is permitted. Passengers are not allowed during competition runs in Divisional or National Events.

**D.** All vehicles shall be subject to a strict safety inspection based on the RXR. See Article 6.3 for these rules, including vehicle configuration restrictions during course runs.

- E.** The method of scoring the event (all runs, dropping one or more runs, fastest run only, etc.) and the penalties for course deviations and course marker displacement shall be posted and available to all competitors. Additionally, this information must be included in the supplementary regulations submitted with the sanction application (Article 5.6).
- F.** Vehicle classifications to be used, minimum class size, class merger plan, and distribution of awards shall be established prior to the event and available to all competitors.
- G.** An Event Steward must be appointed by the Divisional **RallyCross** Steward to supervise the running of the event. This person must be an SCCA member.
- H.** All participants, including competitors, workers, crew, members, and guests, must sign the SCCA waiver form. Spectators should sign the waiver.
- I.** Any participant considered by the Event Chairman or Steward to be under the influence of alcohol or narcotics shall be removed from the event. The Divisional **RallyCross** Steward, **RallyCross** Board, and SCCA National Rally Department will be notified as soon as possible after the event if the person is an SCCA member.
- J.** Competitors driving in an unsafe manner at or near the event location or displaying unsportsmanlike conduct may be disqualified.
- K.** It is required for emergency purposes that a public telephone, cellular telephone, or ham radio be available at the event site or at a known nearby location. It is recommended that the event chairman (or designee) contact local authorities if the location is in a rural area to inform them of the event. It is recommended that all events have an ambulance and/or an EMT onsite.
- L.** Each driver will be provided an opportunity to walk or drive through the course or to have a parade lap prior to the first official run.
- M. Car/Driver Limits:**
1. A driver may enter an event only once.
  2. A given car may be entered by no more than two drivers in the same class.
  3. If, during the event, a vehicle experiences mechanical problems resulting in its permanent withdrawal from the day's competition the driver may finish his/her runs in another car legal in that class.
- N.** An entrant is defined as a person who has fulfilled the necessary requirements to enter the event.

### **5.3 COURSE SAFETY AND LAYOUT RULES**

When laying out a course, the size of the vehicles competing should be taken into consideration. The dimensions specified in the following rules are only minimums. Courses must be tight enough to allow vehicles to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Rally Stock category vehicles and should not normally exceed 60 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for Rally Stock category vehicles; however, the maximum speed in turns for any vehicle should not normally exceed 40 mph. The fastest portions of the course shall be those most remote from spectators and obstacles. In addition, the course design should allow for periodic changes to accommodate developing ruts or hazards. See Article 5.1 for further information regarding RallyCross course safety.

The course, as laid out, must contain no large holes, deep ruts, or other dangerous features. Dips or berms that could get a vehicle airborne must not be included. The course boundary shall not normally pass closer than 25 feet from solid objects. Negative cambered turns must be avoided. A long straight (over 100 feet) must not terminate in an extremely sharp turn (i.e., a short radius "U-turn"). The event Safety Steward must continually monitor course conditions. If conditions deteriorate to a point that the course no longer complies with these rules, competition will be halted and the course altered to comply with the rules. Competitors should be aware, that with the emphasis on safety, the course may change during the event at any time. To the extent possible, these changes should be made at times during the event that will allow minimum inconvenience to the competitors.

All corners shall be negotiable without reversing by any vehicle entered. The course shall be well marked with pylons or other "markers." The base of each marker may be outlined to permit accurate replacement if displaced. Vehicles should leave a gate/turn headed generally in the direction of the next gate/turn.

Course markers should mark the inner limits and may mark the outer limits of turns and corners, displacement of which results in a time penalty. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn.

Vehicles on the course simultaneously shall not run in close proximity to each other.

All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line. If this is not possible, the Safety Steward will determine if the course meets the intent of the rule. It is preferred that the Safety Steward be able to view all of the course, but it is acceptable for the Safety Steward to have radio communications with those parts of the course not visible from his position.

Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible and the finishing straight tightly defined. Competitor vehicles should not be required to come to a complete stop immediately following the finish line. It is preferred that vehicles be required to slow to a walking speed within a controlled area when leaving the course.

In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing vehicle from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazards and spectators.

Spectators must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, spectator areas must be in an area defined by banner or similar marker. The **RallyCross Safety Steward (RXSS)** shall have the authority to set minimum spectator distances from the course but such minimum distances may not be less than 75 feet from the course edge in unprotected areas (areas without barrier protection such as concrete or tire walls).

Video or still cameras are not permitted at course worker positions or other locations within the course area. The Safety Steward may grant exceptions for media relations purposes. This permission may be given only if the location is acceptable to the Safety Steward and if the photographer is accompanied by a spotter to warn of approaching vehicles. The spotter may not be a course worker at that location.

#### **5.4 EVENT OFFICIALS - DUTIES**

**A.** The Event Steward and the Event Safety Steward shall be SCCA members and will be appointed by the Divisional RallyCross Steward with jurisdiction in the area the event is being conducted. Members filling these two positions may not serve in any other official capacity.

**B.** The Event Steward (Chairman) shall be the chief planner and organizer of the event. The Event Steward shall design and establish, or oversee development of, all necessary event administrative process including:

1. Establishing event administration procedures that achieve compliance with all applicable RXR and supplementary regulations, including a waiver signing system.

2. Formulating procedures to implement the Divisional RallyCross Steward's plans for ensuring spectator, driver and worker safety.

**C.** The Event Safety Steward duties shall concern the safety of spectators, workers and driver's safety relative to course design. Control over course design extends only to such issues as course safety and not to design philosophy. This includes course security, which is defined as maintaining control over spectator access to the course.

1. Verify that the Certificate of Insurance is present at the event site and correct before the event begins. If this is not in order, the Event Safety Steward must confirm corrections or issuance of the certificate with SCCA Risk Management prior to the start of the event. If outside of business hours, the Event Safety Steward must call the Insurance/Incident Emergency Number, 1-800-770-9994.

2. Verify that the Event Steward has a system in place to assure that persons at the event site have signed the release and waiver forms.

3. The Event Safety Steward's final recommendations(s) for the control of spectators, driver or worker safety (relative to course design), becomes mandatory. It is the responsibility of the host region to implement safety controls to the satisfaction of the Event Safety Steward. Failure of a region to implement these controls can cause the cancellation of the event for safety reasons, which includes loss of insurance coverage.

**D.** The Event Technical Inspector shall ascertain that the vehicles comply with the RXR and any supplementary regulations. Competitors are directed to Article 7.3.D for claims information regarding class eligibility.

