

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS MINUTES | Oct. 16-18, 2009

The Board of Directors, Sports Car Club of America, met at SCCA Corporate Headquarters, Topeka, Kansas, October 16 through October 18, 2009. The following members participated: RJ Gordy, Chairman, John Sheridan, Vice Chairman, Mike Sauce, Treasurer, Howard Allen, Jim Christian, Philip Creighton, Bob Introne, Robin Langlotz, Michael Lewis, Bob Lybarger, Marcus Merideth, Lisa Noble, and Gerald Wannarka, Secretary. Others in attendance at various times: Jeff Dahnert, President and CEO; Rick Ehert, Vice President of Finance; Eric Prill, Vice President of Marketing and Communications; Terry Ozment, Vice President of Club Racing; Colan Arnold, Vice President of Membership and Region Development; Howard Duncan, Vice President for Rally/Solo and Special Programs; Peter Lyon, Risk Management; Bob Dowie, Chairman of the Club Racing Board; Tina Reeves, Chairman, Solo Events Board; Ken Patterson, Chairman of the Stewards Program; David Nokes, Chairman designee, Stewards Program; Bob Wildberger, President and CEO, Pro Racing; John Bauer and Kevin Yaghoubi, Club Racing Technical Department; and Aimee Thoennes, Executive Assistant. Program presentations were given by Andy Slankard, Ford Racing Technology and Marc Sours, Honda Performance Division.

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

Motion: To approve the Executive Session minutes for meetings dated August 5, 2009 and the Electronic vote as presented October 15, 2009. (Wannarka/Allen) PASSED. Unanimous.

PRESIDENT'S REPORT - Jeff Dahnert, President and CEO

President Dahnert opened with a discussion of the success associated with the re-vitalization of the Trans-Am during the 2009 season. The program met target objectives with many races having a 20 or more car fields. The plan for 2010 is to become less reliant on Club Racing events with the possibility of developing all Pro weekends. Serious discussions are underway for a series sponsor for the 2010 season.

Discussions have been finalized with NASA to standardize medical review of competition licenses between the two organizations. This will help facilitate competition license exchange between the two racing organizations.

In spite of decreased membership and event entries, the Club is still projected to finish in the black for 2009. Work is underway to develop the budget for 2010, and a budget plan will be available prior to the next Board meeting.

FINANCIALS - Rich Ehert, VP, Finance

Our forecast for the year end net operating income (NOI) has been revised downward from \$155K to \$105K.

The draft operating budget suggests our NOI for 2010 will be approximately \$102K. The Budget and Finance committee has suggested that a more ambitious NOI of 5% of total revenue be achieved. To achieve this goal will take an incremental approach through near term cost controls and eventual growth in revenue from marketing, sponsorship, and program growth.

RALLY/SOLO DEPARTMENT and SCCA FOUNDATION - Howard Duncan, VP, Rally/Solo and Special Programs

Rally - A number of changes are being proposed by the RallyCross Board. The RoadRally Board is not planning any new rule changes for the 2010 season. Participation levels for 2009 are very similar to those of 2008. Acceptance of the SCCA web site is not very extensive in the Rally community so alternative methods of communication will be explored next year to interact with the members of the Rally community.

Motion: To approve the RallyCross Board proposed rule changes as presented in Appendix A with the reference to the BoD removed. (Allen/Merideth) PASSED, Unanimous.

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Motion: To appoint Brent Bakley as the new RallyCross Board member. (Allen/Merideth) PASSED, Unanimous

Motion: Remove reference on page 37 of the RallyCross Rules to Board of Directors. (Allen/Merideth) PASSED, Unanimous

Motion: To approve Stu Helfer as the NORPAC Divisional RoadRally Steward. (Allen/Langlotz) PASSED, Unanimous

Solo - There is an extensive list of Solo Rules changes being proposed by the Solo Events Board. The numbers of entrants for 2009 are about the same as experienced in 2008 whereas the average attendance for the National Tour was down about 6.8%. The average attendance for Pro Solo was up 11.6% with a couple of events having record attendance. The National Championship at Lincoln saw a near record attendance of 1149 of entrants.

Tina Reeves, SEB Chairperson, provided the Board with an overview of the Solo program and the Solo National Championship event at Lincoln. She expressed her pleasure for how well the Championship event was conducted and especially the turnout which was just eight entries less than the largest ever Solo Championship. The local folks were friendly and receptive, and competitors really appreciated the new site. The noise levels did raise some concern, and a plan to address it is being developed for next year.

The Board reviewed the proposed rule changes listed in Appendix B. Items number 7 and 13 were withdrawn.

Motion: To accept the Solo rules changes (less items 7 and 13) as described in Appendix B. (Noble/ Langlotz) PASSED, Unanimous.

SCCA Foundation - The SCCA Foundation will be ramping up fundraising efforts in support of their various programs including SCCA Archives and the Tire Rack Street Survival program. The Tire Rack Street Survival (TRSS) program now resides operationally with the Region Development Department.

The Hall of Fame committee has received over 300 nominations which is three times the number ever received in the past.

LEGAL DEPARTMENT REPORT - Peter Lyon, Legal Counsel

The proposal for the inclusion of 15 year old drivers in the Club Racing program was reviewed and found to be consistent with industry standards. No other special activities to report.

MARKETING AND COMMUNICATIONS DEPARTMENT REPORT - Eric Prill, VP Marketing and Communications

Contingencies and sponsorships for all competition activities are down for 2009. Sunoco, Hawk, Racing Radios and iRacing are already on board for 2010. The Solo Event promotional kits were well received with about 100 kits delivered to Regions. Development of the Club Racing promotional kits has been delayed due to budgetary reasons.

The 2009 Muscle Milk SCCA Trans-Am Series was deemed a successful launch with seven races being run; five were in conjunction with SCCA Club Racing events. The Series averaged 18 cars per event which was just short of the 20 car goal. There is solid interest in moving the Series forward and jointly; SCCA Inc and SCCA Pro Racing are working on putting together a 2010 season with the desire to transition the operations out of marketing and into Pro Racing.

SpeedCast Productions stepped up with a proposal to webcast the Runoffs. What turned out was a highly regarded and popular product generated with a fraction of the cost of the previous programs. Feedback for continuation of this concept was very positive. Discussions are underway to improve the product for next year. Due to time constraints, there was little opportunity to develop sponsors for the Webcast but now with more notice, sponsorships will be pursued for the 2010 Webcast. DVDs of the webcasts will be available for Christmas.

Toyo Tires is prepared to supply RA1 tires for Spec Miata as of 1/1/10. Due to a surplus of R888s, Spec Miata competitors can use either the RA1 or the R888 tires for the first two National weekends in each Division, but must use the RA1s to be compliant at the third and remaining Nationals. Mandatory use of the RA1s pertains to Nationals only.

MEMBERSHIP AND REGION DEVELOPMENT - Colan Arnold, VP, Membership and Region Development

The 2010 National Convention in Las Vegas runs from Thursday, January 28, through Saturday, January 30. The 2010 Convention entry fee and hotel room rates remain unchanged from 2009.

In addition to the usual programs, seminars and other programs targeted toward competitors is being developed-for 2010.

The Volunteer Incentive Program has been well received and as of the end of August, members have applied over \$39,000 in discounts to their membership renewals. Over 900 members have been recognized in SportCar for working twelve or more race event days last year.

An agreement is in the finishing stages of completion with FedEx Office that will provide significant discounts on printing and copying to Regions. A new tool called Magnet Mail is now being used to send email notices for each new issue of InsideLine. Magnet Mail provides the ability to provide a synopsis of the various articles appearing in InsideLine. Our Regions have conducted twenty-three TireRack Street Survival Schools so far this year with an additional seven scheduled for mid-October through November.

At the end of August membership stood at 45,856, a decline of 2,502 members since January 1. The drop in membership is reflected in both a decline in new members and member retention. Nine tables and graphs were displayed showing a variety of membership information used to manage and track our member demographics. An interesting statistic was that surveys indicate that over 90% of our members are regular internet users.

PRO RACING - Bob Wildberger, President and CEO, SCCA Pro Racing

Mr. Wildberger provided an overview of the 2009 pro racing season with emphasis on the Muscle Milk Trans-Am. Trans-Am will be entering the second year of a three year program to mature the series and to transition it fully into Pro Racing. The World Challenge rules are being evaluated to better manage fabrication costs and to ease transition of cars between the Series and Club Racing. The net operating income for Pro Racing for 2009 is projected to be about \$100K.. In general, he is pleased with the status of SCCA Pro Racing and is projecting an even better future.

LIAISON REPORTS

Program Board Liaisons were asked to provide candidate names and resumes for the Chairman position of each of the Program Boards at the December Board of Directors meeting. Resumes and recommendations for new candidates on each Program Board should be submitted to the Board by the Program Board Chairs.

SEB LIAISON REPORT - Noble/Langlotz

Sixty seven Championships were crowned at the 37th Annual Tire Rack National Championships in Lincoln, Nebraska. The impressive airport site easily contained the two exceptional championship courses, ample paddock space for the 1149 competitors as well as a test and tune course. A special thanks goes to Kathy Barnes for her years of tireless efforts as Event Chair for Nationals.

The inaugural Solo Triad Award was given to four competitors: Michelle Seelig, Edmond, OK, Mark Madarash, Red Oak, TX, Clemens Burger, Noblesville, IN, and Jeff Cashmore, New Berlin, WI. To win the Triad Award, these drivers had to win either the Eastern or Western States Championship, a Divisional Championship, and the National Championship.

The SEB will be seeking a new member as Steve Wynveen steps down. With the advent of the SEB reorganization in 2009, this position is not geographical and resumes from interested members from all Divisions can be sent to seb@scca.com.

CLUB RACING LIAISON REPORT - Merideth/Wannarka

In early summer the CRB received a proposal from Honda Performance Development to make available a Honda engine for the Formula Ford class. Termed the "Fit" engine, this is a modern designed engine using fuel injection and electronics that could be patterned to have performance characteristics similar to the current 'Kent' engine. The proposal has been explored and sent out for member input. More details of the Fit engine were included in the Board Meeting Book.

Based on BoD request, the CRB has explored further the option of including 15 year olds in the Club Racing program. The CRB supports the inclusion and has prepared some special license and training requirements for implementation of this program.

The mandatory requirement for the use of head and neck requirement is being explored by the CRB. A recommendation will be provided to the Board at its December meeting.

Requests placed in FasTrack and SportCar for resumes from folks interested in becoming a member of one of the Advisory Committees or the CRB have not generated many responses.

Some of the current members have been in position a long time and would like to step aside.

The CRB face to face meeting in November will be dedicated to long term planning. Consequently, the CRB has requested input from the BoD as to what the Board wants the Club Racing program to look like in the out years.

ROADRALLY REPORT - Allen

Nothing new to report.

COURT OF APPEALS REPORT- Allen

Mr. Nokes will address during his Runoffs report.

STEWARDS REPORT - Introne

Last two meetings were dedicated to preparation for the Runoffs. Things are going well.

FOUNDATION REPORT - Lewis

Current efforts are directed toward obtaining grants and endowments as these are the only current sources of funding. The purpose of the Foundation is to solicit funds and then expend them for educational purposes. Foundation support is presently directed toward the Street Survival program, archiving Club records, and the FSAE program.

TTAC REPORT - Merideth

Nothing to report.

RE and OPERATIONS REPORT - Christian

Nothing to report

ENTERPRISES BOARD REPORT - Lybarger

Efforts are proceeding nicely. A full report from Enterprises will be provided at the Convention meeting. The net operating income is projected to be in the \$95-100K range at year end.

OLD BUSINESS:

The policy for use of email for motions and voting on said motions was discussed. The original idea was that these were to be used for non-contentious items, but of late there has been a drift away from that. Noble, Wannarka and Creighton along with Colan Arnold are to form an Ad Hoc Task Force on Electronic Policy. In the mean time and should the need arise, e-votes will be submitted to Aimee Thoennes, approved by the Chairman, sent out for comments for three days, and then open for vote for three days.

Concern was raised that in some cases Divisions are putting on events that are in conflict with events put on by Regions within the same Division. The only provision in the GCR for race sanction is that the sanction is requested by a specific Region. The Club Racing Office will notify the applicable racing groups that an RE signature is required for sanction requests. The Club Racing Office will draft language clarifying this position for the December Board meeting.

The Board discussed future opportunity for the SCCA to become more involved with the SAE Program.

MOTION: To task the National Office to explore an expanded role with SAE and provide the BoD with a proposal at the convention meeting in January. (Lewis/Merideth) PASSED, Unanimous

NEW BUSINESS:

PLANNING COMMITTEE REPORT - Jerry Wannarka

During its May meeting, Board members identified approximately 30 items that they considered important for the Club to be either considering or addressing for future success. These in turn were condensed and grouped matching them with the Club's Strategic Plan. This information was presented to the Planning Committee to begin the process of sorting and prioritizing them for the Board to begin incorporating them into its activities. These items were then discussed by the committee and members of the Club Office concluding that with the exception of several items, most of the activities or objectives identified were really Region based activities. There is little that the Board or the Club Office could do to deal directly with these activities. They have to be handled by the Regions for success. Discussions then re-targeted to emphasize what should be done to help the Regions become or stay healthy. No end objectives were finalized and more discussion is needed. However, the team came up with some short term considerations that the Board might keep in mind as it conducts its meeting. These are:

- How does spending time on this issue affect the long term health of SCCA?
- How does discussing this topic increase participation?
- How does discussing this topic affect member enjoyment.?

