

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | May 1, 2007

The Club Racing Board met by teleconference on May 1, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were and Bob Lybarger, BoD Liaison; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-06, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board.

GCR

Item 1. Effective 11/1/07: Add the following sentence to section 9.3.22.A.5:

It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.

Item 2. Effective 11/1/07: Change section 6.2.3.A as follows:

Split starts are recommended where there is a large differential in speed or cornering ability between the classes or categories in a single race group. The procedures for a split start shall be set out in the Supplementary Regulations or explained at a Drivers' Meeting. The ~~group~~ class containing the car with the fastest qualifying time shall start first. *The lead start group may contain one or more classes.*

Item 3. Effective 11/1/07: Delete section 3.5.6.F in its entirety and re-letter subsequent sections.

~~A separate medical information card, containing at least the following information: name, current medications, blood type, date of last tetanus shot, and allergies shall be provided with all Entry Forms and submitted with all entries to SCCA events.~~

Add a new section to 2.3.2 to read as follows:

Each competitor and worker is encouraged to have someone in their group maintain medical information about them in the event it may be needed by a medical treatment team.

Item 4. Effective 11/1/07: Change section 2.3.2.A to read as follows:

Medical Responsibility of Drivers

No driver shall compete in any event unless he has been examined by a physician within the period specified in Section 4.4.1., Competition Licensing Medical Requirements *and recommended by the physician to be approved for a competition license. Approval will only come from SCCA Licensing Department with the assistance of the Club Racing Medical Director and the Medical Review Board.* ~~, and certified by him or her to be medically fit to drive in speed events.~~

Item 5. Effective 11/1/07: Change section 2.3.2.B to read as follows:

Medical Condition Affecting Fitness of Driver

Any known medical condition (including pregnancy) which could affect medical fitness to compete shall be reported immediately to the Medical Review Board *via the Licensing Department.* Any significant change in medical status including cardiac or neurological problems, such as heart attack, heart surgery, strokes, seizures, any major surgery or diagnosis of cancer must be reported before the competitor resumes racing. The driver cannot compete until reapproved by the Medical Review Board.

Item 6. Effective 11/1/07: Replace sections 4.4.1.C and D with the following:

C. Many medical conditions may impact the fitness of a competitor. They will be reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether to issue a license or not. The specific medical conditions that may preclude issuance of a license are varied and change according to medical improvements. They will not be listed, but any denial of a license medically will be explained to the applicant.

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~~C- A Competition License shall not be issued to any applicant who has an organic abnormality of the heart as shown in an EKG and a Vector Cardiogram. Those with a possible history of cardiac abnormality may obtain a license only with the consent of the Medical Review Board, through the National Office.~~

~~D- A Novice Permit may be issued to an applicant who has diabetes that requires insulin, provided the Divisional Medical Director approves. Existing licenses may be renewed subject to normal renewal requirements and approval by the Medical Review Board, through the National Office.~~

Item 7. Effective 11/1/07: Add to the end of section 5.4.1.B as follows:

At tracks where SCCA volunteer medical personnel cannot perform medical duties, the Chief Medical Officer will still be responsible to ensure the proper medical equipment is available, and that proper medical procedures are being followed.

Item 8. Effective 11/1/07: Change section 2.3.2 as follows:

G. A driver or volunteer who suffers loss of consciousness, (LOC) to be defined as lack of response to others or amnesia for the incident, shall be evaluated as follows:

1. Any traumatic LOC < 5 minutes will receive a trackside medical evaluation by the Chief Medical Officer (CMO) or an emergency room and shall not participate the rest of the day. If they are neurologically normal per the CMO 24 hours after the event they may participate. If not normal or not re-evaluated, the Licensing Department shall be notified and they shall submit a neurological evaluation before participating again.
2. Any traumatic LOC > 5 min needs ER visit, brain imaging and shall not be allowed to participate until cleared by the SCCA Medical Review Board. They shall submit a normal neurological evaluation to the Medical review Board before their license can be re-activated.
3. If a driver has sustained >3 concussions during same season they shall be evaluated neurologically, and not race for the rest of the season. SCCA Licensing shall be notified immediately.
4. Any significant non-traumatic and unexplained LOC (excluding obvious vaso-vagal, dehydration, expected hypoglycemia) shall result in a suspension of participation until diagnosed, treated, and cleared by the SCCA Medical Review Board.

Item 9. Effective 11/1/07: Change the section title and add the following paragraph to section 9.3.31 as follows:

9.3.31 Lights - ~~Brake and Tail~~

Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped. Fog/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.

Change section 9.1.3.D.10.d to read as follows:

~~Exposed headlights, parking lights, and side marker lights shall be taped. OEM light assemblies mounted on or below (but not in) the bumper shall be removed.~~

Delete section 9.1.4.J.1.c in its entirety and re-letter subsequent sections:

~~Any glass headlights, driving lights, or side marker lenses must be taped with clear tape.~~

Delete section 9.1.7.D.4 and re-letter subsequent sections:

~~Glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped. Fog/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.~~

Delete section 9.1.8.C.9.e in its entirety and re-letter subsequent sections:

~~Glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped.~~

Delete section 9.1.10.D.8.a.4 in its entirety and re-letter subsequent sections:

- a. ~~Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped.~~
- b. Fog/driving lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

1. The CRB withdraws GCR Item 2 in the March FasTrack regarding threaded fuel fittings.

2. As tire availability is becoming an issue, the CRB invites member input from the F500 community about permitting 13 inch wheels.
3. The CRB withdraws GT Item 2 in the March FasTrack regarding a weight penalty for cars utilizing fuel injection.
4. A number of vehicles listed on the PCS specification lines are no longer raced. There is no likelihood those vehicles will be raced in the future. Additionally, the SCCA is committed to encouraging the preparation of vehicles in which there is significant member interest. As a result, the Club Racing Board has adopted a procedure for eliminating cars from the Production Category that are no longer being raced.

Based on information available to the SCCA, if it appears any vehicle has not been entered in an SCCA regional or national race for a period of two years, that vehicle may be included in an elimination list to be published annually in FasTrack. Members will have 60 days from the date the list is published to provide evidence that any vehicle listed has been entered in an SCCA regional or national race within the preceding 24 months. If no such evidence is provided for any vehicle, that vehicle will be eliminated from the Production Category specification lines effective January 1st of the following year.