**E.** The Event Registrar must be a SCCA member (or a member must be present to witness waivers are signed). The registrar's duties include accepting and verifying entry information and assuring that all participants sign the SCCA Waiver and Release Form.

**F.** The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them conspicuously during the event, and preparing the official results.

#### **5.5. INSURANCE**

##### **A. Event Liability / Participant Accident coverage**

All SCCA sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be found in the current copy of the SCCA Risk Management Department. The Event Chairman shall not let the event begin until assured by the receipt of an appropriate insurance certificate that the insurance requirements have been met and the certificate is posted at the event.

If a certificate is not available, call the following number immediately: 800-770-9994

##### **B. Event Insurance Plan Request Form**

Each SCCA **RallyCross** Event must submit a SCCA **RallyCross** Sanction/Insurance Application, **RallyCross** Safety Plan and whatever sanction fee is applicable. These forms and the sanction payment must arrive at the SCCA Rally Department at least 14 days prior to the event or an additional late fee will be assessed.

## C. Incident Reporting

Any incident resulting in personal injury or needing medical review must be called to the insurance line at 800-770-9994 immediately.

The driver (or owner) of a vehicle participating in a **RallyCross** which is involved in an incident resulting in personal injury or property damage of any kind, must report the incident by submitting a completed SCCA Incident Report Form to the Event Safety Steward or designated representative. This form must be submitted prior to the end of the event or as soon as practical thereafter (see also Article 7 for penalties). The Event Safety Steward or a designated representative is charged with the submission of the completed SCCA Incident Report and/or green card and should file the report within ten days of the incident with the SCCA Risk Management Department.

## D. Spectator and Non-Spectator Events

1. A spectator **RallyCross** event is one that encourages the general public to come and watch the event, without signing the SCCA release and waiver form, through wording on flyers or other media such as newspaper advertisements or radio. Events where admission is charged are also automatically considered spectator events. A Region should exercise care in how both the Region and its sponsors advertise an event if it does not apply for spectator event sanction and insurance. Spectator events, their site controls, layout, course, and safety measures must be specifically approved by the Divisional **RallyCross** Steward, and SCCA National Rally Department.

An additional insurance premium must be paid prior to the issuance of an insurance certificate. Confirm specific additional insurance fees with Risk Management as to the amount. Spectator events must employ site and course control barriers.

2. A non-spectator **RallyCross** event may be advertised to the general public for the purpose of informing them of the activities of the SCCA if the following provisions are met:

A. Advertising must be targeted to encourage the public to discover the SCCA and its activities. Examples of acceptable language include: "Car buffs are invited to experience the SCCA" or "Motorsports enthusiasts are invited to come see what the SCCA is all about." The focus of the advertising must be recruitment of possible future participants.

B. Advertising must not be broad based or entertainment oriented. Examples of unacceptable language would include: "spectators welcome", "spectators free", "come see the excitement-slides, spins, screeching tires!" (Entertainment example).

C. All advertising must include a statement on waiver signing such as "everyone entering the event site must sign a release and waiver form".

D. When an event is advertised in the manner above, a plan must be in place to limit access to the event site to those who have signed the release and waiver form and to issue a credential (wristband, etc.) to those having signed the form. This may be done by either limiting physical access to controlled locations or by assigning multiple workers equipped with forms and credentials to continually survey the event site for non-credentialed people.

E. It is highly recommended that a minimum of two Event Safety Stewards be assigned to the advertised event.

F. Sanction application must be received by the National Office at least 21 days prior to the event and must indicate that the event is a non-spectator advertised event.

## 5.6. SANCTION REQUIREMENTS

### A. Sanction

A formal SCCA sanction is required for all **RallyCross** events. Sanction requirements and all documents will be issued by the SCCA National Office. A completed Safety Plan and Supplementary Regulations must accompany the sanction/insurance request form and sanction fee.

### B. Supplementary Regulations

1. Each SCCA **RallyCross** shall have Supplementary Regulations covering areas not specified in these Rules and adding to rules contained herein. This will include as a minimum the timing and scoring method to be used and course penalties but may also include information on awards, divisional championships, sponsors of the event, etc. These Supplementary Regulations should be posted on the Official Notice Board.

2. Except in cases where a specific sanction exception has been granted in writing by the Divisional **RallyCross** Steward and the National Office Rally Department, Supplementary Regulations may not alter or contradict the RXR. If such contradictions occur, the RXR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations. A list of Sanctioned Exceptions should be posted on the Notice Board at registration.

3. Organizers will list in the Supplementary Regulations any deviations from the RXR as sanctioned exceptions. However, last minute changes (before and during the event) published in written bulletins on the Notice Board or as written instructions from bona fide officials must be deemed official and correct. If these instructions are not posted on the notice board, the organizers shall ensure that all competitors affected are notified appropriately. A protest may not be based on the fact that last minute changes were not listed as exceptions to these rules providing competitors were notified as above.

## ARTICLE 6 VEHICLE CATEGORIES AND PREPARATION

### 6.1 ELIGIBLE VEHICLES

A **RallyCross** event is open to any fixed-roof production based vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place,

t-tops with factory panels in place) that can pass safety inspection. If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded.

### 6.2 VEHICLE CLASSIFICATION

**A.** All vehicle classifications as listed in Article 6 must be offered to entrants at all RallyCross events. However, organizers of Regional or Divisional events may add or combine classes as they deem necessary to meet local demand. Event organizers realize that a dual-scoring system must be used to score events both for local points and for divisional and national championships (when applicable).

**B.** All items that are not specifically allowed or referred to as unrestricted must be of manufacturer's specification.

**C.** Rally Stock Category  
Stock Rear Wheel Drive (SR)  
Stock Front Wheel Drive (SF)  
Stock All Wheel Drive (SA)

Preparation allowances:

**1.** All Cars must be equipped as from the manufacturer, with only factory-installed and port-installed option packages. Options that were only part of a package must be present with the entire package. Complete option packages may be installed after purchase of the vehicle.

**2.** Tires must be DOT approved. Snow tires are allowed. No studded tires are permitted unless ice or snow are present. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc).

"Aggressive" tires are prohibited. A tire will be considered an "aggressive tire" if it meets any of the following criteria:

- a. It does not carry a DOT approval.
- b. It is marked "For competition only", "Not for street use" or similar verbiage.
- c. It is modified or altered from its original tread pattern in any way.

d. The tread gap of the tire is equal to or greater than 0.34" as measured in the space between any tread blocks. This does not apply to any circumferential grooving that may be part of the original pattern of the tire.