CLUB RACING REPORT - Terry Ozment, VP, Club Racing

Terry Ozment began with a detailed overview of the 2009 Runoffs. By all indications, this event was a huge success. She discussed what went right and things underway to address things that could be improved. The location of tech was a principle concern as was

the congestion at the farmhouse. The worker parties were well done and greatly appreciated.

An Early Bird registration will be planned for next year, but the staggered Bonus Plan used this past year will be discontinued. Monday was the Club's day to use any way it would like. This year it was used as a test day with revenues used to support the tow fund, but it was not very well received. There was a lot of discussion on how to best use Monday. The Staff and CRB will consider the comments made and come back to the January Board meeting with recommendations for Monday for next year.

The Rookie Orientation headed by Jim Dentici was again very popular and considered a success. Forty first timers to the Runoffs went through the orientation provided by 11 instructors. It was agreed that the program should continue for next year.

The dates for the Runoffs in 2010 will be September 20-26. Efforts will be made to attempt to move the event ahead one week for 2011. The CRB along with the Club Office, Chief Steward and Chairman of the Stewards will begin work on the schedule for the 2010 Runoffs. The objective will be to have the schedule published in the March FasTrack.

There were a couple of issues resulting from the Runoffs that were directed toward Chairman of the Stewards, Ken Patterson. These were the American Sedan tech process, the GT3 wing measurements and the start for the Touring 1 race. Mr. Patterson described his perspective from the steward and SOM point of view. Mr. Nokes reviewed the Court of Appeals involvement in the related incidents.

The Board has heard many explanations of what transpired and was very concerned that the process had failed some of the competitors. While it was decided that the results had to stand as is, every effort needs to be made so that a re-occurrence does not happen. The Board also felt that in order to obtain a clear understanding for future remedy, it would appoint a separate and independent commission to investigate the circumstances and make recommendations. The commission will be made up of individuals who have a lot of experience in race operations from both a participant and officials point of view. The commission is to report its findings at the December Board meeting.

The Board instructed that a press release be issued acknowledging that justice was not delivered to all competitors, nothing can be done to change the past, that every effort will be made to prevent a repeat happening in the future, and the results will stand as is.

Criteria for eligibility for the 2010 Runoffs was discussed. The Club Office recommended eligibility be based on four starts and three finishes and no points structure for events at all. This would do away with Region of Record issues and do away with the points issues. We need to establish a philosophy for what we want the Runoffs to be.

MOTION: That the criteria for eligibility to the 2010 Runoffs be identical to the criteria for the 2009 Runoffs (four starts and four finishes). (Christian/Allen) PASSED, Opposed: Merideth, Lybarger, Sauce, and Wannarka.

An operational challenge for the Club Office is that Division point keepers are not using the same forms to report National points. A standardized form will be sent to Divisional point keepers with the request that all use the same form. Director support was requested to help implement this request.

Ms. Ozment is working on concept that would simplify the bureaucracy involved with our competition events. Completion of the report is anticipated in time for the December meeting.

The reasons and need for the 2.5 car rule was discussed. It was pointed out that should the 2.5 rule go away, all of the current National classes could attend the Runoffs. Not having TV single class restrictions opens the door to this option. Also, it has now been demonstrated that split starts can be easily done at Road America. There should be a minimum number of entries to qualify for a National Championship however.

PROPOSAL FOR ALLOWING ALL NATIONAL CLASSES AT THE RUNOFFS

Eliminate the current 2.5 rule for class eligibility beginning with the 2010 Runoffs. Include every National class in the SCCA National Championship Runoffs. Establish a minimum of 10 qualified cars at the event (turned a time) to establish a "National Champion". If a class does not have 10 qualified cars at the event, it shall run but as a supplemental class with no formal National Champion recognized. Classes will be combined as necessary to limit the number of race groups to 24. No more than two classes shall make up a race group.

MOTION: To approve the proposal allowing all National classes at the Runoffs as described in the preceding paragraph. (Lybarger/Wannarka) PASSED. Opposed: Christian, Lewis, Sheridan and Langlotz.

The pros and cons of continuing the Spec Miata (SM) program were discussed. Also discussed was continuing the program but at a lower assessment of \$5. The Club Office believes the program has achieved its objectives and should be discontinued.

MOTION: To discontinue the Spec Miata (SM) Compliance fee effective 1/1/10. (Creighton/Noble) PASSED, Opposed: Gordy, Langlotz, Lewis, Introne and Wannarka.

The short shelf life of some brands of Safety Harnesses has been troublesome to some of our competitors. As a result, the Club Office

and CRB have begun exploring options for extending the dating on safety web gear. Information currently available is inadequate to make a decision one way or the other. Consequently, the services of a professional auto safety expert has been obtained to design and supervise a study to determine the feasibility of extending safety harness dating.

The mandatory use of head and neck restraints will be discussed at the November CRB face to face meeting and a report will be generated for Board review at its December meeting.

Since most competitors and officials are very computer knowledgeable, beginning with the 2010 addition, the official General Competition Rules (GCR) will be available initially in electronic format. It is to be updated on a monthly basis. A limited number of hard copy GCRs will be available shortly after the first of the year for those desiring not to use the electronic version

CRB RULE RECOMMENDATIONS - Dowie, Chairman, Club Racing Board

Mr. Dowie introduced each of the topics and provided the CRB explanation for why the different items were being proposed.

The CRB has recommended accepting 15 year old drivers in the Club Racing program. The CRB has prepared a document for the Board listing the pros and cons of including this age group along with guidelines for training and oversight specific for the 15 year olds. For requirements see Appendix C.

MOTION: To accept 15 year olds in the Club Racing program using the criteria proposed by the CRB. (Creighton/Sauce) PASSED, Opposed: Langlotz

The proposed CRB Rule Changes are listed in Appendix D. The following changes were made during review:

- GCR Item 5. Substitute "will" for "may" after hardship sessions;
- GCR Item 6. Delete "in the SCCA" after appropriate parties in paragraph A;
- GCR item 10. Correct reference to read: 9.4.5.G.1.c
- GCR Item 11. Withdrawn
- Formula/SR Item 1. Allen and Christian abstain.
- Formula/SR Item 9. Honda engine.

MOTION: Table Item 9. until after Honda and Ford presentations tomorrow. (Christian/Creighton) PASSED, Unanimous

MOTION: To accept the rules changes with modifications as presented by the CRB. (Wannarka/Meredith) PASSED, Unanimous

MOTION: To extend for another two years the eligibility of cars competing in SSB and SSC.
(Wannarka/Merideth) PASSED Unanimous

MOTION: To waive provisions of Ops Manual 5.4.1 requiring Executives Steward appointments in November in order to permit appointments in October 2009. (Wannarka/Lybarger) PASSED. Unanimous.

MOTION: To appoint the follow individuals as Executive Stewards: Earl Hurlbut - NEDIV, Bob Horansky - SEDIV and Ken Patterson - MIDDIV. (Wannarka/Lybarger) PASSED Unanimous

The Board reviewed the GCR rewrite submitted by the GCR Advisory Committee. A number of items were noted that appeared to be rule changes that the Board would like more time to review.

The Board requested electronic copies be re-sent to members with comments due back to Terry Ozment within two weeks. These comments will be collated and sent to the GCR Advisory Committee with the request that Board comments be addressed within three weeks. The Board would also like to see confirmation that the Executive Stewards had seen and reviewed the rewrite. Every attempt should be made to have the rewrite approved by the Board at its

December meeting to keep within the timeframe necessary for January 1, implementation.

CHAIRMAN OF THE STEWARDS REPORT - Ken Patterson

Mr. Patterson provided a detailed assessment of the status of the stewards program across the country and within each Division. He is to be complemented for the candor and straightforwardness of his report. Items highlighted were the need for the Executive Steward and his/her Director(s) to work closely together, the on line Training Material Library has been completed for Executive Stewards and their Training Deputies, the Observer's Report has been improved, and the need for increased credibility for the Court of Appeals.

The Track Review program has made considerable progress in developing procedures for the review program and keeping track inspections up to date. In addition to the Executive Stewards, the National Office now has three track inspectors available for use as needed.

While there are still some areas in need of improvement, the overall stewards program is considered to be in good shape.

COMMENTS FROM THE INCOMING CHAIRMAN OF THE STEWARDS - David Nokes

Mr. Nokes shared the philosophies and direction he thinks that the steward program should go. He also shared his observation that most of the stewards are very hard working and accomplished, and the program is built on very solid ground. There is, however, a lack of consistency nationwide, and there needs to be an increased sensitivity to Regional issues. He plans to develop a training program that emphasizes more efficient and effective steward training using more modern training practices. A new web-based newsletter will be initiated that will emphasize stewarding activities across the country, new information related to the GCR best practices, and other related items. All of the steward forms will be reviewed and improved as necessary to increase their completeness. Alternate models for staffing events from areas where there is a shortage of stewards will be explored.

FORMULA FORD ENGINE PROGRAM

Mr. Andy Slankard, Ford Racing Technology, met with the Board to describe Ford's interest in increasing its involvement with Formula Ford as part of its expanding Grassroots Motorsports program. In his presentation he indicated that Ford would be producing replacement engine blocks for the Kent engine regardless of whether the class would remain exclusively Ford. Ford would consider making available the 1600cc Duratec engine at a later date should the decision be made to stay with Ford power.

Mr. Marc Sours, Honda Performance Division, presented Honda's interest in making available the Fit engine as an alternative to the Kent engine in Formula Ford. Honda has developed prototype engines and has conducted dyno testing demonstrating performance characteristics similar to the Kent engine. Kits will be available to adapt the Fit engine to the common Formula Ford chassis. Should the Board approve the Fit engine at this meeting, production versions are anticipated to be available around April 1, 2010.

The Board would like to extend its appreciation to both gentlemen for their very professional and informative presentations. Following the presentations, the Board went into closed session to discuss the information presented by both companies. It was recognized that additional independent testing would need to be done should the Fit engine be accepted to ensure that its performance characteristics does not exceed those of the Kent engine.

MOTION: To un-table the motion for consideration of the Honda Fit engine in Formula Ford. (Sauce/Lybarger) PASSED, Unanimous

MOTION: To approve the CRB recommendation to include the Honda Fit engine as an additional engine in the Formula Ford class. (Langlotz/Creighton). PASSED. Opposed: Introne, Abstaining: Sauce, Merideth, Christian, and Allen.

MOTION: To modify the nomenclature for the Formula Ford class to be known in the future as Formula F effective 1/1/10. (Creighton/Langlotz) PASSED. Opposed: Sauce and Noble. Abstaining: Merideth.

MOTION: To adjourn. (Noble/Wannarka) PASSED. Unanimous. Meeting was adjourned at 11 pm. Sunday.

Respectfully,

Gerald Wannarka
Secretary

- Appendix A RXB Rule Changes
- Appendix B SEB Rule Changes
- Appendix C. License Program for 15 Year Olds
- Appendix D CRB Rule Changes

Appendix A: RXB Rule Changes

Article 4

1.1 Articles 1 (all), 2 (all), 3 (all), 4.1, 5 (all except 5.2E) 6.1, 6.2b 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

(NOTE: the current word used is Sections...it should be Articles).

Article 5.2 Event Operating Rules

Article 5.2.0 Competitors should only enter the course under the following conditions:

- 1.** their duty as a worker requires it;
- 2.** during a course walk;
- 3.** as a driver/passenger during a parade lap for their run group; or,

4. as a competitor driving a timed run.

Items 2 and 3 (above) are allowed only during designated periods.

Article 5.4 Event Officials

Article 5.4.C.4

All course changes after competition starts must be authorized by the acting Safety Steward at the time the issue is raised. This does not mean that all issues raised about the course require action on the course. IT IS HIGHLY RECOMMENDED THAT THE SAFETY STEWARD OVERSEE THE CHANGES.

Article 5.4.G.1 Conduct of Event Officials

An official can also be a competitor but must follow the rules in this section (Article 5.4.G.2) to avoid the perception of, or actual conflict of interest.

The Safety Steward (and subsequent Safety Stewards if required) and Course Designer must not be the same person. This will avoid any conflicts of interest arising from an interaction between these two positions.

Article 5.4.G.2

- a. Officials who are competitors must not take any action or make any ruling that will have an impact on the outcome of the competition in their favor.
- b. Officials who are also competitors must be aware that their duty as an official continues through the event regardless of role. They will still be able to compete, but if they notice safety issues those issues must be brought to the attention of the acting Safety Steward rather than taking action directly. The integrity of the sport rests in the hands of the officials and competitors acting in a responsible manner.
- c. If a competitor, who is also an event official, has a concern about the event, conduct of another competitor or official or safety issue, he or she must bring the matter to the attention of the proper official. After a description of the issue, the official must then step away and let the other event officials resolve the matter.