Any vehicle eliminated may be automatically reinstated upon request of any member who will race such vehicle. The request for reinstatement must be submitted to the SCCA within 24 months of the effective date for elimination of the vehicle. The vehicle will be reinstated based on the last effective specification line for the vehicle prior to elimination. After the reinstatement period expires, a member may petition for reclassification of a vehicle previously eliminated.

The list of cars that is under consideration for 2008 is as follows:

EP: Jaguar XK-120, Morgan Super Sport, Plymouth Arrow, Porsche 911 2L and 912, Toyota Celica and Corolla, Triumph TR2.

FP: Dodge Omni, Fiat 124 Sport Spider and Coupe, Ford Escort, Opel Manta, Porsche 924, Sunbeam Alpine and Toyota Corolla 2TC.

GP: Alfa Spider Junior, Junior Z, Giulietta Sprint and Spider and Normale and Veloce, BMW 1600, Dodge Colt, Fiat Spider and Abarth, Ford EXP, Nissan 310 and Porsche 356.

HP: BMW 1600, Ford Cortina, Fiat Racer, Mazda GLC, Toyota Corolla, Subaru GL 1.4, Renault Lecar and Toyota Starlet.

NEW CAR CLASSIFICATIONS

GT3 – Nissan 280ZX bodywork

ITA – Honda Civic EX Coupe add the 92-93 model years and sedan model

EP – Nissan 240SX (91-98)

EP – Porsche 944S (87-88)

REFERRED or TABLED

Formula

FE – Fuel input (Skirmants). Tabled for further research.

Grand Touring

1. GT3 – Revisit the restrictor ruling; remove 80 lbs from the 13B; allow side throttles; and allow the 13B Renesis (no bridge or prerip.) unrest at 2,000 lbs (Drummond). Tabled for further research.
2. GTL– Clarify exhaust routing (Arbogast). Tabled for further research.

American Sedan

Allow alternate rear brake calipers (Oshiro). Tabled for further research.

Touring/Showroom Stock

1. T – Clarify Touring updating and backdating (Staff). Tabled for further research.
2. T – Ten year eligibility (4 letters). Tabled for further advisory committee discussion.
3. T2 – Classify the Mustang Steeda Q335 for 2008 (Craig). Tabled for further research.
4. T2 – Allow an alternate transmission cooler for the Mitsubishi (Grand). We will consider the request after the parts have been submitted per section 9.1.10.C.7.
5. T3 – Allow the Mustang to utilize an accusump, transmission cooler, and engine oil cooler (Lowe). We will consider the

request after the parts have been submitted per section 9.1.10.C.7.

6. T3 – Allow the Legacy to update and backdate (Faitz). Tabled for further research.
7. SSB – Reclassify the 2001-05 Miata to SSC (Mead). Tabled for further research.

NOT RECOMMENDED

Formula/Sports Racer

1. F500 – Allow alternate material wheels (Bovis). Alternate wheel material is inconsistent with the class philosophy for an economical class.
2. F1000 – Increase the overall width limit to 190 cm (Hill). The specifications are adequate as written.
3. S2000 – Clarify B.4.g and i regarding adjusted horizontal plane and air flow through body panels (21 letters). The rules are adequate as written.

Grand Touring

GT3 – Allow the 13B street port with no SIR (Jacalone). All new car classifications require an SIR.

GTL – Allow slide type throttle bodies (Drummond). The performance potential for non-SIR cars is too great.

GTL – Allow a fender flare exception for the CRX (Bovis). Tabled for further research.

Improved Touring

IT – Make the battery size free (Broring). The rule is adequate as written.

Production

1. EP – Allow the Caterham an alternate transmission with stock synchros; alternate transmission with non-stock synchros at a 50 lb penalty; and 6 speeds with a 50 lb penalty (Svaton). The car is competitive as specified.
2. FP – Allow the Lotus to add detachable doors (Walker). Adding doors is inconsistent with the class philosophy.
3. FP – Remove the 100 lbs from the Lotus (Prill). The weight is appropriate as specified.

Touring/Showroom Stock

1. T1 – Reconsider 18 inch wheels for the C5/C6 Corvette (Aquilante). The choices are appropriate as specified.
2. T1 – Allow alternate brakes on the C5 Corvette (Aquilante). Alternate brakes are not allowed in Touring.
3. T2 – Reduce the weight of the Elise to 2,095 lbs (Zabinski). The car is competitive as specified.
4. T2 – Allow an alternate oil pan; factory “track use” option; and updating and backdating between Elise and Exige (Zabinski). These items are inconsistent with class philosophy.
5. T2 – Allow alternate front springs for the 1998-2002 F-bodies (Bailey). This car is outside the 5-year positive competition adjustment.
6. T2 – Allow the 2001-06 BMW M3 an alternate front wheel/tire (Rivera). The car is competitive as specified.
7. T2 – Reduce the weight of the BMW 335ci to 3,500 lbs and allow an alternate spring kit (Brecht). We wish to monitor the car’s performance.
8. T2 – Reduce the weight of the Elise (4 letters). We will continue to monitor the car’s performance.
9. T2 – Allow the following on the 2001-06 BMW E46 M3: alternate springs, alternate sway bars, alternate spring perches, and alternate shock mounts (Kelly). Some of these changes are inconsistent with the class philosophy and are not allowed in Touring. We will continue to monitor the car’s performance.
10. T2 – Allow an alternate brace kit for the Lotus (Hahn). Inconsistent with the class philosophy and not allowed in the Touring classes.
11. T3 – Allow the Legacy an alternate sway bar (Faitz). We will continue to monitor the car’s performance.
12. T3 – Allow the S2000 an 8.5 inch wide front wheel and a 225 front tire (Ellis). We wish to monitor the car’s performance.
13. T3 – Allow one of the following: allow ballast under the seat, allow the passenger seat to be removed, or allow ballast in the trunk (Ellis). The Touring rules do not specify a location for non-required ballast. The passenger seat rule is adequate as written.
14. T3 – Allow the Mazdaspeed Miata an alternate intercooler (Lipperini/Ott). The car is competitive as specified.
15. T/SS – Require post race inspections for competition adjustments (Niffenegger). While it would be a desired task, the

inspections could be impractical and cost prohibitive. The rules allow for additional inspections at the discretion of the Chief Steward.