**3.** Any air filter may be used, but it must fit in the stock location.

**4.** The additions of protective equipment are allowed with the following exceptions:

- a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage.
- b. Mud flaps may only be made of urethane and other flexible plastic derivatives (i.e. no carbon-Kevlar)
- c. Skidplates protecting suspension and drive train components may only be made out of metal or plastic derivatives.
- d. Driver restraints and roll cage may be added.
- e. Additional or replacement hood and trunk latches are permitted. All latch systems must be secure.

**5.** Dress-up and convenience items which do not give a performance advantage, reduce the weight of the car, or weigh less than the replaced standard part they are replacing are allowed (i.e. shift knobs, pedal covers).

**6.** ABS and/or traction control systems may be electronically/electrically disabled but not removed.

**7.** Vehicle lights may be replaced with alternate bulbs and housing. Auxiliary lights may be added. The total number of lights shall not be less than standard.

**8.** Any brake pads may be used.

**9.** Fuel may be any type of unleaded or diesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event RallyCross Safety Steward prior to the event. No alcohol fuels or nitrous oxide are allowed.

**10.** Any clutch disc or pressure plate may be used provided it fits all the other unmodified, stock components.

**11.** Exhaust systems from the catalytic converter back may be removed or replaced with the following requirements:

- a. The exhaust must exit the body work.
- b. The exhaust must exit to the rear of the driver.
- c. The exhaust must comply with local noise restrictions

**12.** Any type wheel may be used provided it complies with the following: Wheels must be of the same diameter and width as the OEM wheel. Wheel offset(backspace) must be within 0.375"(9.5mm) of original equipment wheel offset.

#### **D. Rally Prepared Category**

Prepared Rear Wheel Drive (PR)

Prepared Front Wheel Drive (PF)

Prepared All Wheel Drive (PA)

Preparation allowances:

- 1.** All Rally Stock category modifications are allowed.
- 2.** Any sway bars and their mounting may be used or removed.
- 3.** Any brakes may be used except no carbon brakes allowed.
- 4.** Exhaust systems from the cylinder head exhaust ports back May be replaced with any material with the following requirements:
  - a. The exhaust must exit the body work.
  - b. The exhaust must exit to the rear of the driver.
  - c. The exhaust must comply with local noise restrictions.
  - d. Downstream there must be at least one functioning catalytic converter in the exhaust system on cars originally equipped with a catalytic converter.
- 5.** The intake system upstream from the throttle body may be replaced with any material. Under no circumstances may forced induction components be changed or added (turbochargers, superchargers, intercoolers).
- 6.** Short shift kits are allowed.
- 7.** Front and/or rear strut tower bars are permitted.
- 8.** Any dampers may be used but the damper must mount to the original mounting position using unmodified mounting points. Springs may also be replaced, but they must be of the same type and use original mounting points. Threaded collars and camber plates are allowed.
- 9.** Electronic engine controls may be modified or piggybacked, but not replaced.
- 10.** Any tire is allowed except homebuilt studded tires.
- 11.** Any front seat may be used, provided the seating surface is fully upholstered. This does not permit the substitution of a passenger's seat with a child or miniature seat of any type. Any substituted passenger's seat must be sufficiently large and strong to be capable of adequately accommodating an adult, such that it could be used as the driver's seat. Cars may have no fewer than the original number of seats. Seat belts are required in all cars; however, the number of attachment points may not be less than originally equipped. Installation of shoulder and lap belts is strongly recommended. Additional belts must be installed per the belt manufacturer's recommendations.
- 12.** Any non-metallic bushing is allowed.
- 13.** Wheels are unrestricted.

#### **E. Rally Modified Categories**

Modified Two Wheel Drive (M2)

Modified All Wheel Drive (M4)

Preparation allowances:

- 1.** All Rally Prepared category modifications are allowed.
- 2.** Any Electronic engine controls may be used.
- 3.** Any replacement hood may be used.
- 4.** Any clutch may be used.
- 5.** Any car that is currently legal for stage rally competition in other sanctioning bodies may run in its appropriate Rally Modified class regardless of whether it meets the Rally Modified rules.
- 6.** Glass, with the exception of the front windshield, may be replaced with lexan or equivalent.
- 7.** Any engine may be used but must be internal combustion.
- 8.** Any drive train may be used
- 9.** Any suspension may be used. This allows changes to all components and geometry.
- 10.** Body work may be added or substituted with any material.
- 11.** The interior components may be completely removed and/or replaced.

- 12. Additional chassis braces and seam-welding are permitted.
- 13. All log booked race cars that meet entry requirements are legal for the proper Modified class.
- 14. Any fuel system may be used provided gasoline or diesel fuel is used.
- 15. Catalytic converters are not required.

### 6.3 VEHICLE/DRIVER SAFETY

All vehicles must pass safety inspection on the following points prior to competing. This applies at each event entered. Entry fees, if already paid, will be refunded if a car fails to pass the safety inspection. A safety inspection is not concerned with class compliance.

- A. All loose items, inside and outside the car (including the trunk and storage areas), must be removed.
- B. Snap-on hubcaps, detachable fender skirts and trim rings must be removed.
- C. Convertible, targa, or t-top vehicles must have their factory hard top or panels securely in place during course runs.
- D. Sunroofs must be fully closed unless vehicle is equipped with a net at the opening and/or the driver is wearing arm restraints.
- E. The driver's window may not be down more than 1" during course runs unless the vehicle is equipped with a window net and/or the driver is using arm restraints. The same restriction applies to the passenger window if there is a passenger.
- F. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present, installed correctly and functional.
- G. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.
- H. Seat lap belts are required in all cars. Installation of shoulder and lap belts is strongly recommended. Seat/shoulder belts must be properly installed with attaching hardware secure and tight. Additional belts must be installed per the manufacturer's recommendations.
- I. Throttle return action shall be safe and positive.
- J. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
- K. Steering wheel "spinner" knobs are not permitted.
- L. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks and shall be operational at all four wheels. The vehicle must have a working parking/emergency brake system.
- M. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
- N. All batteries (on board power supplies) shall be attached to ensure that the battery and/or power supply will remain in place. If a lead-acid (wet cell) type battery is located in the drivers/co-drivers compartment it must be equipped with leak-proof caps and enclosed in a non-conductive, marine-type box. Dry cell batteries, commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries, are not required to be in a marine-type box. The hot terminal must be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle.
- O. Roll cages are strongly recommended in all cars. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies.
- P. Snell 1995 (SA95, M95, or K98) or newer labeled helmets are approved for use. This is a minimum standards for use in **RallyCross**, other approved helmets are:
  - 1. British Standards: BS 6658-85 type A/FR, including all amendments.
  - 2. SFI Foundation, Inc; SFI Spec 31.1

## ARTICLE 7 PENALTIES AND CLAIMS

### 7.1 PENALTIES

- A. A 2 seconds penalty will be given if a course marker/pylon is upset or totally displaced.
- B. A 10 second penalty will be given for each missed gate. This is called a "gate penalty". A gate is defined as a pair of cones placed opposite each other on the track, or a single cone with a directional cone to indicate a specific way around that cone. If a gate or a pointer cone is placed at the beginning of slalom then the car must go through the slalom on alternating sides of the cones. If no gate is at the beginning then the driver can decide which way to drive through the slalom.
- C. An additional time penalty if so specified in the supplementary regulations may be charged for any uncorrected deviation from the course or for unnecessarily delaying the event.