Article 6.2.C.2

Tires must be DOT approved. Tires marked "For competition only", "Not for street use" or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. Tires must be the original size plus/minus 20mm cross section and 5% aspect ratio. 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).

Article 6.2.C.4.c

Allow Composite Materials

Article 6.2.C.16

Remove "for all classes"

Article 6.2.D.3

Allow Carbon Brakes

Article 6.2.D.14

On carburetor equipped cars, any bolt on intake manifold or carburetor may be used. Any air filter system and associated parts may also be used.

Article 6.2 D.18

Any clutch disc or pressure plate may be used.

Article 6.2.D.19

On automatic transmission vehicles, any torque converter may be used.

Article 6.2. E. 3.

All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or balance with the following requirements:

- a. The shape of the body must remain recognizable as that of the manufacturer's make and model.

- b. The body must be made of a fire resistant material.
 - c. Structural strength of the vehicle may not be reduced or compromised.
 - d. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required.
 - e. Side and rear windows may be removed or replaced with Lexan or equivalent. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.
 - f. The interior components may be completely removed and/or replaced. Any edges created by these modifications that the driver or passenger may contact must be properly insulated to prevent injury.
 - g. Roof panels must be metal of at least the same thickness as original. Sunroof panels may be replaced with sheet metal of at least the same thickness as an original roof skin without sunroof. Inner roof structure may only be modified with addition of a full roll cage built to SCCA Improved Touring specifications or better.
- 4. remove
 - 5. Any eligible (per 6.1) log booked race car or car 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. remove
 - 10. remove
 - 11. remove
 - 13. remove
 - 16. remove
 - 17. Renumber this after deletions.

Article 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, his fellow competitors and course conditions. It is recommended that a competitor wishing to file a protest confer with one of the stewards at the event prior to doing so. No competitor will be denied his/her right to file a protest.

Article 7.3 Protest Process

- A. Types of Protests
 - 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, submitted to the Event Steward. These forms will be available from the Event Steward or the organizers.
- B. Fees and Decisions
 - 1. Protest must be accompanied by a \$50.00 fee per item. The fee is payable to SCCA and collected by the Event Steward. This fee will be returned if the protest is upheld and may be returned regardless of the disposition of the protest.
 - 2. 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 protester and protested. Written witness statements and the committee's decision will be recorded during the meeting and kept on file by the SCCA Rally Department.
 - 3. The Protest Committee is expected to make a decision on any/all protests filed before the end of the event. If a decision cannot be made at the event (i.e., missing information, etc.) it must be resolved as soon as possible after the event (See Article 7.3.D.1.A). All parties filing the protest, the competitor protested and the SCCA Rally Department will be notified by the Chair of the Protest Committee by telephone of the decision of the protest committee. The Chair of the Protest Committee must also notify the Chair of the Court of Appeals by telephone of the date of notification of the protested party.
 - 4. Monies from protests that are denied by the Protest Committee shall be retained by the Event Steward and forwarded to the SCCA Rally Department.
- C. Protest Committee
 - 1. A committee of three voting members shall settle all protests. The committee will be chosen prior to the start of

competition and consist of two competitors from different classes and one representative of the organizing committee. These three members will choose one of the competitors to be the chair of the protest committee. The organizer representative will not serve in this position.

2. An alternate will also be selected for each of the original Protest Committee members (three alternates). To reduce the possibility of conflicts of interest, all protest committee members and their alternates should be chosen from different competition classes.
3. If the composition of the Protest Committee includes a member with a conflict of interest in a properly filed Protest, that member must step aside and an alternate will replace that member for that protest.

D. Hearing the Protest

1. **Meeting**

The Protest Committee shall hear the protest as soon as practical after the protest is lodged. All parties concerned shall be given adequate notice of the time and location of the hearing. They shall be entitled to call witnesses, but shall state their cases in person. In the absence of a party, judgment may go by default. Each party or witness shall be heard separately and in private. If judgment cannot be given immediately after the hearing, all parties shall be informed of the time and method by which the decision shall be communicated. All parties shall be notified of the final decision.

Anyone who has filed a protest, been protested or is the subject of a Stewards action shall remain until a ruling has been issued, or until expressly released by the Chairman of the Protest Committee.

A. Continuing the Meeting

If the Protest Committee is unable to reach a decision at the event, the following steps will be followed to continue the meeting:

1. All original members of the Protest Committee will reconvene by conference call or in person if possible.
2. A witness from the RXB will be present at the reconvened meeting of the Protest Committee. This witness will have no interest in the outcome and will not actively participate in the call.
3. The Protest Committee will follow notification rules as specified in Article 7.3.B.3.

2. **Judgment**

All parties concerned shall be bound by the decision given, subject only to appeal as provided in Article 7.4, Appeals Process

3. **Reasonableness**

It is expected that protests shall be reasonable, logical, and based on sound evidence, thus well-founded. A well-founded protest shall further be defined as one upon which reasonable men or women may differ. A protest may be well-founded even if not upheld.

A. **Forfeiture of Protest Fee**

If a protest is judged to be not well-founded, the protest fee shall be forfeited.

B. **Vexatious or Bad Faith Protests**

A protestor who has acted in bad faith or in a vexatious manner may be penalized by the Event Steward.

Article 7.3.D: Protests against the Conduct of the Event

Article 7.3.E: Protests against Competitors

Article 7.3.F: Protests against Vehicles

Article 7.4 Appeals Process

7.4.1 Court of Appeals

Effective 2009, the RallyCross Board will establish a standing Court of Appeals to hear any/all appeals that arise from RallyCross events. This COA will consist of three members who will serve for a period of one calendar year (1/1 to 12/31), but may serve more than one consecutive term. One will be a member of the current RallyCross Board of Directors and the other two will be competitors. The RallyCross Board of Directors will also pick three alternates to serve should any member of the standing COA have a conflict of interest arising from either the original protest, the decision of the protest committee or the appeal. Should the COA and alternates still have a conflict of interest; the RXB will choose additional members to serve for that appeal ONLY.

7.4.2 Appeal Contents -1

- A. Any person, entrant or organizer named as a party to a protest shall have the right to appeal any decision or penalty imposed by the Protest Committee. An appeal starts with a written notice of intent to appeal and submission of one-half of the \$200 appeal fee that must be given to the Event Steward within 30 minutes of the announcement of the decision of the Protest Committee.
- B. If the announcement of the decision of the Protest Committee comes after the event, the Chair of the Protest Committee is responsible for placing a telephone call to the parties involved in the original protest. Upon reaching the protested party, there will be a 48-hour period to file a notice of appeal and submit the appeal fee as described above. It is the responsibility of the Chair of the Protest Committee to notify the Chairman of the COA asap when the protested party was contacted. The notice of intent must go to the Chairman of the COA by email or telephone. All fees due at this time will be received at the SCCA National Office, Rally Department and held until the COA has finished deliberations.
- C. The final portion of the appeal consists of the written notice of appeal and includes the balance of

the appeal fee (\$100 for a total appeal fee of \$200). This portion must be received by the SCCA Rally Department within 10 days after the notification of the Protest Committee's decision.

7.4.3 Appeal Contents – 2

The Notice of Intent to Appeal shall include items 1, 2, and 6 below. The written appeal must also include items 1 and 2, and may provide additional detail for item 6.

The written appeal shall include:

1. State the name of the party making the appeal
2. State the decision or portion thereof appealed
3. Explain why the appeal should be decided in their favor
4. Include information the appellant wishes the COA to consider
5. Present any new information that was not available or reviewed by the Protest Committee hearing the original protest upon which the Appeal is based
6. Specify which part(s) of the RallyCross Rules and/or Supplemental Regulations for the event that were considered to have been enforced in a manner that was not fair or equitable to the appellant.

7.4.4 Hearing Appeals

All properly filed appeals (per Section 7.4.2 and 7.4.3) shall be heard by the Court. The Court will review the original Protest and the Protest Committee Decision, the Notice of Intent to Appeal and the written appeal that must contain all the evidence the appellant wishes the Court to consider. The COA may make any other inquiries it feels warranted, before making its decision. It may, at its discretion, require the appellant to submit any additional evidence it deems necessary for an equitable decision; hear directly evidence from any person deemed to have pertinent information or necessary data prior to making a decision; permit other parties to the decision under appeal to make written comments on the appellant's Notice of Appeal; and/or seek information from any source it desires. Written comments submitted without request from the COA or not contained or referenced with the Notice of Appeal will NOT be heard.

The Court of Appeals shall render its final decision on the appeal, within (15) days of its receipt of the Notice of Appeal. No member of the Court shall have taken part as a competitor or Official in the event in which the Court will render a decision, or shall have been directly or indirectly interested or involved in the matters under consideration. The decision of the Court shall not be subject to further appeal.

7.4.5 Judgment of the Court of Appeals

- A. After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written decision. It may decide that the penalty or other action of the Protest Committee should be nullified, mitigated, affirmed, increased, or a different penalty imposed, but it shall not order a competition to be re-run. The Court of Appeals may order a rehearing by the original Protest Committee at the Court's discretion.
- B. At no time shall the Court of Appeals act as a first court.
- C. The Court may order the return or forfeiture of appeal fees or of stay bonds. The Court shall direct the disposition of protest fees and teardown bonds, if any, in those cases where the original Protest Committee decision is nullified or otherwise changed
- D. The Court's decision shall be final, binding and not subject to further appeals by any other party, either within the SCCA organization or outside the Club.

7.4.6. Publication and Effect of Decision

SCCA, Inc. will distribute a copy of the final decision of the COA to all parties of the appeal as soon as possible after the decision becomes final and will use its best efforts to publish said final decisions as soon as possible after finalization. Persons, entrants, or organizations referred to in each said decision shall have no right of action against SCCA, Inc., or any person publishing such notice, and said decision shall be final and binding. Any penalty of the Court shall be effective immediately or as stated in its decision. Penalties involving time, disqualification, or suspension shall be made effective from the date of the conclusion of the event involved. *If the COA affirms a suspension penalty imposed by the first court or determines that an additional penalty should be imposed, the COA will determine the date on which the additional penalty begins (if applicable).*

7.4.7. Bad Faith Appeals

If the Court determines that the appellant has acted in bad faith or in a vexatious manner, it may deem such conduct a violation of the RXR and impose any penalty listed in Section 7 for said violation.

7.4.8. Appeals Affecting Final Points Standings

For all National Events held less than 28 days prior to the commencement of the National Championship (October

event), any appeal affecting the National Championship points standings within a division, including all evidence, must be received in the National Office within 48 hours after either the receipt of a judgment issued by the Protest Committee or the completion of the event, whichever comes last. National Championship registrations to all parties named in or affected by the appeal will be held until the appeal has been finalized. An "Intent to Appeal" letter will not be accepted. This rule shall supersede any other time allowances for filing an appeal.

7.4.9 Appellant Rights and Obligations

The current year RXR (and amendments) describes how a named party may appeal a decision made by a Protest Committee at an event sanctioned by the SCCA Rally Department.

First, and most important, the letter of appeal must be sent within ten (10) days of the date the appellant (you) is notified of the decision of the Protest Committee. You may send your appeal by mail, Express Mail, fax or email. The date of your appeal will be determined by the U.S. Post Office postmark date, or the date that appears on the Express Mail cancellation, the fax cover sheet or the email. All appeals should be addressed to the RallyCross Court of Appeals c/o SCCA Rally Department and include a check or credit card information for the amount of the appeal fee outstanding. If you fax or email your appeal, include a credit card number for your outstanding appeal fee to be billed. Your ten-day period normally starts from the weekend day you were informed by the Protest Committee of their decision (this is usually at the event). However, if that decision is not made at the event due to other circumstances, the ten-day period starts from the date the Event Steward or Protest Committee Chair informs you verbally or in writing (excluding email) of the final decision. The Protest Committee Chair will advise the Rally Department of the decision and the method of notification to all parties.

Second, you must submit all materials you wish the COA to consider within the ten-day period allowed by these rules. You will normally NOT be contacted by the COA as the Court presumes you have provided all the information you feel is important in your appeal. If you feel other individuals can provide information not presented to the Protest Committee that could be beneficial to your case, list those individuals and state their written statements will be coming separately from the appeal. Then contact those individuals to be sure the Court receives their statements within the ten-day appeal period. Statements not listed in the letter of appeal or received after the ten-day period may not be considered in the appeal process.

NOTE: Appeals affecting national points standings for events held within 28 days prior to the National Championship event (October) have a 48-hour appeal period. This will replace the ten-day period during this 28-day period.

Third, your rights to file an appeal do not include being heard in person either by phone or at a COA hearing. The COA is not established to simply hear the same testimony that the Protest Committee has already heard, but to:

1. Review the process followed by the Protest Committee to determine if all parties involved followed the RXR;
2. Review any new information that was not available, or not known, which became available to you after the Protest Committee deliberation and decision; and,
3. Decide whether or not there is sufficient evidence presented to warrant changing the Protest Committee decision.

Fourth, if you file an appeal in a case involving another person (Section 7.3.E), such as a driver-to-driver protest involving a violation of the RXR, you should be aware that the individual will receive notification of your appeal and be given a brief period to respond to the appeal. The Protest Committee Chair, Event Steward and Event Chairman are also notified. The procedure assists the COA in understanding all sides of the case.