16. T/SS – Change the “no positive adjustments after 5 years” rule (Aquilante). The rule is adequate as written.
17. SSB – Move the Mini Cooper S back to SSC (Brecht). We wish to monitor the car’s performance.
18. SSB – Make the following changes to the Solstice: remove the limited slip differential, disable the factory ABS, remove the suspension, and add a mandatory 500 lbs (Fondakowski). We recently added weight and wish to monitor the car’s performance.
19. SSB – Remove 200 lbs from the Solstice if the MX-5 gets the alternate suspension (Aquilante). We will continue to monitor SSB based on the new cars and options.
20. SSB – Remove the restrictor and weight from the Z4 (Tippens/Jeffords). We wish to monitor the car’s performance.
21. SSB – Allow the Mini Cooper S an LSD (Theen/Urso). We wish to monitor the car’s performance.
22. SSC – Allow an accusump for the 2005 Corolla XRS (Peele). Accusumps are not allowed in Showroom Stock.

Previously Addressed

Addressed in Technical Bulletin 07-05 or the May 07 FasTrack:

- CSR – Allow the Renesis 6 port (Hatfield).
- GTL – Clarify “unrestricted or 27 mm SIR” (Zekert).
- HP – Help the VW or add weight to the Spitfire (Barrack).
- AS – Increase the weight of the Ford (3 letters).
- AS – Allow the Vortec heads or add weight to the Fords (Stevens).

No Action Required

GCR

Homologate the Allison Legacy race cars (Chapin). Waiting for input from the requester.

Formula

1. FE – Rear wing update (Skirmants). Thank you for your input.
2. F500 – Engine input (8 letters). Thank you for your input.
3. CSR – Do not change the rules for the Elan DPO2 (Jacobsen). The rules allow for either a sealed engine or an SIR.
4. S2000 – Can top hats be aluminum (Sleath). The rules require that only the rotor be ferrous.

Grand Touring

1. GT – Support for the fuel injection weight penalty (14 letters). Thank you for your input.
2. GT – Opposition to the fuel injection weight penalty (21 letters). Thank you for your input.
3. GT – Allow open top cars (4 letters). Thank you for your input.
4. GT – Opposition to open top car (Fouse). Thank you for your input.
5. GT – Allow all full prep Production cars in GT (Blust). Production category cars that conform to the GT requirements are welcome in GT.
6. GTL – Rescind the requirement for front windows/roof panels (Sanda). Thank you for your input.
7. GTL – Opposition to wheel weight penalty (Fouse). Thank you for your input.
8. GTL – Allow an alternate combination of Nissan blocks (Zekert). The requested blocks are dimensionally identical to the allowed A14, making them compliant.

Improved Touring

ECU Input (Canepa). Thank you for your input.

Production

GP/HP – Combine GP and HP (Perry). Thank you for your input.

Showroom Stock

Opposition to allowing a limited slip for the Mini Cooper S (Aquilante). Thank you for your input.

Resumes

T/SS – Sam Ryan – Thank you for your interest. We will keep your resume on file.

CLUB RACING TECHNICAL BULLETIN

DATE: May 1, 2007

NUMBER: TB 07-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/07 unless otherwise noted.

GCR

1. Clarify section 5.1.3.C, p. 30, by changing to read as follows: At the following events ~~grades~~, the listed minimum license grades are mandatory:
 - A. National Championship Events - National License minimum for Chief of Emergency Services, Chief (↔) of Flagging and Communications, Chief Registrar, Chief Starter, Chief Timer and Scorer, Chief Scrutineer, Chief of Grid, and Chief of Pit. The Chief Steward shall be a National Series Chief Steward.
 - B. Regional Events - Divisional License minimum for all *the Chiefs* of specialties listed in Section 5.1.3.A. ~~except that the~~ The Chief Steward shall hold a Divisional Chief, National Chief, or *National Series Chief Steward License*.
 - C. Driver Schools - National License minimum for all *the Chiefs* of specialties listed in Section 5.1.3.A, ~~above Chiefs of Specialty~~, except Timing and Scoring. The Chief Steward shall be a National Chief or *National Series Chief Steward*.
 - D. For all racing events - The Stewards of the Meeting must include, at a minimum, a Chairman and one other licensed steward in addition to any Stewards-in-Training. *The minimum license grade for the Chairman of the Stewards of the Meet for a national race is a National Stewards License or higher. The minimum license grade for the Chairman of the Stewards of the Meet for all other events is a Divisional Stewards License or higher.* The Assistant Chief Steward-Safety shall be at least a Divisional Steward.

Formula

FE

1. Clarify section 9.1.1.A.5.7.a.18, p. 164, to read as follows: An SCCA Enterprises muffler kit part # WM301046J is required ~~to meet sound requirements~~. The *Enterprises* muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet *any special condition* sound requirements.

Grand Touring

GT1

1. Add to section 9.1.2.D.1.e.4, p. 227 to read as follows: *Alternate cylinder heads from Airflow Research, Brodix, Cylinder Head Innovations, Dart, Edelbrock, Pro Action, and World Products. Any alternate cylinder head(s) utilized shall be of a conventional design (two valves per cylinder, all valves inline) direct replacement type.*

GT3

1. Classify BMW 2.3L in GT3.
Add new spec line to GTCS, Engines – BMW, Engine Family: DOHC, Bore x Stroke(mm): 93.4 x 84.0, Displ.(cc): 2302, Head Type: Alum, Crossflow, Valves/ Cyl.: 4, Fuel Induction: 33mm SIR, Weight(lbs): 2180.
2. Engines – Mazda, change the 13B specs to read as follows: Fuel Induction: 37mm SIR.
3. Engines – Mazda, change the Renesis specs to read as follows: Fuel Induction: 37mm SIR.
4. Classify Nissan 280ZX bodywork in GT3.
Add new spec line to GTCS, Cars – Nissan, Model: 280ZX, Years: (-79), Style: 2dr, Driveline: RWD, Wheelbase(in): 91.3.