**D.** The penalties listed in this Article can be regarded as the normal penalty. However, the Event Steward can, at his discretion, apply any of the following as warranted by the offense:

- Reprimand which shall be noted in his or her record within the sponsoring region.
- Fine (\$1 to \$1000)
- Probation of competition privileges
- Time or Position
- Disqualification from competition
- Exclusion from competition
- Suspension of competition privileges
- Loss of accrued points
- Expulsion from SCCA

**E.** Contestants are reminded that conduct is evaluated and scrutinized both on the course and within the confines of the event site.

Unsportsmanlike conduct will be treated as a serious matter. Endangering other competitors, workers or spectators will be evaluated on a case-by-case basis by the Event Steward and Safety Steward. They shall apply penalties as described in "D" at their discretion as warranted by the offense.

## **7.2 PROTESTS**

While the right to protest in proper cases is undoubted, it should be remembered that **RallyCross** events are Motorsport events conducted in a sporting spirit. Events are organized and managed by amateurs who cheerfully give their time and do their best. The competitor may encounter some imperfections with the event organization and his fellow competitors. To a reasonable extent, these things are part of the chances he takes in entering the competition. A competitor who wishes to file a protest is entitled to do so, but it is recommended that he confer with one of the stewards at the event prior to doing so.

## **7.3 CLAIMS**

The right to file a claim lies with any competitor who may consider himself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event.

### **A. Types of claims**

**1.** An inquiry is an informal written communication from the competitor to the organizer, describing a situation and requesting an action. It requires unilateral action on the part of the organizer; organizers will respond in writing. If such an inquiry is given to the event or safety steward, it will be passed along to the organizer in a timely manner.

**2.** A protest is a written communication, on an official protest form, from a competitor to the Protest Committee. A committee of three voting members shall settle all protests. This committee will consist of the Event Steward (or his representative) who will act as chairman and will also select two or three other members.

The Event Steward will chair the meeting and will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held. This meeting should be held at the event, or should this not be possible, in a timely manner.

**3.** Protests must be submitted to the Event Steward on the official SCCA Protest Form and be accompanied by a \$50.00 fee, in cash, per item. These forms will be available from the Event Steward or the organizer. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the claimant. Written witness statements and the committee's decision will be taken during the meeting and kept on file by the SCCA Rally Department.

**4.** Monies from claims which are denied and which are kept by the Protest Committee shall be collected by the Event Steward and forwarded to the SCCA Rally Department.

### **B. Claims Against the Conduct of the Event**

Claims submitted for situations arising on the course or event procedures must be submitted within 15 minutes of the contestant's finishing his final competition run. Claims prompted by the posting of provisional scores shall be submitted within 10 minutes of the posting of those scores and must be based on information contained in those scores

### **C. Claims Against Competitors**

Claims submitted against the actions of another competitor must be submitted within 15 minutes of the claimant's finishing his final run.

### **D. Claims Against Vehicles**

A claim against the legality or classing of a competition vehicle shall be lodged no later than the start of the first competitor. The Event Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event. The Event Steward shall penalize any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation rules.

The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be a minimum of \$200.00.

Upon inspection if the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle is found to be in violation of a rule and the protest is upheld, the penalty imposed on the protested driver will be applied equally to all drivers of the vehicle in that category even if they were not specifically named in the protest.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Protest Committee at the end of an event with the exception of Automatic Penalties (see Article 7.1).

#### **7.4 APPEALS**

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Protest Committee. A written notice of intention to appeal and one half of the appeal fee (\$100.00) must be given to the Event Steward within 15 minutes of the announcement of the decision of the Protest Committee. A written notice of appeal, and including the balance (\$100.00) of the appeal fee of \$200.00, shall be received by the SCCA Rally Department within ten days after the announcement of the Protest Committee's decision.

An appeal will be heard by a Court of Appeals (appointed by the RXB) to consider its merits. The Court of Appeals will render a final decision within 15 days of the receipt of the written appeal. Appeals that are upheld may alter the official results of an event but will not affect the trophies already presented by the event's organizers. Pending the disposition of an appeal, all cash awards affected by the appeal shall be withheld until its resolution. Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee. If the Court of Appeals does not find for the appellant the fee may be forfeited.

MOTION: To adjourn.

Respectfully submitted,

Jim Christian  
Secretary

## **CLUB RACING TECHNICAL BULLETIN**

**DATE:** December 5 and December 14-16, 2006

**NUMBER:** TB 07-01

**FROM:** Club Racing Board

**TO:** Competitors, Stewards, and Scrutineers

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

Note - Due to time constraints the minutes from these meetings will be published in a later issue of *Fastrack*.

All changes are effective 1/1/07 unless otherwise noted.

#### **GCR**

1. Section 9.3.31, clarify by adding to the end as follows: LED assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual LEDs the assembly may contain.

#### **Formula**

##### **FA**

1. Section 9.1.1.A.1.c, clarify by changing to read as follows: The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding.

##### **FC**

1. Section 9.1.1.B.1.d.10, the required SCCA Club map has been changed for the Zetec powered FC cars. This updated map, available from the SCCA website: <http://www.scca.com/Club/Index.asp?reference=techforms>, is required effective 1/1/07.

2. Section 9.1.1.B.1.d.12, change the third sentence to read as follows: The restrictor internal diameter is 1.295 inches. This value cannot be exceeded in any measurement of the diameter.

3. Section 9.1.1.B.1.k, change the third line to read as follows: Zetec Engine - 1220 lbs.

## **Sports Racer**

1. Section 9.1.9.A.2.d.3.d. clarify by changing the first sentence to read as follows: Cockpit: The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding (except for those closed cockpit cars specifically homologated by the SCCA). Add to the end as follows: The cockpit opening of non-metallic chassis shall be designed to meet FIA F3 homologation requirements (Article 275).