Fifth, the COA will maintain confidentiality of all information related to the original protest and appeal. The confidential information will not be distributed as part of the decision of the COA.

Sixth, videos are frequently part of the appeals process. The Court will ONLY ACCEPT unedited videos. Video media and data files furnished by the Protest Committee, the appellant or other competitors as part of this appeal may be retained by SCCA as a permanent part of the record.

Seventh, if a conflict of interest does not exist between the standing members of the COA and the appellant or the original protest, the composition of the COA shall not be changed. If a conflict of interest is present, the alternate COA member will serve on the COA for this appeal ONLY.

Appendix B: SEB Rule Changes

Effective 01/01/2010

GENERAL CATEGORY

ITEM 1) 3.1, second paragraph – Change:

Cars Models and option packages designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed *vehicle model or option package* is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication.

SCCA Fastrack News July 2009 Page 15

ITEM 2) 3.3.2, second sentence – Change: “A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all *non-production vehicles* in A, B, C, and F Modified classes ~~vehicles~~ and in all open cars *using non-DOT tires* in the Prepared Category and in D and E Modified classes.”
SCCA Fastrack News July 2009 Page 15

ITEM 3) 3.3.2, first paragraph, last sentence – Change: “For open cars in the ~~Stock, Street Prepared, Street Touring, and Street Modified~~ categories *using DOT tires*, the roll bar or roll cage height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top.”
SCCA Fastrack News July 2009 Page 15

ITEM 4) 12.9, last two sentences – Delete: ~~Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation.~~
SCCA Fastrack News May 2009 Page 23

ITEM 5) 12.10 – Add new subsection (and renumber subsequent sections):
12.10 Canard
A three-dimensional attachment to the front fascia with air passing over the top and bottom surfaces, which is intended to provide aerodynamic downforce to the front of the vehicle. Unlike a wing, one edge must be flush to the attachment surface. No portion of a canard may extend vertically above the front fascia/bodywork.
SCCA Fastrack News March 2009 Page 12

ITEM 6) Appendix C, subsection A.2, last sentence – Change: “In a closed car or an open car with a removable OE hardtop which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car.”
SCCA Fastrack News July 2009 Page 15

SAFETY

ITEM 7) 2.2.M, third sentence – Change: “...such minimum viewing distances may not be less than 75 ~~100~~ feet from the course edge in unprotected areas...”
Withdrawn from consideration SCCA Fastrack News April 2009 Page 24

ITEM 8) 4.3.1, first sentence – Change: “Helmets meeting one of the following standards must be worn while on course: Snell SA2010, K2010, M2010, SA2005, K2005, M2005, SA2000, K2000, M2000, SA95, K98; SFI 31.1, SFI 31.1A, SFI 31.2A, SFI 41.1, SFI 41.1A, SFI 41.2A; BS6658-85 Type A/FR.”
SCCA Fastrack News April 2009 Page 24

STOCK CATEGORY

ITEM 9) 13.0, first paragraph – Add: “A Canadian-market vehicle is eligible for Stock category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per 13.2.A.”
SCCA Fastrack News November 2008 Page 8
SCCA Fastrack News February 2009 Page 11

ITEM 10) 13.0 – Add new second paragraph: “A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the Stock classes.”
SCCA Fastrack News August 2008 Page 13
SCCA Fastrack News April 2009 Page 24
SCCA Fastrack News July 2009 Page 15
SCCA Fastrack News August 2009 Page 21

ITEM 11) 13.2.I – Change: “Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal ‘harness bar’ may be used as part of the installation hardware for allowed driver restraints *provided it has no more than two attachment points and is bolted at those locations*. A ‘C’ type harness bar may also be used. *It may have four bolted attachment points (two primary, and two supporting connections to resist rotation.)* Truss type harness bars are not allowed. ~~It may serve no other purpose.~~”
SCCA Fastrack News August 2009 Page 21

ITEM 12) 13.2.J – Change: “Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-downs and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.”

ITEM 13) Appendix A – Move from SS to AS: *Replaced with Item 58 in Addendum*

BMW
M3 (2008-10)
Z4 M Coupe/Roadster (2006-08)

Chevrolet
Corvette (1997-2004, C5 chassis, non-Z06)

Lexus
IS-F (2008-10)

Lotus
Esprit Turbo (1996-2004)

Mazda
RX-7 (1993-95)

Mercedes
C63-AMG

Porsche
911 (1998-2004, 996 chassis)
Boxster S (2005-08)
Cayman S (2005-08)

Move from AS to BS:

Acura
NSX

Audi
RS4
RS6
S5 (2008-10)

BMW
M Coupe/Roadster (2001-05)
M3 (E46 chassis)
M5 (2004-10)
Z4 Coupe/Roadster (2006-09, non-M)

Chevrolet
Corvette (C4 chassis, all)

Chrysler
Crossfire SRT-6

DeTomaso
Pantera
Mangusta

Ford
Mustang Shelby GT500
Mustang GT500 (2010)

Honda
S2000 (all)

Jaguar
XKR Coupe

Maserati
Gran Sport, Spyder, Coupe (2002-10)

Mercedes
C32-AMG
SLK32-AMG
SLK350
SLK55, CLK55

Mitsubishi
Lancer Evolution (all)

Pontiac
Solstice GXP

Porsche
911 (1995-98, 993 chassis, non-turbo)
Boxster (2005-08, non-S)
Cayman (2005-08, non-S)

Saleen

Mustang (normally aspirated)
 Saturn
 Sky-Redline
 Shelby
 Cobra
 Subaru
 Impreza-WRX STI
 Toyota
 Supra Turbo (1993½-98)

Move from AS to CS:-

Porsche
 Boxster (1997-2004, 986 chassis)
 Boxster S (2000-04, 986 chassis)

Move from BS to CS:

BMW
 M Coupe/Roadster (1996-2000)
 M3 (E30 chassis, E36 chassis)
 Z3 (6-cyl)-NOG
 Chrysler
 Prowler
 Ferrari
 308, 328
 Jaguar
 XKE
 Lotus
 Elan (RWD)
 Esprit (non-turbo)
 Europa
 Maserati
 BiTurbo
 Mazda
 RX-7 Turbo (1987-91)
 RX-8
 Mercedes
 SLK
 Morgan
 Plus-8
 MINI
 Cooper S JCW (2006-10)
 Clubman S JCW (2009-10)
 Nissan
 300ZX Turbo (1990-96)
 350Z (all)
 Plymouth
 Prowler
 Pontiac
 Solstice (non-GXP)
 Porsche
 911 (non-turbo)-NOG
 911 Club Sport
 914-6
 928
 Carrera 2, Carrera 4 (964 chassis)
 356 Carrera (4-cam)
 Toyota
 MR2 Turbo

ITEM 14) Appendix A – Move from FS to DS: *BMW 335i*
SCCA Fastrack News September 2009 Page 16

ITEM 15) Appendix A – Move from GS to DS: *MINI Cooper S*
SCCA Fastrack News April 2009 Page 26
SCCA Fastrack News November 2008 Page 8

ITEM 16) Appendix A – Move from GS to HS: *Acura Integra (1990-2001) NOC*
SCCA Fastrack News April 2009 Page 25

ITEM 17) Appendix A – Move from GS to HS: *Ford Focus SVT*
SCCA Fastrack News August 2008 Page 13

ITEM 18) Appendix A, GS – Change: *Acura Integra GS-R (1992-2001)*
SCCA Fastrack News April 2009 Page 25

STREET TOURING CATEGORY

ITEM 19) 14.2.H – Add new subsection:

H. Longitudinal (fore-aft) subframe connectors (“SFCs”) are permitted with the following restrictions:

- 1. They must only connect previously unconnected boxed frame rails on unibody vehicles.*
- 2. Each SFC must attach at no more than three points on the unibody (e.g. front, rear, and one point in between such as a seat mount brace or rocker box brace).*
- 3. SFCs must be bolted in place and not welded.*
- 4. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.*
- 5. No cross-car/lateral/triangulated connections directly between the driver’s side and passenger’s side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.*
- 6. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.*

SCCA Fastrack News January 2009 Page 26

ITEM 20) 14.2.G, first sentence – Change: “Strut bars ~~are permitted~~ may be added, removed, modified, or substituted with all types of suspension.”

SCCA Fastrack News October 2009 Page 9

ITEM 21) 14.6.E, after fifth sentence – Add: “A functioning emergency brake, of the same type, operation and actuation as OE, must be present.”

14.6.E, 7th sentence – Add: “Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake.”

SCCA Fastrack News June 2009 Page 22

ITEM 22) 14.10.F.1 – Add: “Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.”

SCCA Fastrack News May 2009 Page 23

ITEM 23) 14.10.I – Change: “Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.”

SCCA Fastrack News August 2009 Page 21

ITEM 24) 14.11- Add new subsection:

14.11 OUT OF PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g. superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.

SCCA Fastrack News April 2009 Page 25

ITEM 25) Appendix A, Excluded, ST, STX, STU, and STS classes – Add: “All vehicles with pure electric or hybrid electric drivetrains.”

Comment: The Solo Rules, as currently written, do not take into account non-traditional powertrains (e.g. hybrids and pure electrics).

At this time, it is the intent of the SEB to disallow modifications to such systems until their implications are better understood.

Competitors are urged to write to the SEB detailing modifications which they wish to make to vehicles of these types and providing further explanation of why and how those modifications would best fit into existing (or new, if necessary) class structures.

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STREET PREPARED CATEGORY

ITEM 26) 15.1.C, 4th sentence – Change: “The updating and/or backdating of engines, transmissions, or transaxles, or unibodies must

be done as a unit; component parts and specifications of these units may not be interchanged.”
SCCA Fastrack News July 2009 Page 17

ITEM 27) 15.2.C, first four sentences – Change: “~~Strut bars are permitted with all types of suspension. Transverse members known as strut bars and suspension braces may be added, removed, modified, or substituted. They must be bolted on. Strut bars must be attached to the strut/shock tower. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis. Except for standard parts, no connections to other components are permitted.~~”

SCCA Fastrack News June 2009 Page 23

SCCA Fastrack News October 2009 Page 9

ITEM 28) 15.10, first sentence – Change: “*Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein.*”

Comment: Parallels STREET TOURING Item 25.

SCCA Fastrack News September 2009 Page 16

ITEM 29) 15.10.BB – Add new subsection:

Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.

SCCA Fastrack News June 2009 Page 23

SCCA Fastrack News July 2009 Page 16

ITEM 30) Appendix A, BSP – Change the Subaru WRX STI listing:

Subaru

WRX STI (2004-07)

WRX and WRX STI (2008-10)

SCCA Fastrack News March 2009 Page 12

ITEM 31) Appendix A – Move the Subaru WRX (2008-2009) (non-STI) from ESP to BSP onto the same line as the '08-'09 WRX STI and the '09 Impreza GT:

Subaru

WRX STI (all), WRX (2008-10) (non-STI), Impreza GT (2009-10)

SCCA Fastrack News June 2009 Page 23

SCCA Fastrack News July 2009 Page 16

ITEM 32) Appendix A, CSP – Add: Toyota MR2 Spyder ('00-'05)

SCCA Fastrack News March 2009 Page 12

ITEM 33) Appendix A, DSP – Move from CSP: Acura RSX.

SCCA Fastrack News June 2009 Page 23

SCCA Fastrack News July 2009 Page 15

ITEM 34) Appendix A – Delete in DSP:

Toyota Matrix

Pontiac Vibe

Add new listings in DSP:

Pontiac/Toyota

Matrix XRS (03-06), Corolla XRS (05-06), Vibe GT (03-06)

Matrix/Vibe AWD (03-08)

Add new listings in FSP:

Pontiac/Toyota

Matrix/Corolla/Vibe (03-08) NOC

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ITEM 35) Appendix A – Delete in DSP:

Civic SOHC, VTEC ('92-'95)

Civic VTEC, SOHC ('96+)

Del Sol ('93-'97)

Add in DSP:

Del Sol ('94-'96) DOHC

Civic Si ('99-'00)

Civic Si ('02-'05)

Civic Si ('06-'09)

Delete in FSP:

Civic ('92-'95) NOC
Civic ('96+) NOC
Civic non-Si ('96-'00)

Add in FSP:

Civic ('96-'00) NOC
Civic ('92-'95) all, del Sol ('92-'96) NOC
Civic ('01-'05) NOC
Civic ('06-'09) NOC

SCCA Fastrack News August 2009 Page 22

ITEM 36) Appendix A – Move Saturn 16V models from DSP to FSP:

Saturn

S-series ('91-'95)

S-series ('96-'02)

SCCA Fastrack News October 2009 Page 9

ITEM 37) Appendix A – Combine the non-turbo and Turbo onto one line:

Toyota

Supra (all) (1986½-'92)

SCCA Fastrack News April 2009 Page 25

ITEM 38) Appendix A, FSP - Change Mazda Protégé:

Mazda

Protégé (1989-98)

Protégé (1999-2003)

SCCA Fastrack News August 2009 Page 22

ITEM 39) Delete the following listing in FSP:

Volkswagen Scirocco (8v all)

Comment: This listing is redundant with the coverage under the listing elsewhere in FSP which reads: "Rabbit & Jetta & Scirocco & Cabriolet & Pickup (8V, '75- '92) (A-1 chassis)"

SCCA Fastrack News July 2009 Page 17

STREET MODIFIED CATEGORY

ITEM 40) 16.0.C.2.d – Add new subsection:

d) *Included vehicles: Porsche Carrera GT*

SCCA Fastrack News July 2009 Page 17

ITEM 41) 16.1.L – Add: "Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position."