GTL

1. Cars – Honda, p 282, add to the CRX (88-91) spec lines as follows: Notes: Hood bulge permitted, no openings.
2. Cars – Honda, p. 282, add to the Civic (88-91) spec line as follows: Notes: Hood bulge permitted no openings.
3. Cars – Volkswagen, p. 290, correct the second model “Rabbit” to read as follows: Model: 1600 (Bug).
4. Cars – Volkswagen, p. 290, correct the third model “Scirocco” to read as follows: Model: Rabbit.

Improved Touring

1. Section 9.1.3.D.4.f, p. 299, correct by changing to read as follows: Traction control, if available, must be disabled by discon-

necting or removing ~~at~~ a minimum of three wheel speed sensors.

ITA

1. Honda Civic EX Coupe VTEC (94-95), p. 318, add the 92-93 model years and the sedan model to the spec line.
2. Classify Honda Civic EX in ITA.
Add new spec line to ITCS, p. 318, Honda Civic EX (90-91), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm) / Displ.(cc): 75.0 x 90.0 / 1590, Valves IN & EX(mm): (I)29.0 (E)25.0, Comp. Ratio: 9.1, Wheelbase(in): 98.4, Wheel Dia.(in): 14, Gear Ratios: 3.25, 1.89, 1.26, 0.94, 0.77, Brakes Std.(mm): (F)262 Vented Disc (R)181 Drum, Weight(lbs): 2250.
3. Mazda MX-5 / Miata (90-93), p. 319, add to the specs as follows: Notes: Cars may be prepared to the current Spec Miata rules in their entirety or the IT rules in their entirety.
4. Mazda MX-5 / Miata (94-97), p. 319, add to the specs as follows: Notes: Cars may be prepared to the current Spec Miata rules in their entirety or the IT rules in their entirety.
5. Classify Mazda MX-5 / Miata (99-02) in ITA.
Add new spec line to ITCS p. 319 to read as follows: Mazda MX-5 / Miata (99-02), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 83.0 x 85.0 / 1839, Valves IN & EX(mm): (I)33.1 (E)28.2, Comp. Ratio: 99-00: 9.5 01-02: 10.0, Wheelbase(in): 89.2, Gear Ratios: 3.14, 1.89, 1.33, 1.00, 0.81, Brakes Std.(mm): (F)255 Vented Disc (R)252 Solid Disc, Weight(lbs): 2425, Notes: Cars shall be prepared to the current Spec Miata rules in their entirety.

Prepared

1. Section 9.1.4.Q.1, (formerly section 9.1.4.N.1) p. 350, clarify the section by adding the following after the first sentence: *A minimum of two door shall be installed between the front and rear hoops. The door bars may be in the shape of an "X", parallel to each other, or congruent.*

Production

EP

1. Classify Nissan 240-SX in EP as limited prep.
Add new spec line to PCS, p. 390-391, Nissan 240-SX S13/S14 (91-98), Weight(lbs): 2600 *2665 **2730, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 89.0 x 96.0, Displ.(cc): 2389, Block Mat'l: Iron, Head/PN & Mat'l: Alum, Valves IN & EX(mm): (I)38.1 (E)31.8, Carb. No. & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm): S13: 97.4 S14: 99.4, Track(F/R)(mm): 1587 / 1577, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)257 Vented Disc (R)258 Solid Disc, Notes: Comp. Ratio limited to 10.5:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited prep transmission.
2. Classify Porsche 944S in EP as limited prep.
Add new spec line to PCS, p. 392-393, Porsche 944S (87-88), Weight(lbs): 2800 *2870 **2940, Engine Type: 4 Cyl DOHC, Bore X Stroke(mm): 100.0 x 78.9, Displ.(cc): 2479, Block Mat'l: Iron, Head/PN & Mat'l: Alum, Valves IN & EX(mm): (I)37.0 (E)33.0, Carb. No. & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm): 2400, Track(F/R)(mm): 1568/1542, Wheels (max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)282 Vented Disc (R)289 Vented Disc, Notes: Comp. Ratio limited to 11.5:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited prep transmission.

HP

1. Triumph Spitfire, p. 432-433, correct the specs to read as follows: Bore x Stroke(mm): 2.90 x 2.992.

American Sedan

1. Based on the availability of OEM coolers change section 9.1.6.D.2.b, p. 441 by adding to the first sentence as follows: *Engine and power steering oil cooler(s) may be added or substituted.*

Touring

T2

1. Pontiac Solstice GXP (2007), classified in TB 07-01, add to the specs as follows: Notes: B&M cooler #70298 and Weldon Series 9200 pump may be used for differential and/or transmission cooling. The mounting and wiring associated with the installation of these coolers is unrestricted provided it serves no other purpose.

T3

1. Honda S2000 (00-07), p. 558, change the specs to read as follows: Wheel Size(inch): 17 x 7.5(F) 17 x 8.5(R).

TIME TRIAL ADMINISTRATIVE COUNCIL MINUTES

TIME TRIAL ADMINISTRATIVE COUNCIL MINUTES | March 29, 2007

The Time Trails Administrative Council met by teleconference on March 29, 2007. Participating in full or in part were Mark McCloskey, Chairman; Dave Deborde, Josh Hadler, Janice Rick, Matt Rowe, and Steve Tompkins. Also participating was Wyndi McCormick, Club Racing Manager.

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the TTAC.

Item 1. Effective 1/1/08: Change section 9.2.1.L and 9.2.1.N to read as follows:

L. Seats – For PDX (Level 1) and Club Trials (Level 2) events the seat shall be securely mounted. If a folding seat, it shall be securely bolted or strapped in place. ~~Effective 1/1/2008 – It is highly recommended that for Track Trials (Level 3) and Hillclimb (Level 4) events, the driver's seat shall be replaced with a one-piece bucket type race seat meeting SFI requirements minimum and include an upper brace if non-FIA homologated.~~

N. Passenger Seat – For PDX (Level 1) and Club Trials (Level 2) events, if a folding seat, it shall be securely bolted or strapped in place. For Track Trials (Level 3) and Hillclimb (Level 4) events, the requirements of paragraph L. above apply (e.g. – if the driver's seat has been replaced with a one piece bucket type race seat, then the passenger seat shall be replaced with a similar seat, both shall include an upper brace if non-FIA homologated).