2. Section 9.1.9.A.2.i, clarify by changing to read as follows: All gear changes must be initiated by the driver. Mechanical gear shifters, direct-acting electric solenoid shifters, air-shifters and similar devices are permitted. Electronically controlled differentials and devices that allow pre-selected gear changes are prohibited.

## **CSR**

1. Section 9.1.9.A.2, CSR engine table, change line "V" to read as follows: Carburetion or Fuel Injection: One 2-bbl automotive-type carburetor w/44mm choke(s) or one 2-bbl. Fuel injection w/ 44mm restrictors located within 4" of the throttle plates; balance tube not permitted, Notes: Intake manifold shall have individual runners connecting one throttle plate/butterfly to one rotor, only.

## **DSR**

1. Section 9.1.9.A.2.b. add a new line to the DSR engine and weight restrictions table as follows: Type: Automotive-based 4 cycle 4 valves per cylinder max., Size: Any GTL engine prepared to GTL engine specifications, with individual runner restrictors or SIR, if required.

## **Grand Touring**

### **GT2**

1. Chevrolet Monza 2.7L (75-80), p. 259, add to the specs as follows: Engine Type: V-6, Bore x Stroke(mm): 89.0 x 84.0, Displ.(cc): 3136, Carburetion: 3136cc: 38mm SIR, Weight(lbs): 2280.

### **GTL**

1. Honda Civic (1992), p. 282, add to the specs as follows: add the 93-95 model years, Notes: Hood bulge permitted, no openings.

## **Improved Touring**

1. Clarify the fifth sentence of section 9.1.3.D.6.c by changing to read as follows: Cars with antilock braking systems must disable a minimum of three wheel speed sensors.

2. Clarify section 9.1.3.D.9.j by changing the first sentence to read as follows: Audio systems may be removed in their entirety.

## **ITR**

1. BMW 325i/is (92-95) p. 307, correct by adding to the Notes as follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

2. BMW 328i/is (96-99) p. 307, correct by adding to the Notes as follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

3. BMW 330i (00-02) p. 307, correct by adding to the Notes as follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

4. BMW M3 (88-91) p. 307, correct by adding to the Notes as follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

5. Porsche 944S2 (89-91) p. 309, correct the specs as follows: Gear Ratios: 3.18, 2.00, 1.44, 0.91, 0.78.

6. Porsche 968 (93-97) p. 309, correct the specs as follows: Gear Ratios: 3.50, 2.06, 1.40, 1.03, 0.83, 0.78.

## **ITS**

1. BMW 325i/is (87-91), p. 310, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

2. BMW 325i/is (2&4 door) (92-95), p. 310, correct by changing the first sentence of the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

## **ITA**

1. BMW 318 (E36) (92-94), p. 315, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

2. BMW 318ti Sport (96-99), p. 315, add the i/is models to the spec line.

3. BMW 325e/es (2&4 door) (84-87), p. 315, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

4. Volkswagen Jetta GLI (91-92) p. 322, correct the spec line as follows: Brakes Std.(mm): (F)256 Disc (R)245 Disc.

## **ITB**

1. BMW 318i (84-86), p. 324, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

2. BMW 320i 1.8 (80-83), p. 324, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

3. BMW 320i 2.0 (77-79), p. 324, correct by changing the Notes to read follows: Trunk mounted fuel cell may be used but shall be no larger than stock.

### Production

1. Clarify section 9.1.5.D.6.d.4 by adding the following after the first sentence: Such reinforcement does not permit additional material to be used for the purpose of moving the mounting location beyond the limits of the original mounting ear/tab.
2. Clarify section 9.1.5.D.7.a by adding as follows: **Components:** Original calipers shall be retained. Alternate discs or drums may be fitted as long as they are the original diameter, width and design. Alternate discs must be of the original material but alternate drums may be made of the original material or aluminum.

Cars with rear drum brakes may convert to disc brakes; this supersedes the rear brake requirements of the vehicle spec line. Rear rotors shall be no larger in diameter than the maximum specified size of the front rotors, solid (*undrilled, non-slotted*) and of ferrous material. Rear rotor hubs may be of ferrous material or aluminum and may be a part of the rotor. Rear calipers and mounting brackets are restricted to ferrous or aluminum.

### FP

1. Volkswagen Golf 1.8 (85-87), p. 412-413, add the 88-92 model years.

### GP

1. Volkswagen Scirocco 1715 (82-84) p. 422-423, add the 81 model year.

### Showroom Stock

#### SSB

1. Ford Mustang V6 (2005) p. 465, add the 06-07 model years.
2. Classify the Mazda MX-5

Add new spec line to SSS p. 466, Mazda MX-5 (2007), Bore x Stroke(mm) / Displ.(cc): 87.38 x 83.06 / 1999, Wheelbase(mm): 2329, Track(F&R)(mm): 1491 / 1496, Wheel Size(in) / Mat'l: 16 x 6.5, Tire Size(stock): 205/50, Gear Ratios: 3.14, 1.89, 1.33, 1.00, 0.81, Final Drive: 4.10, Brakes(mm): (F)289.6 Vented Disc (R)279.4 Solid Disc, Weight(lbs): 2630, Notes: Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation.

3. Pontiac Solstice (2006) p. 467, change the specs as follows: add the 07 model year, Gear Ratio: 3.75, 2.26, 1.37, 1.00, 0.73, or 3.75, 2.26, 1.51, 1.00, 0.73, Weight(lbs): 3050.

#### SSC

1. Chevrolet Cobalt SS Coupe (2006) p. 468, add the 2007 model year.
2. Mazda 3s (04-06), p. 469, add the 2007 model year.
3. Mini Cooper (05-06) p. 470, add the 2007 model year.
4. Classify the 03-07 Scion tC

Add new spec line to SSS p. 471, Scion tC (03-07), Bore x Stroke(mm)/ Displ.(cc): 88.5 x 96.0 / 2326, Wheelbase(mm): 2700, Track F&R(mm): 1506(F), 1506(R), Wheel Size(in) / Mat'l: 17 x 7, Tire Size(stock): 215/45 (F&R), Gear Ratios: 3.54, 2.05, 1.33, 0.97, 0.78, Final Drive: 4.24, Brakes(mm): (F) 275 Vented Disc, (R)269 Solid Disc, Weight(lbs.): 3025.