SCCA Fastrack News December 2008 Page 21

SCCA Fastrack News February 2009 Page 12

SCCA Fastrack News July 2009 Page 15

ITEM 42) 16.1.L – Add: "Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance."

SCCA Fastrack News March 2009 Page 12

SCCA Fastrack News July 2009 Page 15

ITEM 43) 16.1.O, first sentence – Change: "Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be added, replaced, or removed provided the part added, removed, or replaced serves no other purpose."

SCCA Fastrack News March 2009 Page 12

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ITEM 44) 16.1.S – Add new section:

OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. All associated hardware may be removed, replaced or modified.

PREPARED CATEGORY

ITEM 45) 17.2.0, last sentence – Remove: “When bumpers are retained, the spoiler and bumper shall appear to be two separate parts.”

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ITEM 46) 17.4.G.2 – Change: “Wheels greater than 16” in diameter will receive a ~~100~~ 50 lb. penalty.”

Appendix A, Prepared Class C, last two paragraphs (before weights) – Change: “All vehicles may use ~~13-16 inch x 12 inch~~ wheels up to 12 inches in width. Vehicles using greater than 10 inch wheel widths must add 50 lbs. to minimum weight. Wheels exceeding 16 inches in diameter will incur a ~~100~~ 50 lb. weight penalty.”

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ITEM 47) 17.4.J.2 – Remove: “Wheels greater than 16” in diameter will receive a 100 lb penalty.”

Comment: This eliminates wheel diameter weight penalties for FP.

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ITEM 48) Appendix A, Prepared Class X, 1.b – Add: “Unibody fenders may be replaced as described in 17.2.S.”

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ITEM 49) Appendix A, Prepared Class X, 1.c – Add: “Wings designed to be adjustable while the car is in motion must be locked in a single position.”

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ITEM 50) Appendix A, Prepared Class X, 1.c – Add new paragraph:

Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.

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ITEM 51) The following cars to be classed in XP with allowances restricting the minimum engine size (and therefore minimum weight):

Factory Five

Mk3 Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Superformance

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Noble

M12

M12GTO

M400

All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Rossion

Q1

With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Mosler

MT900S

MT900R XP

All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.

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MODIFIED CATEGORY

ITEM 52) 18.1, first five paragraphs – Replace:

~~Classes DM and EM contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes GP through GP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, or be otherwise recognized by the SEB.~~

~~The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car. Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:~~

- ~~1. They are substantially similar to and recognizable as the ‘original’ manufactured vehicle on which they are based.~~
- ~~2. Their specifications do not violate any rule stated herein.~~

~~Weight and displacement specifications are as shown in Appendix A.~~

~~A. Eligibility~~

~~Classes DM and EM contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes CP through GP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, meet the specifications below, or be otherwise recognized by the SEB.~~

~~1. Kit Cars~~

~~Kit cars, which were originally designed, constructed, and licensable for street use, may participate in DM and EM if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The Club will evaluate each submitted kit model individually, and the evaluation will ensure that the specific model:~~

- ~~a) Follows current DM and EM allowances regarding minimum floor pan dimensions (see 18.1.B.1.j).~~
- ~~b) Has no unusually advantageous aerodynamic features.~~
- ~~c) Has no exceptionally low center of gravity.~~
- ~~d) Has no exceptionally high strength to weight ratio.~~
- ~~e) Has no other unique features that would upset the competitive balance in DM and EM.~~
- ~~f) Has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.~~

~~Constructed examples of approved kits are subject to the following:~~

- ~~a) They will automatically take the Modified Tub weight penalty (see Appendix A).~~
- ~~b) They will have the same weight/displacement scales and weight bias penalties as production-based cars.~~
- ~~c) They will be allowed all the modifications that production-based cars are permitted,~~
- ~~d) They are subject to the same engine/transmission restrictions as production-based cars.~~
- ~~e) They must meet the same safety requirements as production-based cars.~~

~~A newly-added model is not eligible for the current year’s Solo National Championships unless its listing was published no later than the July issue of the official SCCA publication.~~

~~The list of currently approved models is as follows:~~

~~(No models are currently listed.)~~

~~2. Clones~~

~~Clones/replicas of SCCA-recognized production cars are permitted to compete in DM and EM, provided they comply with the following requirements:~~

- ~~a) They are substantially similar to and recognizable as the ‘original’ manufactured vehicle on which they are based.~~
- ~~b) Their specifications do not violate any rule stated herein.~~

~~3. Other Models~~

~~The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car.~~

~~4. Specifications~~

~~Weight and displacement specifications are as shown in Appendix A.~~

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ITEM 53) 18.1.B.1.a – Add:

8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.

Note: 18.1.B.1 is more restrictive than Prepared 17.2.J regarding the use of lightweight doors made of alternate materials without a weight penalty. Alternate material doors are only allowed currently in DM and EM per 18.1B.2 as one of the items between the

front and rear bulkheads that are tied to the Modified Tub weight penalty.
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ITEM 54) 18.1.E.4.a, sixth sentence – Change: “Alternatively, the spoiler maybe mounted at the rear of the roof or to the rear hatch lid at or near the top of the hatch; in such a configuration, the spoiler may extend no more than 4 7.5 inches from the original bodywork, measured as described above.”

18.1.E.7, third sentence – Also change: “A roof spoiler up to the maximum of 4 7.5” is allowed an area of up to 16 square inches for each endplate;...”

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ITEM 55) 18.5 FORMULA SAE – Change:

Vehicles that conform to the current or previous year’s Formula SAE specifications are assigned to A Modified if they meet the following minimum criteria:

A. All bodywork requirements of 18.4.A.

B. Maximum engine displacement of 600cc, restrictor plate in place.

C. Minimum wheelbase of 60”.

D. Brakes conform to those specifications listed in the SR, Section 3.3.3.B.10.

E. A roll bar that conforms to Appendix C of the SR is required.

Exceptions: the bar must extend at least two inches above the driver’s helmet in the normal seated position and a head restraint keeping the driver’s head from going under or behind the roll bar is required.

A. Vehicles constructed to any single year’s Formula SAE rules (1985-on) to include all FSAE safety items for that single year are eligible to run in SCCA Solo events. The FSAE rulebook year shall be specified on the entry form and those rules shall be provided by the entrant for viewing.

B. Non-students may build, own, and compete in FSAE vehicles.

C. In addition to FSAE safety rules, SCCA safety rules (per the applicable portions of Sections 3.3 and 18.4.A) shall be met. Passing vehicle inspection at a prior SAE event is not required.

D. Transponder and FSAE lettering shall not be required.

E. These vehicles are assigned to A Modified, subgroup FSAE, and must also meet the following minimum criteria:

1. Current year FSAE restrictor plate, and engine displacement rules. Restrictor requirements are as follows:

a) Gasoline fueled cars - 20.0 mm (0.7874 inch) intake restrictor

b) E-85 fueled cars - 19.0 mm (0.7480 inch) intake restrictor

c) M-85 fueled cars - 18.0 mm (0.7087 inch) intake restrictor

2. Current year FSAE aerodynamic rules

F. FSAE vehicles may not mix and match specifications from multiple years except as specified above.

3.8.E – Change: Current or previous year Applicable Formula SAE specifications.

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KART CATEGORY

ITEM 56) 19.1.C.2 – Remove the second portion of the last sentence from, such that the sentence reads: “The addition of front brakes is optional; however, the kart must then be run at the 385lb. minimum weight.”

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Addendum to Action Items

STOCK

ITEM 57) Appendix A, move to BS from AS:

Porsche

Boxster (1997-2004) (986 chassis) (non-S)

Boxster S (2000-04) (986 chassis)

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ITEM 58) Appendix A:

Move BS cars to CS.

Move AS cars to BS.

Move to AS from SS:

BMW

M3 (2008-10)

Z4 M Coupe/Roadster (2006-08)

Chevrolet

Corvette (1997-2004) (C5 chassis) (non-Z06 models)

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Lexus
IS-F (2008-10)

Lotus
Esprit Turbo (1996-2004)

Mazda
RX-7 (1993-95)

Mercedes
C63 AMG

Porsche
911 (1998-2004) (996 chassis)
Boxster S (2005-08)
Cayman S (2005-08)

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STREET PREPARED CATEGORY

ITEM 59) 15.9, first sentence - Change: "Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.9 as specified herein."

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ITEM 60) In Appendix A, change in BSP listing:

Datsun

240Z & 260Z & 280Z
280ZX non-turbo
280ZX turbo
240Z, 260Z, 280Z, 280ZX, & 280ZX Turbo

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ITEM 61) In Appendix A, change in CSP listing:

Honda

~~Civic (88-91)~~
~~CRX (88-91)~~
Civic & CRX (1988-91)

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ITEM 62) In Appendix A, move to DSP from CSP:

Acura RSX (all)
Audi Quattro (NOC)
Mercedes 190 ('84-'93 all)

ITEM 63) In Appendix A, move to FSP from DSP:

Acura

Integra ('86-'89)

Audi

~~4000 Quattro~~
4000 (all)
~~80 Quattro~~
80 (all)
90 (all)

BMW

~~2002tii (all)~~
1600-2, 1602, & 2002 including tii
318i/is (E30) withdrawn
318i/is & 318ti (E36) withdrawn

Saturn

All 16v models
SC1/SC2 16v

Volkswagen

Golf & Jetta 16v
Golf/Jetta 16v (A2)
Scirocco 16v

Appendix C: Club Racing License Requirements for 15 Year-olds

1. 15 year-old applicants for an SCCA Club Racing license must have prior racing experience (e.g., karts, midgets, etc.). Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Licensing Representative. If the Divisional Licensing Representative is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary a telephone interview is acceptable. If the Divisional Licensing Representative approves the application, he will direct the Club Racing office to issue an appropriate license.
2. A 15 year-old license will be issued in the form of a special logbook with a distinctive cover. It must be used for all driver schools and race events until the driver reaches the age of 16.
3. License logbooks for 15 year-olds may be issued only by the Club Racing office.
4. The license logbook will be issued only with the concurrence of the applicant's parents/guardians.
5. At every driver school and every race, the license logbook must be presented by the 15 year-old driver directly to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate logbook page at the end of the event.
6. At any event (school or race), the Chief Steward may recommend revocation of the logbook.
7. In addition to the successful completion of the required driver school(s), the Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.
8. A 15 year-old must complete his first driver school in a car from one of the following classes: FV, FST, FF, SRF, SM, HP, T3, SSB, SSC, ITA, ITB or ITC. Upon successful completion of the first school, any car may be used thereafter.
9. No 15 year-old will be allowed to race without having successfully completed at least one SCCA approved driver school.
10. The 15 year-old license logbook is treated as a Novice Permit for the purposes of license upgrades, however, the logbook will be used as the license regardless of the events (Regional or National) for which the driver is eligible.

Note: there are other sections of the GCR that specify ages and the requirement for a state driver license that would need amendment.

Appendix D: CRB Rule Changes

GCR – April

Permits holders of licenses from other approved sanctioning bodies to participate in SCCA driver schools. They must be under instruction; this is not an invitation for open test days.

Item 1. Effective 11/1/09: Change section 3.1.7 as follows:

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

Updates the requirements for in-car camera mounts.

Item 2. Effective 11/1/09: Change section 9.3.12 as follows:

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

GCR – July

This addition formalizes the relationship between the GCR and the Vintage Competition Rules and mandates the minimum roll cage and roll bar requirements for Vintage race cars. Creating this linkage in the GCR was prompted because some logbooks have been issued for cars that do not meet the VCR requirements. This change will make it clear what the requirements are and will call attention to the VCR for those who are unaware of it. (This item has been modified in response to member input.)

Item 3. Effective 1/1/10: Add the following to the end of section 3.1.8.D:

All Vintage cars must conform to Appendix Z of the current Vintage Competition Rulebook. Roll cages are required in all cars registered with the SCCA after Jan. 1, 1979. There is no requirement for cars registered before 1979 to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for cars registered prior to Jan. 1, 1979. Where allowed, roll bars must conform to Appendix Z of the current Vintage Competition Rulebook.

WITHDRAWN based on member input. Class by class restrictions on brake rotors will continue.-

Item 4. Effective 1/1/10: Add the following to the end of section 9.3.11:

Brake rotors must be metallic (in other words, carbon fiber, ceramic, and other non-metallic rotors are not permitted).

GCR – September

There have been various misunderstandings about the time allowances and required sessions for Double Nationals. The revisions are to remove any ambiguities.