Item 2. Effective 1/1/08: Add a new section BB. to 9.2.1 to read as follows:

BB. On all carburetors, (except SU, C and D Sports racers with motorcycle-type carburetors and Formula 500 Mikuni VM38) with a non-threaded fuel inlet fitting, the fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting.

Item 3. Effective 1/1/08: Change the first and second bullets of section 10.1 to read as follows:

· All classes listed in the current GCR (both National and Regional) ~~i.e. all classes listed in GCR 9.1.1 through 9.1.10~~ must be accommodated in Club Trials (level 2), Track Trials (Level 3) and Hillclimb (Level 4) events. This rule is to allow a place to compete for any car prepared to a GCR class but does not restrict classes from being consolidated because of limited participation.

· All classes listed in the current Solo National Rules must be accommodated in Club Trials (Level 2) events. It is strongly ~~suggested~~ recommended that the Solo Street Prepared and Street Mod class cars are accommodated in Track Trials (Level 3) and Hillclimbs (Level 4) events, provided that they have the required Time Trials safety equipment.

Item 4. Effective 1/1/08: Change selected portions of section 10.3 to read as follows: (Portions omitted remain unchanged)

1. A standard SCCA Time Trial Vehicle Logbook shall be used by all competitors at all Track Trials (Level 3) and Hillclimb (Level 4) Time Trials competitions, unless exempted by the Supplementary Regulations. *The Club Racing Vehicle Logbook is acceptable for those cars that are prepared to the current GCR.*

The SCCA Time Trials Logbooks and their corresponding serial numbers are obtained from the Time Trials Divisional Program Manager. For divisions that do not have a Time Trials Divisional Program Manager, the logbooks and serial number shall be obtained from the Club Racing Manager.

5. The Vehicle Logbook may be issued by ~~the~~ a licensed TT Technical and Safety Inspector or Club Racing Scrutineer ~~for the Division~~, who shall also complete the required vehicle information in the front and back of the Logbook. He or she shall conduct a thorough inspection of the vehicle, as provided in Section 9. Technical and Safety Inspection. The logbook issue date is the date of registration. *When a car receives a Time Trials logbook, it should be clearly noted what Level the roll structure is approved for.*

6. Identity Numbers:

A. Each vehicle shall have an identity number corresponding to that of its logbook permanently stamped on its roll bar.

B. The first two ~~letters~~ ~~digits~~ corresponding to the issuing Division's ~~region's~~ identity number shall be separated from the balance of the numbers (3 digits +) by a dash (-). *It is highly recommended that the serial number be followed by another dash and the issuing Region Identification Number so to eliminate duplication and for vehicle history purposes. This would enable tracing of an identity number to the Division and specific Region of issue. Example: NP-XXX-101 would show that the serial number was issued in the Northern Pacific Division (NP) and by the Reno Region (101).*

C. The car numbering system, beginning with (001), shall be issued consecutively as the vehicles are registered via the Time Trials Divisional Program Manager or Club Racing Manager during a thorough inspection.

Item 5. Effective 1/1/08: Change section 10.21 to read as follows:

The installation of scattershields or explosion-proof bell housings shall be required on all cars *that do not have a stock firewall/tunnel (e.g. GT, Formula, and Sports Racing classes)* ~~(except Showroom Stock, Spec Miata, Touring and Improved Touring)~~ or where the failure of the clutch or flywheel could create a hazard to the driver. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure.

Minimum material specifications are:

- .125 inch SAE 4130 alloy steel
- .250 inch mild steel plate
- .250 inch aluminum alloy
- NHRA or SFI approved flexible shields.

Item 6. Effective 1/1/08: change section 10.22 to read as follows:

All cars competing in *Track Trials* (Level 3) and *Hillclimb* (Level 4) events, with detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. Movable panels such as sliding sunroofs shall be closed. *It is highly recommended that glass sunroofs must be removed as follows: Metal sunroofs may be retained if bolted in.* All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. Note: Specification Books take precedence over TTR rules.

Item 7. Effective 1/1/08: Change section 10.23 to read as follows:

It is highly recommended for all cars competing in Track Trials (Level 3) and Hillclimb (Level 4) events that oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. For any purpose built race car the oil catch tank is required (e.g. any GCR class car unless otherwise specified as exempt in the current GCR). Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle. Oil holding tanks and oil filters may be mounted in the driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment. A crankcase vacuum breather that passes through the oil catch tank(s) to exhaust systems or vacuum devices that connect directly to exhaust systems is prohibited.

Item 8. Effective 1/1/08: Change section 10.24 to read as follows:

It is highly recommended that all cars competing in Track Trials (Level 3) and Hillclimb (Level 4) events, except Showroom Stock and Touring shall be equipped with a master switch easily accessible from outside the car. For any purpose built race car the master kill switch is required (e.g. - any GCR class car unless otherwise specified as exempt in the current GCR.) Spec Racer Fords shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system. All terminals of the master switch shall be insulated to prevent shorting out. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

Item 9. Effective 1/1/08: Change section 11.1 to read as follows:

At PDX (Level 1) events, any car that is street legal will *NOT require a* ~~be waived from the~~ roll bar/roll cage requirement, except for Convertibles and Targa top automobiles. These cars must have either a roll bar meeting *the requirements of this section of the TTR, a non-mechanical factory roll bar/roll over protection (i.e. no pop-ups), Section 18 of the TTR* or a factory hard top using the factory mounting hardware and mounting points. *Owners of cars equipped with factory roll bars/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle tech inspection (a factory issued Owner's or Shop Manual will fulfill this requirement).* ~~No exceptions to this rule allowed.~~ For the purposes of this determination only, street legal will be defined as a car which meets local requirements for inspection (if applicable) and the car in question must possess CURRENT, VALID registration. *If this street legal requirement is not met, then the roll bar requirement as stated in this section shall apply.*

~~If these requirements are not met, then the roll bar requirement defaults to the rules listed below for Level 2 Time Trials events.~~

Item 10. Effective 1/1/08: Change section 11.4 to read as follows:

~~Roll cages (as specified in the GCR, Section 18) are required for the following classes: GT1, Specials, Super Production, all Formula classes, all Sports Racer classes, open GT, and open Production vehicles. In these vehicles, the roll cage structure must meet current GCR requirements for the specific class. If the vehicle does not fall into a Club Racing class, the cage should be prepared to the GCR equivalent or greater (for example, a tube frame Special car should be compared to a GT class cage, while a street driven car the ends up in Special because of odd modifications could be comparable to a Production or IT cage).~~

~~All other classes at Special Time Trials events are required to have a minimum of a roll bar that meets the description in section 18 of the TTR.~~

All new cars registering on or after January 1, 2011 must meet current year roll cage specifications as listed in the GCR. If a class is not listed in the GCR, it should use the equivalent GCR class specifications, for example, Street Prepared or Street Mod cars should use the SS/IT specs, Specials should use the Production/GT specs or Formula/Sports Racer specs where applicable, etc. Street Prepared and Street Mod class cars shall be exempt from the current side protection requirements, but must still include a single "door" bar on each side of the car. Bolt-in and bolt-together structures shall be permitted in all cars, provided that such structures are designed properly (i.e. overlapping/telescoping sections with double bolts, etc.)

As of January 1, 2013, ALL cars running in Level 4 events must meet current year GCR specifications for Roll Cages.

As of the dates listed above, the exemption for Vintage and Historic cars below will no longer be in effect. All cars shall comply with the above rules.

If a car is running in a Vintage or Historic class and prepared to those specifications, they may run only a roll bar if no cage was used at the time the car was originally raced. This applies to all the cars with cage requirements, including Formulas (cars) and Sports Racers. Competitors are encouraged to use full roll cages if at all possible. The purpose of this tolerance is to allow for original race cars to be raced in original form (or as close as possible) without devaluing the vehicle by installing a full roll cage. This shall NOT be interpreted to apply to kit cars, special constructions, replicas, or any car that has been significantly modified from its condition as originally raced. Vintage and Historic cars may upgrade to current tires, batteries, incidental items, and other unavailable items to return the car to racing condition.

Item 11. Effective 1/1/08: Change section 10.19 to read as follows:

Fire systems/extinguishers are strongly recommended, but not required in PDX (Level 1) and Club Trial (Level 2) events ~~Time Trials~~. All cars competing in Track Trials (Level 3) and Hillclimb (Level 4) events shall meet the minimum requirements set forth in GCR section 9.3.22.B.

Item 12. Effective 1/1/08: Change section 12. to read as follows:

All drivers in PDX (Level 1) and Club Trials (Level 2) ~~SCCA sanctioned speed~~ events may utilize a restraint harness meeting the specifications of section 12.1 in lieu of the factory/OEM restraints. All drivers competing in Track Trials (Level 3) and Hillclimb (Level 4) events shall utilize either a five, six or seven point restraint harness meeting the following specifications.

A seven-point restraint harness is recommended for all events. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. The restraint system installation is subject to approval of the Chief Technical and Safety Inspector.

12.1. PDX (Level 1) and Club Trials (Level 2)

1. A four point restraint system, for use in enclosed automobiles only, may be employed where the driver is seated in an upright position. Only 4 point restraints that incorporate a manufacturer designed method for prevention of submarining may be used. Five, six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position. Open or convertible cars in PDX (Level 1) or Club Trials (Level 2) events shall adhere to the restraint requirements for Track Trials (Level 3) and Hillclimb (Level 4) events.
2. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.
3. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.
4. The single anti submarine strap of a five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.
5. The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.
6. Each seat (lap) and shoulder belt of the harness (4, 5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). Six or seven point system antisubmarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.
7. All 4, 5, 6, and 7 point driver restraint systems shall meet one of the following:
SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.

A. Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.

B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)

C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.

D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

8. **Harness Threading:** Assemble in accordance with manufacturers instructions.

9. FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.1.7.B.

12.2. Track Trials (Level 3) and Hillclimb (Level 4)

1. A five point system, for use in automobiles where the driver is seated in an upright position, consists of a three (3) inch seat belt, an approximately three (3) inch strap over the shoulder type of shoulder harness, and an approximately two (2) inch anti submarine strap. A Five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

2. A six or seven point system, recommended for use in all automobiles, consists of a three (3) inch seat belt or an FIA approved two (2) inch seat belt (SFI 2-inch seat belts are not currently allowed), approximately a three (3) inch strap over the shoulder type of shoulder harness, and two approximately two (2) inch leg or anti submarine straps. The seven-point system also has an approximately two (2) inch anti-submarine strap.

3. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.

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

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

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

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

8. All driver restraint systems shall meet one of the following:

SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.

- A. Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.
 - B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)
 - C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.
 - D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.
9. Harness Threading: Assemble in accordance with manufacturers instructions.
10. FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.2.8.B.

COURT OF APPEALS

Judgment of the Court of Appeals

Eric Foss vs. SOM, COA Ref. No. 07-06-SW

April 20, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Prior to the Spec Miata National Race (Race Group 6) at Texas World Speedway on Sunday, March 11, 2007, Karl Zimmermann, driver of SM # 42 filed a mechanical protest against Eric Foss, SM # 40, alleging eight violations of GCR Sections 9.3.25.A and 9.1.8.

The Stewards of the Meet (SOM), Larry Svaton, Mike Alexander, and Jordan Fruehauf, Chairman, met and assessed a \$850.00 bond, plus an additional \$100 for shipping, for inspection of the cams, exhaust manifold and pressure plate. The other five items were inspected at the event and determined to be in compliance.

The pressure plate, exhaust header and cams were sent by carrier service to the SCCA Technical Services Department in Topeka, Kansas. The pressure plate and exhaust manifolds were determined to be compliant; the intake cam was determined to be non-compliant; the exhaust cam was within specifications.

The SOM disqualified Mr. Foss from the Saturday and Sunday races, placed him on probation and assessed him 4 penalty points. The SOM further directed the bond should be returned in its entirety to Mr. Zimmermann. Mr. Foss appealed their ruling based on new evidence.

DATES OF THE COURT

The National Court of Appeals (COA), Dick Templeton, Bob Horansky and Michael West, Chairman, met on April 5, 12 and 19, 2007, and on April 20 by electronic correspondence, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Eric Foss received April 2, 2007.
2. Official Observer's Report and related documents.
3. 11-page Inspection Report from Jeremy Thoennes, SCCA Technical Services Manager. The report indicates the measurements were taken 3/13-14/07.
4. Letter from Steven Gruenwald, Chief Manager, Integral Cams LLC, dated March 30, 2007.
5. 3-page memo to the COA from Jeremy Thoennes describing cam-checking procedure utilizing the SCCA's cam doctor, dated April 10, 2007.
6. E-mail to COA from Karl Zimmermann received April 20, 2007.