5. Toyota Celica GT (02-05) p. 471, change the specs as follows: Weight(lbs): 2580.
6. Classify the 06-07 Volkswagen Rabbit 2.5 liter

Add new spec line to SSS, p. 472, Volkswagen Rabbit (06-07), Bore x Stroke(mm)/ Displ.(cc): 82.55 x 92.71 / 2481, Wheelbase(mm): 2578.1, Track F&R(mm): 1540(F) 1519(R), Wheel Size(in) / Mat'l: 15 x 6 / Alum, Tire Size(stock): 195/65(F&R), Gear Ratios: 3.78, 2.12, 1.36, 1.03, 0.77, Final Drive: 3.65, Brakes(mm): (F)228 Vented Disc (R)260 Solid Disc, Weight(lbs): 3050.

7. Classify the 2007 Pontiac G5 GT

Add new spec line to SSS, p. 471, Pontiac G5 GT (2007), Bore x Stroke(mm)/ Displ.(cc): 88.0 x 98.0 / 2385, Wheelbase(mm): 2628, Track F&R(mm): 1492(F) 1475(R), Wheel Size(in) / Mat'l: 17 x 7 / Alum, Tire Size(stock): 205/50 (F&R), Gear Ratios: 3.58, 2.02, 1.35, 0.98, 0.69, Final Drive: 3.94, Brakes(mm): (F)296 Vented Disc (R)270 Solid Disc, Weight(lbs): 3100.

### Touring

#### T1

1. Chevrolet Corvette C6 Coupe (05-06), p. 548, add the 2007 model year, change the specs to read as follows: Weight(lbs): 3280.
2. Dodge Viper SRT-10 Incl. Coupe (03-06) p.549, Competitors are reminded that the intro to the TCS section states that mistakes or errors that occur in the TCS does not allow you to modify your vehicle to obtain the specific spec. The specs listed in the factory repair manual shall take precedent. Although the compression ratios have been removed from the GCR the CRB would like to point out the 2006 GCR incorrectly listed the SRT-10 Viper compression ratio at 10.0:1 when the correct number should have been 9.6:1.

Change the second sentence of the Notes to read as follows: Throttle restrictor between each throttle body and plenum is mandatory; .060" flat steel plate with one ~~53.0mm~~ 45.0mm hole.

3. Ferrari 360 Modena & Challenge (00-02) p. 549, change the specs to read as follows: Tire Size: 235/45(F), 315/30(R)(max), Notes: This max tire size supersedes TCS rule 9.1.10.D.7.b.

4. Porsche 911/996 (98-03) p.550, correct the spec line by adding as follows: Bore x Stroke(mm)/ Displ. (cc): 100.1 X 76.5 / 3600.

## T2

### 1. Classify BMW Z4 M Coupe

Add new spec line to TCS p. 553, BMW Z4 M Coupe (2007), Bore x Stroke(mm) / Displ.(cc): 87.0 x 91.0 / 3246, Wheelbase(mm): 2497, Wheel Size(in): (F)18 x 8 (R)18 x 9, Tire Size: (F)225/45 (R)255/40, Gear Ratios: 4.35, 2.50, 1.67, 1.23, 1.00, 0.85, Final Drive: 3.62, Brakes(mm): (F)345 Vented Disc (R)328 Vented Disc, Weight(lbs): 3500.

### 2. Classify BMW 335CI (2007)

Add new spec line to TCS p. 553, BMW 335CI (2007), Bore x Stroke(mm)/ Displ.(cc): 84.0 x 89.6 / 2679, Wheelbase(mm): 2761, Wheel size(in): 18 x 8(F) 18 x 8.5(R), Tire Size: 225/40(F) 255/35(R), Gear Ratios: 4.055, 2.396, 1.582, 1.192, 1.000, 0.872, Final Drive: 3.08, Brakes(mm): (F)348 Vented Disc (R)336 Vented Disc, Weight(lbs): 3680, Notes: ZSP suspension package is allowed. Sport Seat package permitted.

3. Cadillac CTS-V (04-05) p. 553, add to the specs as follows: Notes: The following GM parts are allowed: Front Spring (550lb) #25534467, Rear Spring (550lb) #25534468, Front Roll Bar (36mm) # 25534469, Front Isolator #25534470, Rear Roll Bar (24mm) #25534471, Rear Isolator #25534472, F&R Links #25534473.

4. Cadillac CTS-V (2006) p. 553, add to the specs as follows: add the 2007 model year, Notes: The following GM parts are allowed: Front Spring (550lb) #25534467, Rear Spring (550lb) #25534468, Front Roll Bar (36mm) # 25534469, Front Isolator #25534470, Rear Roll Bar (24mm) #25534471, Rear Isolator #25534472, F&R Links #25534473.

5. Chevrolet Camaro Z-28 (98-02) p. 554, change the specs as follows: Weight(lbs): 3530

6. Ford Mustang Coupe GT (05-06) p. 554, add to the specs as follows: add the 2007 model year and the Mustang Shelby GT model to the spec line, Gear Ratio: 3.73, Brakes(mm): (F)355 Vented Disc, Notes: Cars may update and backdate among the model years listed within this spec line. Correct the following in the Notes: sway bar part numbers 5490-A (front and rear), spring kit 5300-K (front and rear), 18000-A damper kit (front and rear), Ford brake duct package M-2004-A.

7. Ford Mustang Mach 1 (2003) p. 555, add the 04 model year.

8. Infiniti G35 Coupe (03-06) p. 555, add to the specs as follows: Notes: Track option Aero package allowed.

### 9. Classify the Lotus Exige (06-07)

Add new spec line to TCS, p. 555, Lotus Exige (06-07), Bore x Stroke(mm)/ Displ.(cc): 82.0 x 85.0 / 1796, Wheelbase(mm): 2301, Wheel size(in): 16 x 6.5(F), 17 x 7.5(R), Tire Size: 195/50(F), 225/45(R), Gear Ratios: 3.12, 2.05, 1.48, 1.17, 0.92, 0.82, Final Drive: 4.53, Brakes(mm): (F)288 Vented Disc, (R)288 Vented, Weight(lbs): 2190, Notes: Elise Sports Suspension allowed: front spring part #122C0008H, front damper #122C0007H, front assembly #123C0001F, rear spring #122D0006H, rear damper 122D0008H, rear assembly #123D0002H, front sway bar #111C0111F. An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed.