Item 5. Effective 1/1/10: Change section 3.1.2.C and D as follows:

C. The practice sessions, *if any*, for both Nationals may be combined into a single session.

D. *The total time for the combined all practice and qualifying sessions must be a minimum of 70 minutes; however, "hardship" sessions may not be included in this time.*

The CoA has found that splitting the competitor compliance ruling process into independent parts has caused confusion and is rarely terminated after the first court's decision because it has no finality attached to it. The CoA has requested that the procedure revert to a single process, but that the competitor and other parties be allowed to offer further input between the first court's decision and the CoA's consideration of the request.

Item 6. Effective 1/1/10: Replace section 8.1.4 as follows:

To obtain a determination on the legality of a vehicle or component without filing a formal protest, a member may request such a ruling from the Club Racing Office. The Chairman of the Stewards program will then convene a first court. The protest and appeal procedures described in section 8.3 and 8.4 apply except that penalties or penalty points will not be assessed in the event of a negative ruling.

Each court (first and appeals, as applicable) will consult the Club Racing Board for expert technical testimony. After receiving the decision of the first court, the member may do one of the following:

- Request court of appeals review, and provide additional evidence to the court of appeals, if desired.
- Withdraw a request for court of appeals review, if previously made.

A non-compliant ruling will be published; a compliant ruling will not be published.

The fees for this service are as follows:

- First Court \$125
- Appeals Court \$175

A portion of these fees may be refundable at the discretion of either or both courts.

A member may request a determination on the compliance of his vehicle or its components through the Club Racing Department.

A. Upon receiving a request, the Chairman of the Stewards' Program will convene a review committee. The committee will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The review committee will convey their decision to the member, and notify the Chairman of the Stewards' Program, who will then forward the decision to the appropriate parties in the SCCA, including the Court of Appeals.

B. The Court of Appeals will consider the request and the committee's decision. The member may submit additional evidence to the CoA after receiving the review committee's decision.

In its review, the CoA will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The CoA will render their decision to the member, and the Chairman of the Stewards' Program.

C. Penalties or penalty points will not be assessed in the event of a negative ruling.

D. A non-compliant ruling will be published; a compliant ruling will not be published. Court of Appeals decisions on technical compliance are effective for the calendar year during which they are rendered, and are superseded by the following year's edition of the GCR.

E. The fee for this service is \$300. A portion of the fee may be refunded at the discretion of the Court of Appeals.

The tests carried out in preparation for the initiation of the new fuel testing program has determined that a specific chemical compound used in some fuels is responsible for tailpipe emissions that are particularly irritating to eyes and lungs. The CRB wishes to add this compound to the list of Prohibited Substances.

Item 7. Effective 1/1/10: Add the following to the list of Prohibited Substances list in section 9.3.26.A:

3,3-dimethyl-1-butene 0.05%

The CRB has classified the VW Jetta TDI in SSC for 2010. This resulted in a need for diesel fuel standards. After discussions

with the head of their technical department (who is an SCCA Solo participant and who was extremely helpful), we propose to adopt the dielectric constant values used by the National Tractor Pull Association. In addition, diesel fuels are subject to the Prohibited Substances list for gasoline.

Item 8. Effective 1/1/10: Add the following second paragraph to section 9.3.26.A:

If a car is required to run diesel fuel, it will be noted on its specification line. Diesel fuels must have a dielectric constant between 2.2 and 4.9. Diesel fuels are subject to the same restrictions on prohibited substances as gasoline.

Some competitors are painting rear light assemblies (except the brake light lens) and we do not wish to expose them to penalties.

Item 9. Effective 1/1/10: Change section 9.3.31 as follows:

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 *or painted*. ...

A wide variety of laminate materials are now available for the construction of composite parts. Rather than limit competitors to specific materials in the construction of impact attenuation devices, we offer them some examples.

Item 10. Effective 1/1/10: Change section 9.4.5.G.3 as follows:

...with inner and outer reinforcements of a minimum of two 5-ounce laminates *material* of (fiberglass, carbon, or kevlar, etc.).

The existing glossary definitions related to bodywork do not apply well in all car categories. The proposed changes applied to all cars. [The FF bodywork revisions below depend on these glossary entries.]

Item 11. Effective 1/1/10: Change Glossary B entries as follows:

Body: All parts of the car licked by the air stream and situated above the belly-pan/floor with exception of the roll bar or cage. For Formula and Sports Racing cars, further exceptions are those units definitely associated with the function of the engine or transmission. See *Bodywork*.

Body Panel: A replaceable section of the body.

Bodywork: See ~~Body~~ All external panels that encase the frame, driver, engine, transmission, radiators, suspension pickup points, etc. *Bodywork includes panels below the floor pan, and the bottoms of any side pods.*

GCR – October

A general request to classify all wheel drive cars in IT has been requested by the IT Advisory Committee. The CRB concurs and recommends adding Improved Touring to the list of categories in which it is allowed.

Item 12. Effective 1/1/10: Change section 9.3.5 as follows:

Four wheel (All-Wheel) drive is prohibited except in Showroom Stock, Touring, *Improved Touring*, and Super Touring.

GCR – Other

Requested by the CoA

Item 13. Effective 1/1/10, add a new final sentence in 4.4.1.C (Appendix C.2.1.D in revised GCR):

Actions of the Medical Review Board are final and non-protestable.

Requested by Risk Management

Item 14. Change section 5.5.3. (5.5.2 in revised GCR) first sentence as follows:

The purpose of Flagging and Communications is to provide safe course control by:

Formula/Sports Racing – April

A specific LED assembly for the SRF rain/brake light is now available that provides vastly improved service life at very low cost.

Item 1. Effective 11/1/09: Revise SRF Section 9.1.9.C.23.L as follows:

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

Formula/Sports Racing – June

Two-seat cars in CSR are at a significant handling disadvantage compared to single-seat cars. Allowing them to use tunnel floors will reduce this gap. Because of the width of their cockpits, they will not be able to create optimum under car aerodynamic tunnels, but will improve the cars considerably.

Item 2. Effective 1/1/10: Change section 9.1.9.A.2.a.12 to permit full tunnels in two-seat cars as they are in single-seat cars:
12. Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the C Sports Racer class subject to the following restrictions.

Chassis shall be constructed to either of the following specifications:

FIA Technical Regulations for Production Sports Cars – Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., *except that undertrays are unrestricted.*

The C Sports Racer class specification, with the exception that the requirements of 9.1.9.B.3.d must also be met.

Engines shall meet the requirements of line J in the engine table.

The alternate camshaft for Pinto engines now allowed in FC is to be added to S2000. [Based on member input, the April FasTrack version of this recommendation has been modified to require cars using this camshaft to weigh the same as those using the aluminum head.]

Item 3. Effective 11/1/09: Add the following after the 4th sentence of S3 section 9.1.9.B.5.a:
An alternate optional camshaft, Elgin part number 2000FC, may be used only in the original iron head.

Item 4. Effective 11/1/09: Add the following to S2 section 9.1.9.B.14:

B.14. Weight

1310 lbs., minimum.

1335 lbs., minimum with aluminum cylinder head.

1335 lbs., minimum with alternate camshaft.

Formula/Sports Racing – August

This item allows the most recent Pro Atlantic car, the Swift 016, to be raced in FA. Historically, new FA chassis have entered Club Racing from the Pro series. These cars are significantly different from current cars in several respects, but it is still the case that the cars are needed to insure an ongoing supply in Club Racing. To ensure that they are competitive, but not over dogs, they will be limited in several ways including an intake restrictor, weight and limitations on allowed modifications.

Item 5. Effective 1/1/10: Add the following to Table 2 in FA section 9.1.1.A: [Please see attached table.]

Advances in tire technology have resulted in cornering loads in FV that are causing oiling problems in some chassis. This item allows an oil pan extension to provide a larger oil reservoir. (This item has been modified in response to member comments.)

Item 6. Effective 1/1/10: Replace FV section 9.1.1.C.5.D.29 as follows:

An oil sump extension may be fitted utilizing the oil strainer cover plate, provided the extension does not extend horizontally beyond the edge of the oil strainer cover plate and the capacity does not exceed 250cc. The oil pump pickup pipe may be extended into the sump extension. Accumulators (Accusump) may be fitted.

An oil sump extension may be fitted to the engine with a maximum internal volume not to exceed 1500cc. In operation, all movement of oil and crankcase air in and out of the extension shall be through the original oil strainer cover opening of the engine case. No additional openings in the extension are allowed above the plane of the oil strainer flange of the engine case. The oil pump pickup pipe may be extended into the sump extension. Any baffling is allowed within the extension and may extend between the engine case and the sump extension through the original oil strainer opening. Any sump may not extend below the frame rails of the chassis when viewed from the side. Accumulators (Accusump) may be fitted.

A number of issues have arisen over the past few years with regard to FF chassis and bodywork specifications. The F/SRAC has taken the opportunity to do a thorough revision that reorganizes sections as necessary and provides clearer language to match the long-standing intent of these rules.

Item 7. Effective 1/1/10: Change FF section 9.1.1.D.6, 9.1.1.D.7, and 9.1.1.D.8 as follows: [Please see attached text.] Also, see related Item 10 below.

There are no longer any ferrous calipers being manufactured suitable for S2000 cars. Specific restrictions on allowed aluminum calipers are intended to limit choices to reasonably priced items (e.g., no mono-block calipers permitted).

Item 8. Effective 1/1/10: Change S2000 section 9.1.9.B.7 as follows:

B. 7. Brakes

~~Brake calipers and rotors must be ferrous. Brake system otherwise unrestricted.~~

- a. *Only the following ferrous calipers are permitted: AP LD19, AP LD20, AP LD65, ICP-20L/R, ICP-65R, ICP-14F, Girling 12SP and Girling 14F.*
- b. *Aluminum alloy calipers of two-piece construction (split into two halves that are fastened together by bolts) having no more than 4 pistons and 2 brake pads are permitted. Spacers placed between caliper halves to adjust for rotor width are permitted. Maximum one caliper per wheel.*
- c. *Brake rotors must be ferrous. Rotor hats / bells must be ferrous or aluminum alloy.*
- d. *Brake system otherwise unrestricted.*

Formula/Sports Racing – September

The CRB and the F/SRAC recommend the adoption of the Honda Fit engine as an alternate engine in FF. The complete specification is attached with the exception of the intake restrictor size. If the BoD approves the Honda Fit engine in FF, Honda Performance Development (HPD) will begin the production of the bespoke parts (e.g., intake manifold, exhaust manifold, sealed ECU). When the parts are available, they will take the test engine to Quicksilver RacEngines for final dynamometer tests. A CRB member will be present at these tests. Tests will be made with several restrictor sizes and the CRB will make a final determination of the size to be used; the intent will be to mimic a very good Nationally competitive Kent engine. (The location of the lambda sensor also will be determined at this time – see section m.3.) If, in the future, the CRB decides it is necessary to either increase or decrease the restrictor size, the effects of different restrictor sizes will already be in hand and competition adjustments can be made quickly. The effective date of 3/1/10 is based on HPD's best estimate of the time it will take them to create and stock all the required parts to fill a large number of orders and to give competitors enough time to do the installation in their cars. If production schedules slip, HPD will notify the CRB and the scheduled effective date can be moved back if necessary.

Item 9. Effective 3/1/10, modify 9.1.1.D as follows to allow the use of the Honda Fit 1500 engine in Formula Ford. Sections from the current D.3 onward will be renumbered. [Please see attached text.]

The changes to the Formula Ford construction rules in Item 7 require the following changes, items 10 and 11, in the Formula Continental rules.

Item 10. Effective 1/1/10, modify 9.1.1.B, third paragraph as follows:

All newly constructed cars shall meet the 1986 construction rules for Formula Ford cars as revised January 1, 2010, except as allowed in these Formula Continental preparation rules.

Item 11. Effective 1/1/10, modify 9.1.1.B.2, third paragraph as follows:

~~Ground effects are prohibited. The use of "ground effects" is limited.~~

Grand Touring – April

Allows securing polycarbonate (lexan) windshields with fasteners rather than windshield straps (originally submitted for May BoD meeting, but withdrawn; this is the resubmission).

Item 1. Effective 11/1/09: Add the following to the end of sections 9.1.2.D.8.h and 9.1.2.F.3.c.1 as follows:

In place of clips, polycarbonate windscreens may be mounted using a fastener spaced a minimum of every 12 inches across the top and sides, with a minimum of four across the bottom. Alternatively, the bottom may be captured in a channel.

Cleans up wording to recognize that some engines may be restricted by specifying a carburetor choke size.

Item 2. Effective 11/1/09: Change the third sentence of section 9.1.2.F.4.i.5.C as follows:

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

GT – July

[GT3 weight and restrictor adjustments – not included; waiting for final numbers in response to member input.]

Touring/Showroom Stock – July

The CRB proposes to re-classify the following cars to classes where they will be more competitive.

Item 1. Effective 1/1/10: Move the 05-08 Porsche 911 (996 3,6L) from T1 to T2 @ 3,500 lbs.

Item 2. Effective 1/1/10: Move the 06 Porsche Cayman from T1 to T2 @ 2,775 lbs.

Item 3. Effective 1/1/10: Move the 06 Porsche Cayman S from T1 to T2 @ 3,300 lbs.