FINDINGS

In his appeal, Mr. Foss said he and Mr. Gruenwald question the accuracy of the SCCA measurement tools utilized in the inspection of Mr. Foss's cam. He also stated that the cam could have been damaged in its shipment to Topeka. Both advocated the utilization of an independent camshaft measuring firm such as Mr. Gruenwald's or Andrews Products. Mr. Foss further stated, "All parties feel that the means by which the camshafts were measured were not 100% accurate."

Jeremy Thoennes's 3-page memorandum to the Court of Appeals states that Mr. Foss, as well as Mr. Foss's engine builder (Bob Thornton), contacted him after the measurements were released to the First Court. Mr. Thoennes explained to Mr. Thornton that the cams were tested on the same machine, using the same procedures, used to develop the Spec Miata standards published in the GCR. Mr. Thoennes also said that the cam had been measured twice, once by Mr. Thoennes and again by his assistant, John Bauer. Mr. Thoennes agreed to speak with the cam grinder and the gentleman who had made Mr. Foss's cams. Following Mr. Thoennes's discussion with Elgin Cams, he re-measured the cam with the same results.

Mr. Thoennes stated in his memo that in comparing the first intake lobe to the last intake lobe there was a variance of less than .0001 of an inch between the first and second measurement. Additionally, Mr. Thoennes, based on his measurements, did not believe that the camshaft had been bent.

The Court finds the intake camshaft exceeds the specifications and tolerances for the Spec Miata class published in the GCR. Mr. Thoennes went out of his way to ensure the validity of the SCCA measurement method.

The Court notes the protest was filed on Sunday, March 11, 2007 and therefore pertained only to that event (Sanction Number 07-N-45-S). Per GCR 8.3.2.B. the Saturday race (Sanction Number 07-N-44-S) was a closed event and not subject to further action by the SOM.

In addition, Mr. Foss questioned the bond amount. The COA notes the teardown bond was set as follows by the SOM and so stipulated in their documentation:

- \$550.00 - Head
- \$300.00 - Flywheel
- \$100.00 - Shipping
- \$950.00 - Total

The Court further notes the cam testing fee as specified in GCR 8.3.3.A.5.e. (\$100.00 per cam) was not included in the bond assessment. Also, the actual shipping cost was \$203.92.

DECISION

The Court of Appeals modifies the decision of the SOM as follows:

- The disqualification from the March 11, 2007, national is upheld.
- The assessment of four (4) penalty points is upheld
- The disqualification from the March 10, 2007, national is overturned. Mr. Foss's finishing position and championship points awarded under Sanction Number 07-N-44-S will be restored.
- The probation penalty is overturned.
- The teardown bond will be disbursed as follows:
Returned to Mr. Zimmerman - \$397.06

The intake cam was ruled non-compliant, so \$650.00 of the bond is available for return to him less the following assessments:

- Shipping - \$152.94 (four parts were shipped, three were ruled compliant)
- Cam Testing Fee - \$100.00 for compliant exhaust cam

Forwarded to Mr. Foss - \$149.02

The pressure plate and exhaust manifold were ruled to be compliant so \$300.00 of the bond is available to Mr. Foss less the following assessments:

- Shipping - \$50.98 for the non-compliant cam
- Cam Testing Fee - \$100.00 for the non-compliant intake cam

Retained by SCCA Club Racing - \$200.00 Cam Testing Fee

Reimbursed to Chair SOM - \$203.92 Shipping Costs

Total Bond - \$950.00

Mr. Foss's appeal is well founded and his appeal fee will be returned to him, less the administrative fee retained by the SCCA.

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | April 25, 2007

The Solo Events Board met by conference call April 25th. Attending were SEB members Dick Berger, Marcus Merideth, Chris Dorsey, Tina Reeves, Ron Bauer, Donnie Barnes, Steve Wynveen, and Andy Hollis; Kaye Fairer of the BOD; and Doug Gill of the National Staff.

SOLO GENERAL ITEMS

- The SEB thanks Bruce Bellom for his service to the Site Committee.
- The SEB approved the addition of Jeanie Martin and Jamey Cicalese to the Site Committee.
- SEB openings will need to be filled for 2008 from the following Divisions: Great Lakes, Midwest, and Southwest. Interested members should submit their qualifications in writing to the SEB and BOD via the National Office or e-mail (seb@scca.com).

SOLO STOCK CATEGORY

- The SEB approved the addition of Jeff Cashmore to the SAC.

SOLO STREET TOURING CATEGORY

- Mike Simanyi was approved by the SEB as a new member of the STAC.

SOLO PREPARED CATEGORY

- Per the PAC, the following rule change proposals, effective 1/1/2008, are submitted for member comment (send comments to the National Office or seb@scca.com):
 - o Change 17.11.F to read, "All cars may have towing eyes, hooks, or straps, which do not dangerously protrude from the bodywork."
 - o Add to Appendix A, Prepared Class X (XP), as new 2nd paragraph: "Effective 1/1/2008, vehicles previously classed in Prepared Class B (BP), and currently NOC in the Prepared Category, may use the 2006 BP rules in their entirety, in class XP. All 2006 BP allowances, restrictions, and weights apply. This allowance will be removed from the SCCA Solo rules on 1/1/2011."
 - o Effective 1/1/08, in Prepared Class F (FP), Appendix A, change "Porsche 911 (all) (2.0, 2.2, 2.4, 2.7, 2.8, 3.0, 3.2, 3.5, 3.6L)" to "Porsche 911 (non turbo engines under 3.2 liters)."
- Per the PAC and based on member comment, the previously published proposal (March Fastrack) to allow unlimited wheel diameters in Prepared Class C (CP) with no weight penalty has been revised (send comments to the National Office or seb@scca.com):
 - o Change Appendix A, Prepared Class C (CP) as follows: Insert before the paragraph covering track allowances, "Unlimited wheel diameters are allowed in C Prepared. Wheels exceeding 16" in diameter will incur a 100# weight penalty."
- The SEB thanks Randy Herrick for his time and service to the Club as a member of the PAC.
- The SEB approved the addition of Stan Whitney to the PAC.