### 10. Classify the Mazdaspeed 3 (2007)

Add new spec line to TCS p. 555, Mazdaspeed 3 (2007), Bore x Stroke(mm) / Displ.(cc): 87.5 x 94.0 / 2260, Wheelbase(mm): 2639, Wheel Size(in): 18 x 7, Tire Size: 215/45, Gear Ratios: 3.54, 2.24, 1.54, 1.17, 1.09, 0.85, Final Drive: 1-4: 3.94, 5-6: 3.35, Weight(lbs): 3250.

11. Mitsubishi Lancer EVO 8/9 /RS /GSR / MR (03-06) p. 555, add to the notes: AMS brake cooling kit #AMS041 allowed.

12. Nissan 350Z Track/Touring/Standard (03-06) p. 555 add the 2007 model year.

13. Pontiac Firebird Formula & Trans Am (98-02), change the specs as follows: Weight(lbs): Formula =3530 Trans Am =3730.

### 14. Classify the Pontiac Solstice GXP (2007)

Add new spec line to TCS p. 556, Pontiac Solstice GXP (2007), Bore x Stroke(mm)/ Displ.(cc): 85.30 x 86.1 / 1998, Wheelbase(mm): 2415, Wheel size(in): 18 x 9.5 (F&R), Tire Size: 275/35 (F&R)(max), Gear Ratios: 3.75, 2.26, 1.51, 1.00, 0.73, Final Drive: 3.73, Brakes(mm): (F)296 Vented Disc, (R)278 Solid Disc, Weight(lbs): 2950, Notes: Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. Suspension option ZOK and Rear Spoiler (D52) allowed. This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.

## T3

1. Audi TT Quattro Coupe (03-05) p. 558, change the specs as follows: Wheel Size(inch): 18 x 8 (F&R), Weight(lbs): 3340. Add to the specs as follows: Notes: Radiator from 3.2L is allowed.

2. Chevrolet Cobalt SS (05-06) p. 558, add the 2007 model year.

3. Mazda RX8 (04-06), p. 559, add the 2007 model year.

4. Mini Cooper S (02-06) p. 559, add the 2007 model year.

5. Saturn Ion Redline (04-06), p. 559, add the 2007 model year.

## ST

1. Chevrolet Corvette C6 Z06 (06-07), p. 561, add to the specs as follows: Wheel Size(inch): 18 x 12(F) 18 x 14(R), Tire Size: 335(F) (max), 355(R) (max), Notes: The following parts are allowed: GM T1 suspension kit #12480062, Ron Davis radiator #1-16CV0500, Phoenix Performance Fan Shroud part #1005422, GM trans cooler #12480080, B&M differential cooler #70298, Doug Rippe brake duct kit: 12-101. Wrapping of the tie rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is permitted up to a depth of 3.9cm. The maximum allowed camber is -3.5 (F) and -2.5(R). Calibration of the electronic brake control module is allowed.

2. Dodge Viper SRT-10 Incl. Coupe (03-06) p.561, add to the specs as follows: Wheel Size(inch): 18 x 12(F), Notes: Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. The following parts are allowed: Dodge differential and trans. coolers, part # 4510173, Ron Davis radiator # 18VP03, Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Dodge brake duct kit part # P5153250, Trans. mount # P4510179, Hypercoil springs #188A0750 (F) and 188A0800 (R), Dodge Motorsports T1 suspension kit part # P5153251, Phoenix brake duct kit #DVIPBDH002. Rear parking brake calipers may be removed. Updating and backdating within models and years listed in this classification is permitted.

3. Classify the Ferrari 430 Challenge (06-07)

Add new spec line to TCS p. 561, Ferrari 430 Challenge (06-07), Bore x Stroke(mm) / Displ.(cc): 92.0 x 81.0 / 4308, Wheelbase(mm): 2600, Wheel Size(in): (F)19 x 8 (R)19 x 10.5, Tire Size: (F)225/35 (R)285/35, Gear Ratios: 3.20, 2.10, 1.60, 1.20, 1.00, 0.80, Final Drive: 4.44, Brakes(mm): (F)398 Vented Disc (R)350 Vented Disc, Weight(lbs): 2950, Notes: Original OMP built - factory installed roll cage is permitted with accompanying FIA certification label. Cars may be prepared to 2006 Ferrari Challenge specs except as follows: DOT tires per TCS are required, Weight per GCR.

## JUDGEMENT OF THE COURT OF APPEALS

### JUDGEMENT OF THE COURT OF APPEALS

Bob Burns vs. SOM

COA Ref. No. 06-45-CE

November 15, 2006

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 3 race conducted September 30, 2006 at O'Reilly Raceway Park, Chad Murfin, driver of ITA #71, filed a protest. Mr. Murfin protested the fact that Darryl Hale, driver of ITA #39, was shown a black flag during their race but did not report to the pits. Mr. Murfin cited violation of GCR 9.4.2.F & G (Black Flag and Mechanical Black Flag) as the basis for his protest. The Stewards of the Meet (SOM) Jeff Jankiewicz, John Pfetzing and Bob Martin, Chairman, upheld Mr. Murfin's protest and assessed Mr. Hale a one (1) minute time penalty and three (3) penalty points.

Assistant Chief Steward Bob Burns, the operating steward for this race, is appealing this decision.

### DATES OF THE COURT

The Court of Appeals (COA), Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, met on November 2 and 9, 2006, to review the evidence and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Bob Burns dated October 6, 2006.
2. Observers Report and related documents received October 30, 2006.
3. E-mail memo from Bob Burns to the COA dated October 29, 2006.
4. E-mail memo from Chief Steward Ken Patterson to the COA dated October 30, 2006.
5. E-mail memo from Bob Martin, Chairman SOM, to the COA dated October 27, 2006.

### FINDINGS

During the Group 3 race, car #39 was reported by two stations to have no visible window net. Assistant Chief Steward Bob Burns called for a Black Flag for car #39.

Apparently, through some confusion, a mechanical black flag was displayed rather than a black flag on at least one of the black flag stations. Mr. Hale, driver of car #39, acknowledged the flag at start/finish, slowed, and re-attached his net. As the problem had been corrected, Assistant Chief Steward Burns called for the black/mechanical black flags to be withdrawn. This decision was conveyed over the radio flag net.

Following the race, Assistant Chief Steward Burns prepared a Chief Steward's Action (CSA) to penalize Mr. Hale one position in class for failure to pit for a black flag. When Mr. Burns and Chief Steward Ken Patterson met with Mr. Hale at impound, they discovered the discrepancy regarding which flag (black flag vs. mechanical black flag) was displayed. Additionally, they learned that when the black flag was withdrawn the pit/tech worker monitoring the communications network in pit lane told the crew of car #39 that the black flag had been withdrawn. The pit/tech worker further advised Mr. Hale's crew that Mr. Hale did not need to pit. The crew of Mr. Hale conveyed this information to him over his in-car radio.