Item 4. Effective 1/1/10: Move the SVT Focus from SSB to SSC at 2,930 lbs.

Super Touring – April

A weight penalty is proposed to compensate for improved handling with altered rear suspension locations.

Item 1. Effective 11/1/09: Change section 9.1.4.L.9 as follows:

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

Specifications are given for the replacement or addition of suspension control devices that allow more adjustment than stock parts.

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

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

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

The allowance for hood vents is clarified.

Item 3. Effective 11/1/09: Change section 9.1.4.1.A.2.a as follows:

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

This item allows carburetors as an alternative to fuel injection for STO cars.

Item 4. Effective 11/1/09: Add new section 8 to section 9.1.4.1.B as follows:

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

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

American Sedan – September

Specific brake system (and related) component replacements are proposed for safety purposes. (This item has been modified in response to member comment.)

Item 1. Effective 1/1/10: Change 9.1.6.D.5.e as follows:

Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be revised. The original master cylinder may be replaced by an OEM or equivalent master cylinder of the same specifications. No modification of its location or mounting is permitted. with any single or dual master cylinder (with balance bar). The pedal assembly, including the clutch pedal, clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be modified or replaced. The pedal assembly, and

master cylinders, may be relocated. The throttle pedal may not be relocated. The brake booster may be modified, replaced or removed. A brake-bias adjustment cable is permitted.

Allows alternate transmission cases in addition to alternate transmissions.

Item 2. Effective 1/1/10: Change 9.1.6.D.3.m as follows

m. *Alternate transmission cases may be used.* When alternate transmissions or *transmission cases* are installed, cross members must be modified to insure that engine location is kept in its original location and to facilitate installation of the transmission.

Spec Miata – October

The stock engine mounts wear out quickly. The MazdaSpeed replacement is more durable and much less expensive.

Item 1. Effective 1/1/10: Add the following to section 9.1.8.C.1.b:

MazdaSpeed competition motor mounts, Part No. NAY1-39-040, are allowed.

Improved Touring – October

This item recognizes a change in technology for engine management.

Item 1. Effective 1/1/10: Change section 9.1.3.D.1.a.6 as follows:

The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

Formula/Sports Racing Item 7 text.

D.6. Chassis/Frame

Formula Ford 1986 construction requirements as of January 1, 1986 as revised January 1, 2010. All new Formula Ford cars are to be built to these specifications covered in D.6 and D.7.h. (Also required for Formula 2000 *Continental*.)

- a. The chassis shall be of steel space-frame construction. ~~Monocoque-type structures are prohibited. Stabilized (honeycomb) or composite (carbon fiber or Kevlar) materials are not permitted, except as specifically authorized within these rules.~~ Forward-facing braces that protecting the driver's legs and feet shall extend from the front roll hoop to the front bulkhead. ~~(The front bulkhead is defined as the furthest forward transverse section of the main frame.)~~ *(The front bulkhead is defined as the transverse section of the frame immediately ahead of the pedals and drivers feet.)* The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; i.e., pedals not depressed) and shall remain behind the front bulkhead. The lower main frame rails shall be a minimum of ~~twenty-five (25)~~ centimeters (9.84 inches) apart (inside dimension) from the front bulkhead to the rear roll hoop. ~~Monocoque-type structures are prohibited.~~

A stress bearing floor pan constructed from a minimum of .060 inch heat treated aluminum sheet or eighteen (18) gauge steel sheet is required. At a minimum, it shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch. The floor pan may be constructed in multiple sections.

Sheet materials attached to the frame by welding, bonding, or by rivets or threaded fasteners which are located closer than six (6) inch centers, are defined as stress-bearing panels. Composite or stabilized materials shall not be used for stress-bearing panels. The mountings for brake and clutch pedals and cylinders (front bulkhead), instruments, (front roll hoop bulkhead), and rear roll hoop bulkhead (behind the driver) may also be stress-bearing panels. No other stress-bearing panels are permitted.

The front bulkhead, forward roll hoop (dash hoop) bulkhead and main hoop bulkhead may also utilize stress-bearing panels. No other stress-bearing panels are allowed.

Stress-Bearing Panel Definition: Any sheet material that is attached to the frame by welding, bonding, riveting, threaded fasteners, or any combination thereof, the centers of which are located closer than six (6) inches ~~are defined as stress-bearing panels.~~ No materials other than aluminum or sheet steel are allowed for use as stress-bearing panels. Stabilized materials (honeycomb) are not permitted as stress-bearing panels.

- b. The area between the upper and lower main frame tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the cockpit.
1. Panel(s), minimum of either .060 inch heat treated aluminum (6061-T6 or equivalent) or ~~eighteen (18)~~ gauge steel, attached to the outside of the main frame tubes. *No other material types will be allowed for these panels.*

2. Reinforced body - at minimum, consisting of ~~a double~~ two layers of five (5) oz ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. *(5 layers are highly recommended.)*

For either method, fasteners shall be no closer than six (6) inch centers (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

- c. ~~A stress-bearing floor pan/undertray, minimum of .060" heat treated aluminum or eighteen (18) gauge steel, is required; at a minimum this shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch.~~
- dc ~~The firewall portion of the rear roll hoop bulkhead (panel) shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height. A firewall(s) that seals the drivers' compartment (cockpit) and the engine compartment is required. It shall extend the full width of the cockpit from the floor pan to, at a minimum, a height equal to the top of the carburetor.~~ Forward facing ducts may be installed for the purpose of delivering air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver. *(Any shape may be used to form firewall extension.) All firewall inlets shall prohibit passage of flame and debris.*
- d. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels, may be non-ferrous, of any shape, and attached to the frame in any manner.
- e. *Impact Attenuators: See GCR 9.4.5.G.*
- f. *No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.*

D.7. Bodywork

- a. The bodywork opening giving access to the cockpit shall have the following ~~minimal~~ minimum dimensions:

Length: 60cm (23.62 inches)

Width: 45cm (17.72 inches)

This width extends over a length of 30cm (11.81 inches) minimum. This ~~minimal~~ minimum rectangular opening may exist anywhere forward of the firewall. Forward-facing roll bar/cage bracing and ~~required~~ padding will not be considered in these dimensions.

- b. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, *with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended.*
- c. Bodywork (including ~~fuel tanks undertrays, floor pan, spoiler and any attached components except for suspension components~~) shall not exceed a maximum width of 95cm (37.40 inches). No part of the bodywork, rear spoiler, or exhaust system shall extend more than 100cm (39.37 inches) behind the centerline of the rear axle *nor exceed in height a horizontal plane 90cm (35.43 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage and engine air box are not included in these restrictions.* Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal section.

There shall be no forward facing gaps or openings in the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. All bodywork shall be firmly attached to the chassis.

For Formula Ford, a wing shall be defined as any shape that has a leading edge and a trailing edge and creates downforce. Wings and other airfoil devices ("dive planes", etc.), which whose primary purpose are to create aerodynamic downforce, are prohibited. No extension of the undertray or attached components for the purpose of downforce or ground effects are permitted. Any part of the car which that has an influence on the aerodynamic stability of the vehicle shall be firmly attached with no provisions for adjustment to vary downforce. except that a A single rear spoiler, which that may be capable of adjustment, is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.

- d. ~~No part of the bodywork or rear spoiler shall exceed the height of a horizontal plane 90cm (35.4 inches) above the ground, with the car as qualified or raced, with driver aboard. The safety roll bar/roll cage and engine air box are not included in this height restriction.~~

- ed. It is the intent of these rules to minimize (not eliminate) the use of “ground effects”. A reference area is defined by the full width of the lowest surfaces of the car licked by the air stream between the front axle centerline and the rear of the rear tires. These surfaces may include the floor pan, undertrays, side pod bottoms and any essentially horizontal bodywork that is included in the lowest surfaces licked by the air stream. Within this reference area, the lowest surfaces licked by the air stream must be flat with a total vertical tolerance of 2.54cm.. An undertray beneath the engine, bell housing and/or gearbox is not required.

(For FF only) No part of bodywork is allowed to have any down-turned fences or intermediate strakes and no bodywork below the horizontal centerline of the differential and to the rear of the rear tires may be wider than 16 inches.

The perimeter of any reference area surface that transitions upward to any bodywork may use a maximum 1 inch radius.

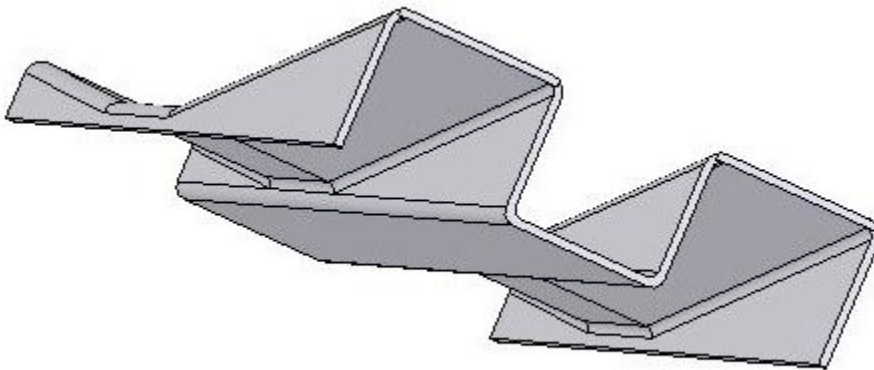
Mirrors and any primarily vertical bodywork (e.g., cockpit sides) that extend laterally past the outer edges of the floor pan and/or undertrays are not subject to the reference area restrictions. Fairings for streamlining suspension pickups are not subject to the reference area restrictions; however, such fairings shall be symmetrical about their horizontal axis.

It is the intent of these rules to minimize the use of “ground effects”. Thus, for the full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) Diffuser undertrays or venturi tunnels are prohibited. No aerodynamic devices (e.g., skirts, body sides, etc.) may extend more than 1cm (0.394 inches) below the lower surface of the floor pan to the rear of the front axle. Seat buckets or other protrusions shall not circumvent this rule. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. All ducted air for heat exchangers (water/oil) shall pass through those heat exchangers.

Measurement for compliance of the defined area shall be performed as follows:

1. A non-flexible straight-edge bar shall be placed against the lower surface of the reference area in a suitable section (unworn and flat enough to prevent rocking of the bar) from which the bar can be oriented to measure all parts of the reference area. The competitor shall be responsible for the availability of such a surface. The bar shall be of sufficient length to reach all portions of the reference area from that surface.
2. All measurements shall be taken vertically from the bar to the reference area surfaces. The total maximum vertical distance (additive upward and downward) from the bar to any part of the reference area surfaces shall be 2.54 cm. Skid blocks and or rub strips are not included in this measurement.

No aerodynamic devices (e.g., skirts, body sides, skid “planks”, undertrays, skid blocks, etc.) may extend more than 1 cm (.394 inches) below the defined lower surface of the floor pan reference area aft of the front axle centerline.



Shaping of the lower surfaces to create “venturi” type tunnels is prohibited. An example of venturi tunnels is shown in the following figure.

- e. It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. All ducted air for heat exchangers shall pass through those heat exchangers.
- f. Carbon fiber is not permitted in any external bodywork. Cockpit interior panels, internal ductwork, air intakes and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.

- g. Fuel cell vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit. ~~Fuel cell requirements per GCR Section 9.3.26.~~

D.8. Suspension

Suspension is defined as the system of springs, shock absorbers, control arms, links, etc., supporting the vehicle on its axles. Sway bars, sway bar links, steering components, etc., are not ~~classified~~ considered as suspension for this discussion in this section.

All suspension components shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings, and bushings, *spring caps, abutment nuts, shock absorber caps and nuts. Titanium and carbon fiber are prohibited.*

Front and rear hub carriers shall be only steel or aluminum alloy for cars manufactured after January 1, 1983. *(applies to FF only)*
Springs shall be steel only.

Control arms and all associated items ~~which that~~ attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit.

Shock absorbers: Design - unrestricted; ~~C~~ casing ~~M~~ material: steel or aluminum alloy.

All components ~~which that~~ are not defined as chassis/frame or suspension are unrestricted, unless otherwise restricted by these rules or the GCR. Titanium is prohibited. *Carbon fiber is prohibited*

It is not permitted to attach spoilers, fairings or other devices ~~which that~~ may exert downforce to the movable suspension members. If the suspension member is of streamline or airfoil cross section, it shall be symmetrical about its horizontal axis. Brake lines may be attached to ~~the~~ suspension members. *Brake lines may be enclosed in a symmetrical fairing.*

Formula/Sports Racing Item 9 text.

Modify 9.1.1.D as follows to allow the use of the Honda Fit 1500 engine in Formula Ford. (Note: sections from the current D.3 onward will be renumbered.)

D. FORMULA FORD PREPARATION RULES

NOTE: Contained herein are the 1986 Formula Ford chassis construction requirements (see D.6 and D.7).