ITEMS UNDER REVIEW

- SAC: Bump stops (ref. 07-205)
- SAC: '07 Mazda MX-5 w/ MS-R package, '08 Honda S2000 Club Racer
- SAC/SEB: Catalytic converter allowances (ref. 07-018)
- PAC: Wheel adjustments in specific Prepared classes, member feedback

ITEMS NOT RECOMMENDED

- Scion xB classing (ref. 07-052)
- Option package conversions (rev. 07-084)

TECH BULLETINS

1. Stock: The following model is added to the list of unstable vehicles in 3.1: Scion xB.
2. Street Modified: In Appendix A, Street Modified, paragraph 2 is clarified to read: "Turbocharged or supercharged versions of all engines will be classified on the basis of adding 1.4 liters to the actual displacement."
3. Prepared: In Appendix A, Prepared Class X, paragraph 9.a.2 is clarified to read: "Turbocharged or supercharged versions of all engines will be classified on the basis of adding 1.4 liters to the actual displacement."
4. Prepared: Per the PAC the following new listings, effective immediately upon publication, are added to FP:

Porsche Boxster and Cayman (on same line)

5. Prepared: In Appendix A, Prepared Class X, change the wing area calculation portion of 1.c to read: "Wing area calculation - The total surface area of the wing shall not exceed 8 square feet. The number of wing elements is limited to 2 and the area of each must be added separately. The area of each element will be computed by multiplying the maximum chord (straight line distance from leading edge to trailing edge) by the maximum span (width). Curvature of the element (camber) and angle of attack when mounted on the vehicle will not affect the area measurement."

6. Modified: "Relative to a fully legal D/E Modified but motorcycle-engined vehicle running in B Mod, it is the intent of the rules allowing such class entry, to permit the competitor to have two preparation options: the car may be prepared to the appropriate GCR/SRCS, or it may continue to adhere to the D/E Modified Solo specifications. However, in either case, the applicable displacement/minimum weight shall be as listed in the Solo B Modified rules. There shall be no mixing of the two rule set allowances. EXAMPLE: Motorcycle-engined D/E Modified cars may not utilize any Sports Racer aerodynamic allowances without being mandated to fully prepare to all SR requirements."

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | May 2, 2007

The RoadRally Board (RRB) met via conference call on May 2, 2007.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Tim Craft, and Lois Van Vleet; and Pego Mack, National Office.

Chairman Poirier called the meeting to order at 7:30 pm CST.

On motion duly made by Lois Van Vleet, seconded by Tim Craft, the April 2007 minutes were APPROVED.

Event Updates

- The San Francisco Region National Rally is on the calendar.
- The Texas event has been pre-checked by John Sears and it's in good shape. The rally has been added to the Great Race website. The event is a GTA and that has been noted.
- The Oregon Rallies liaison is Rick Beattie.
- The Wisconsin rally has 7 cars so far and has received good support from the Chamber of Commerce and from the PDX at Road America
- United States Road Rally Challenge
Headquarters is in Delmont, PA
Rick Beattie reported that the Course event is done and that the Tour event is well in process. Contestants who run Friday and Saturday can come to the banquet; those who run Saturday and Sunday can attend for a flat rate of \$25 per person.

Rules Committee

On motion duly made by Tim Craft, seconded by Rick Beattie, it was APPROVED that replies from the Rules Committee will be placed on the SCCA forum.

New Business

- Information about non-member entries
On motion duly made by Tim Craft, seconded by Chuck Edwards, it was APPROVED to provide a form to gather information from non-member rally entrants. The form will be sent electronically with the sanction. It will be a PDF, 4 on a page designed to identify non-member entrants and allow them to choose to receive the RRB Newsletter via email. Rallymasters will be encouraged to make the data form available.
- Award for Best Tour or Course Rally
The Rules Committee will be asked for different wording as to best tour/course rally with the modification that the chairman or the rallymaster can receive the award.
- Comments to the RRB from a member were noted and discussed.

There being no further business and no objections, the meeting adjourned at 8:41 pm.

Next Meeting

7:30 PM CDT on Wednesday, June 5, 2007.

RALLYCROSS NOTE

Memo for RallyCross

RallyCross Board seeking candidates for RallyCross Divisional Steward in Midwest Division and in CenDiv. Please forward Rally resume and letter of intent to the RallyCross board at rxb@scca.com.

QUICK LINKS

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

CLUB RACING

SCCA National Championship Runoffs Presented by AT&T

Supplementary Regulations: http://www.scca.com/_FileLibrary/File/RunoffsSupps.pdf

Schedule: http://www.scca.com/_FileLibrary/File/2007Schedule.pdf

Entry Form: http://www.scca.com/_FileLibrary/File/2007EntryForm.pdf

Officials List: http://www.scca.com/_FileLibrary/File/2007RunoffsRaceOfficials.pdf

Volunteer Form: http://www.scca.com/_FileLibrary/File/2007VolunteerForm.pdf

Accredited Driver Licensing Schools: <http://www.scca.com/Club/index.asp?reference=schools>

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: <http://www.scca.com/Club/index.asp?reference=clubforms>

Technical Forms: <http://www.scca.com/Club/index.asp?reference=techforms>

Scrutineer's Forms: <http://www.scca.com/Club/index.asp?reference=scrutineering>

Vehicle Homologation Forms: <http://www.scca.com/Club/index.asp?reference=homologation-forms>

General Competition Rules (GCR): <http://www.scca.com/Club/index.asp?reference=gcr>

SOLO

Tire Rack SCCA Solo National Championships Entry Form: http://www.scca.com/_FileLibrary/File/NationalsEntryForm.pdf

Forms: <http://www.scca.com/Solo/index.asp?reference=soloforms>

Rulebook: <http://www.scca.com/Solo/index.asp?reference=rules>

RALLY

Forms: <http://www.scca.com/Rally/index.asp?reference=rallyforms>

Rulebook: <http://www.scca.com/Rally/index.asp?reference=carsandrules>

EVENT CALENDAR: <http://www.scca.com/Event>