The Assistant Chief Steward and Chief Steward determined it was not appropriate to penalize the driver due to the incorrect flag being displayed and an unauthorized, but probably well-meaning, directive from the pit/tech worker. They decided that miscommunication on the part of the race officials should not result in punishment for the driver.

Provisional results were posted at 2:40 p.m. At 3:50 p.m. Mr. Murfin submitted his protest after having discussed the issue with the Chief Steward following posting of final results. In a witness statement submitted to the first court, Mr. Murfin stated, "I waited to protest until final results were posted because he was still in impound." The SOM decided to accept the late-filed protest citing extenuating circumstances even though Mr. Murfin willfully filed the protest outside the times permitted by the GCR. The COA notes it is unclear what the SOM determined to be extenuating circumstances.

The first court based their decision on the failure of Mr. Hale to enter the pits after the black (mechanical) flag was displayed for him at station 5. The flag log entry indicates the black flag was requested at 2:12 PM and at 2:12 PM station 5 reported # 39 did not acknowledge the flag. At 2:13 PM Start/Finish reported # 39 acknowledged the black (mechanical) flag. In addition, a witness statement from Steven Linn, driver of ITA #6, obtained by the first court, stated he was running in second place behind # 39 when the black flag was displayed for # 39 at S/F. Mr. Linn makes no mention of seeing the black flag (or mechanical black flag) at station 5. This omission raises a question as to whether station 5 was able to get the mechanical black flag displayed in time for car # 39 to see it at 2:12 PM. The flag log clearly shows the flag was called for and displayed to # 39 within the same minute. If the flag was visible to # 39 it should have been visible to # 6. The first court failed to resolve this discrepancy and the omission raises doubt as to # 39's failure to obey the flag displayed by station 5 at 2:12 PM.

## **DECISION**

The Court of Appeals overturns the decision of the SOM. Mr. Hale's finishing position is restored and his penalty points removed. The flawed information conveyed to the driver during the race, including the instructions by an official that he did not need to pit, are the principal basis for this decision. The specific authority of the pit/tech official to convey flag network communications to the driver are outside the bounds of what the driver and crew would be expected to challenge during a competition. Mr. Hale's actions were deemed reasonable and prudent based on the information conveyed to him during the competition.

Race officials are reminded that the operating steward has responsibility for ensuring a safe and fair competition. Race officials must proceed with great discretion and obtain confirmation from the proper authority before conveying information such as was provided to the driver and crew in this instance.

Assistant Chief Steward Bob Burns' appeal is considered well founded, and his appeal fee shall be returned.

## **RALLYCROSS BOARD MINUTES**

**RALLYCROSS BOARD MINUTES|SPORTS CAR CLUB OF AMERICA, INC. | December 11, 2006**

The RxB met in conference call December 11, 2006. Members in attendance were Tom Nelson (Chair), John Barnett, Mark Utecht, Mark Walker, Pego Mack (Rally Manager), Howard Duncan, and BoD Liaison Howard (Duck) Allen.

The 2007 rules have been submitted to the BoD for approval.

The RxB set the schedule for the 2007 rules process. The following schedule will be used:

January 1st – April 15th, 2007, Open for general membership comment.

April 16 – May 16, 2007, Rules committee prepares first draft.

May 16 – June 15, 2007, Preliminary draft sent to membership for comment.

June 16 – July 1, 2007, Final review by the rules committee.

July 1st, 2007, Proposed rules for 2008 sent to RxB.

July 31st, Rules submitted to BoD for review/approval.

The RxB has received a number of applications for the RxB. The RxB is still accepting applications and will make a decision at the January RxB conference call.

The RxB is reviewing the Rallycross Policy and Procedures manual and will be sending it to the BoD for approval.

The RxB created the Divisional Rallycross Program of the Year award and the Regional Rallycross Program of the Year. The RxB has chosen recipients for the 2006 awards.

The RxB discussed a number of sanction exception requests from the National Office.

## **RALLYCROSS MEMORANDUM**

The RallyCross Board is currently accepting applications for a position on the RallyCross Board. Please submit your rally resume to [rxb@scca.com](mailto:rxb@scca.com).

If you have previously submitted an application please resend it and mark it as a December 2006 application.

## **ROADRALLY MINUTES**

**ROADRALLY BOARD MINUTES|SPORTS CAR CLUB OF AMERICA, INC. | December 6, 2006**

The RoadRally Board (RRB) met via conference call on December 6, 2006.

Attending were: Tim Craft, Chairman; members Rick Beattie, Ron Ferris, Kevin Poirier, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Pego Mack, National Office, and Charles Edwards, Guest and Acting Secretary.

Steve Gaddy, Secretary was unable to attend.

Chairman Craft called the meeting to order at 8:33 pm CST.

The final version of the November 2006 Minutes was accepted (/).

### **Proceedings**

**1. Discussion:** Pego Mack presented information about the SCCA National Convention and reported that road rally items will occur on Friday, Saturday, and Sunday. Tim Craft and Kevin Poirier will work out a conference report off line. Road Rally presentations should be over by noon on Sunday.

**2. Discussion:** Members were reminded that rallies after the USRRC but before October 31 are eligible for inclusion in points calculations of two years.

3. Discussion: Bruce Gezon will be RRB liaison with the Arizona Rallies. Class changes should be in the general instructions.
4. Discussion: Regional and divisional awards discussion was postponed.
5. Discussion: The Robert Ridges Memorial award was discussed. Pego Mack will ask for nominations. One name was offered but the recipient will be finalized in January.
6. Discussion: The USRRC scoring was discussed. The scores are final. The official answer sheet will be posted as a PDF.
7. Discussion: The Old Dominion Rallies had a rookie class car entered. National awards will not be offered for rookie class in 2007. Rallymasters may have sub-classes to E, L, and S. Such sub-classes would include Great Race Class and Rookie Class. Sub-classes are not required and competitors who enter a sub-class must also be scored in E, L, or S.
8. Discussion: Thanks to Lois Van Vleet for being the RRB's "Calendar Girl". Lois has been maintaining the rally schedule for 2007.
9. Discussion: Lois Van Vleet and Charles Edwards expressed interest in being secretary.

**Action items**

- 1, 4, 5, 9.

**Next meeting**

January 3, 2006, at 8:30 pm CST via conference call.

The meeting was adjourned at 10:01 pm CST (/).

Submitted by Charles Edwards, RRB Acting Secretary