Definition

- a. A formula for single-seat, open-wheel racing cars using standard Ford 1600 "crossflow" pushrod engines, *or a Honda Fit 1500 (L15A7) overhead cam engine*, with firewall, floor, and safety equipment conforming to the GCR.
- b. Formula Ford is a Restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.
- c. ~~Two~~ Three engines are allowed in Formula Ford:
 1. The Ford 1600 GT "Kent" pushrod "crossflow" as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in D.1.
 2. The Ford 1600 GT "Cortina" engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in D.2.
 3. *The Honda Fit (L15A7) 1500cc overhead cam engine as installed in a Honda Fit (all models starting 2009). The Honda Fit engine specifications are contained in D.3.*

D.3. Honda Fit 1500 (L15A7) Engine

a. General

1. *No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Fit factory service manual, Honda PN 61TK600 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.*
2. *Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.*
3. *All rubber fluid lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps maybe installed on*

the rubber oil lines.

4. No balancing, (with the exception of the connecting rods), lightening, polishing or other modification of moving parts of the engine is permitted.
5. Only stock Honda manufactured gaskets and seals as specified in the Honda Fit factory service manual are permitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).
6. For all Honda part numbers in these specifications, superseding part numbers are considered equivalent.

b. Block

1. The only permitted cylinder block is Honda PN: 11000-RP3-810
2. Honing of cylinders is permitted to a maximum diameter of 73.065 mm (2.8766 inches). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.
3. Block must use stock main bearing caps, girdle and hardware as supplied.
4. Minimum deck height from crank centerline: 220.00 mm (8.661 inches).

c. Crankshaft

1. The stock Honda Fit crankshaft, Honda PN: 13310-RB1-000, must be used with no modifications allowed.
2. Minimum weight: 27.7 lbs. No pilot bearing, pulsar or hardware.
3. Maximum stroke at piston: 89.55mm (3.526 inches)
4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Fit factory service manual.
5. The crank pulsar must not be altered in any way.
6. The crank pulley/balancer must not be altered or modified in any way.
 - a. Minimum weight: 3.90 lbs.
 - b. Honda PN: 13810-RB0-003.

d. Connecting Rods

4. Stock Honda Fit connecting rod must be used PN: 13320-RB1-000.
5. Minimum connecting rod weight with cap and bolts: 280.0 grams (9.88 ounces).
6. Connecting rods may be balanced to the minimum weight.
7. Maximum connecting rod length center to center: 149.05mm (5.868 inches).

e. Pistons

1. Honda Fit OEM standard size pistons, PN: 13010-RB1-000, must be used.
2. The use of over size pistons is not permitted.
3. Piston dimensions and weights:
 - a. Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: 72.990mm (2.8736 inches).
 - b. Centerline of wrist pin to crown maximum: 26.21mm (1.032 inches).
 - c. Maximum overall height from skirt to crown edge: 47.80mm (1.882 inches).
 - d. Minimum weight: 198.0 grams (6.984 ounces).
 - e. Minimum weight of piston pin: 66 grams (2.25 ounces).
 - f. Combined minimum weight of piston, piston pin and connecting rod: 543.5 grams (18.85 ounces).
4. Piston rings must be as used in the Fit engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.
 - a. The standard ring pack PN 13011-RB1-004 (Riken) or 13011-RB1-006 (Nippon).
 - b. No modification of the piston is permitted for the installation of rings.
 - c. Ring groove widths.
 - Top ring groove: 1.04mm (0.0409 inches) +/- 0.01mm.
 - Middle groove: 1.02mm (0.04016 inches) +/- 0.01mm.
 - Oil ring groove: 2.00mm (0.07874) +/- 0.01mm.

f. Cylinder Head

1. The only permitted heads are Honda PN: 12200-RB0-G00 (US spec) and 12200-RB0-000 (Japan Spec).
2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008 inches) based on a height of 120mm (4.72 inches).
3. The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.
4. Head gasket to be stock Honda Fit PN: 12251-RB0-004. Minimum compressed thickness of 0.76 mm +/- 0.05mm.
5. Cylinder head breather restrictor must be used as supplied by HPD, unmodified. PN: 15262-F21S-A200.

g. Camshaft

1. The only permitted camshaft is PN: 14110-RB1-J00; must not be modified.
2. The CMP pulse (cam trigger) plate must be as supplied, Honda PN 14221-RB0-003.
3. The camshaft and crankshaft sprockets must be as supplied, Honda PNs: 14211-RB0-J00 and 13621-RB0-003, respectively. Cam timing must not be altered; the timing chain must be installed as specified in the Honda Fit factory service manual. The timing chain/sprocket cover and crankshaft pulley may not be altered. With the engine at TDC (No. 1 cylinder), the "UP" mark on the camshaft sprocket must be at the top and the TDC grooves on the camshaft sprocket must line up with the top edge of the cylinder head.
 - a. Timing chain Honda PN: 14401-RB1-003.
 - b. Case assy, chain (sprocket cover) PN: 11410-RB1-000
 - c. Pulley comp, crankshaft, PN: 13810-RB0-003
 - d. Cam timing at lobe centers: (at 1mm after opening to 1mm before closing).
 - i. Exhaust: 119 degrees, +/-1.0 degree.

- ii. Intake VTEC on: 111 degrees, +/-1.0 degree.
- 4. Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.
- 5. Cam lobe heights: Intake, Primary: 35.240mm, secondary: 36.200mm, exhaust: 35.490mm.
- 6. Valve lift measured at the retainer:
 - i. Exhaust: 9.200.
 - ii. Intake VTEC off: 8.680.
 - iii. Intake VTEC on: 9.900
- 7. Valve rockers must not be modified in any way.
 - a. Honda PN: 14620-RB1-010 Arm Assy, rocker.
- 7. The VTEC system must be stock. The VTEC activation valve must be stock. The HPD ECU will activate the VTEC at 5200 RPM. Honda PN: 1581ORB0-G01.

h. Valves

OEM valves must be as used in the Fit.

- 1. Dimensions
 - a. Inlet PN: 14711-RB0-000 Exhaust PN: 14721-RB0-000
 - b. Maximum diameter: Inlet: 28.15mm Exhaust: 23.15mm
 - c. Maximum overall length: Inlet: 119.15mm Exhaust: 117.85mm
 - d. Minimum stem diameter: Inlet: 5.45mm Exhaust: 5.42mm
- 2. Valve location or angle must not be moved.
- 3. Reshaping of the valves is strictly prohibited.
- 4. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.
 - Inlet PN: 12204-PJ7-305 (over size)
 - Exhaust PN: 12205-PJ7-305 (over size).
- 5. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Fit factory service manual.
- 6. Valve stem installed height must be per The Honda Fit factory service manual:
 - Intake maximum: 46.8mm. Exhaust maximum: 46.9mm.
- 7. Valve stem seals must be Honda OEM parts.
 - Honda PN: Intake: 12210-PZ1-004 seal A.
 - Honda PN: Exhaust: 12211-PZ1-003 or 12211-PZ1-004 seal B.

i. Valve Springs

- 1. Valve springs are Honda OEM as specified in the Honda Fit factory service manual.
 - a. Intake PN: 14761-RB1-003, free length: 48.55mm.
 - b. Exhaust PN: 14762-RB1-007, free length: 54.52mm.
- 2. Valve spring shims are not permitted.

j. Compression Ratio

The maximum compression ratio is 10.55 to 1 utilizing Honda Fit factory service manual limits. Carbon may be removed.

k. Intake Manifold and Fuel System

- 1. The lower manifold must be stock Honda Fit parts. It is not permitted to add or remove material. No coating is permitted on the exterior or interior of the manifold. (SCCA Club Racing will have a standard port model for comparison.)
 - Honda PN: 17100-RB1-000
- 2. The upper manifold, air box and throttle body assembly must be used as delivered from HPD. External throttle return springs are unrestricted.
- 3. All gaskets and sensors utilized on the inlet manifold from head to throttle body must be Honda Fit OEM or HPD supplied.
 - a) Gasket In. manifold: 17105-RB0-004, Honda Fit OEM.
 - b) Gasket, EGR chamber cover: 17146-RB0-004, Honda Fit OEM.
 - c) Gasket In. port: 17115-RB0-007, Honda Fit OEM.
 - d) Gasket, restrictor: 17399-F21S-A200, (2 required) HPD.
- 4. The fuel rail and fuel pressure relief valve must be as supplied by HPD. Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01).
- 5. The Honda Fit engine is required to have an HPD supplied air inlet restrictor of specified internal diameter and thickness correctly installed within the intake system. The restrictor may not be modified in any way; the specified value can not be exceeded in any measurement of the diameter. The restrictor centerline or shape must not be altered. SCCA Club Racing will have go-no go gauges to verify that all competitors are in compliance. [The final mandated size of the restrictor will be determined once the final production engine is complete and power verified at Quicksilver RacEngines].

l. Fuel Pump

The fuel pump is unrestricted.

m. Exhaust Manifold

- 1. The exhaust manifold must be as supplied by HPD.
- 2. The exhaust manifold exit may be shortened within HPD specified limits to direct the tail pipe as necessary. The exhaust pipe must maintain a 2 inch outside diameter from the manifold exit to its outlet and must meet 9.1.1.D.1.s.9.
- 3. The Lambda sensor placement must be within XX mm +/- XXmm of the manifold cast parting line.
- 4. Exhaust coatings and wraps and heat shields may be used to control engine bay temperatures and protect other components.

n. Lubrication System

- 1. The oil pan must be as supplied by HPD. No modifications are permitted.
- 2. Oil feed pump must be stock Honda Fit. No modifications are permitted. Oil pressure may be adjusted for wear.

- a. The oil pressure sensor location must be as supplied by HPD.
- b. It is recommended that oil pressure be maintained at the factory service manual specification.
- 3. The scavenge pump must be as supplied from HPD. No modifications are permitted.
 - a. Rotor length: 25.400mm (1.000 inches)
 - b. Rotor outside diameter: 44.400mm (1.748 inches)
- 4. Scavenge drive pulleys must be as supplied by HPD. Drive belt manufacture is unrestricted provided the belt type and dimensions are as specified by HPD.
- 5. Hose routing and filter system are unrestricted.

o. Cooling System

- 1. Water pump and water pump pulley must be stock Honda Fit parts. No modifications are permitted.
Honda PN: 19200-RB0-003 Pump, water.
Honda PN: 19224-RB0-000 Pulley, water pump.
- 2. The water inlet and outlet at engine must be as supplied by HPD. The thermostat is unrestricted provided the housing is not modified. The thermostat bypass may be plugged.
- 3. Drive belt manufacture is unrestricted provided it is designed for use with Honda Fit crank pulley.
- 4. Radiator is unrestricted.

p. Electrical Equipment

- 1. The ECU and engine electrical harness must be as supplied by HPD. No modifications are permitted.
- 2. The ECU will be a sealed unit supplied by HPD. The ECU maps and inputs must not be modified. The ECU is capable of being swapped in the case of a protest.
- 3. Ignition coils must be stock Honda Fit, PN: 30520-RB0-003. No modifications are permitted.
- 4. All sensors related to engine operating parameters and/or supplied by HPD must be used. These sensors, their locations and mounts, and their wiring harness leads may not be altered or "piggy backed". Any sensors required for analog type gauges must be in addition to the HPD supplied sensors.
- 5. The alternator must be stock Honda Fit. PN: 31100-RB0-004. The alternator drive pulley must be stock. Alternator connections must be through the HPD engine electrical harness only. The alternator must not be disabled and must be accessible to SCCA officials.

q. Flywheel

- 1. The stock Honda Fit flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear.
 - a. Stock Honda flywheel PN: 22100-RB0-005.
 - b. Minimum weight with ring gear: 14.4 lbs.
- 2. The stock Honda Fit clutch must be used. No modifications are permitted.
 - a. Honda PN: 22300-RB0-005.
 - b. Minimum weight without friction disk: 7.0 lbs.
- 3. Stock Honda friction disk must be used. No modifications are permitted.
 - a. Honda PN: 22200-RB0-005.
 - b. Weight of new friction disk: 2.1 lbs.

r. Miscellaneous

- 1. All emission control devices must be removed and blocked off by the blanking plate provided by HPD, except the VTEC activation valve. The VTEC activation valve must be retained; it must be functioning.
- 2. Air filter is unrestricted.
- 3. The use of unleaded premium "pump" gas: 91 – 93 RON is recommended.
- 4. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component.
 - a. Fasteners – nuts, bolts, screws, washers, studs, etc. Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Honda and HPD.
 - b. Gaskets and seals, except those specified in the above rules.
 - c. Spark plugs.
 - d. Mechanical tachometer and analog gauges.
 - e. Oil and lubricants are unrestricted. HPD strongly recommends the use of oil and lubricants as described in the Honda Fit factory service manual.
 - f. The oil filler cap may be removed and plugged.

D.11.12. Weight

Minimum weight as qualified or raced, with driver:
 1050 lbs. Original Ford Cortina Engine
 1100 lbs. Up-rated Ford Kent and Honda Fit Engines

Table 2 section 9.1.1.1.A (F/SR Item 5)

Car	Engine	Wheel Width (In) ± .060	Aero	Transmission	Weight (lbs)	Notes
Swift 016	2.3 liter Mazda Duratec	(F) 10 (R) 14 Min. & 15 in Max.	See notes	5 speed sequential	1420	<ul style="list-style-type: none"> Drivers must have a copy of Appendix A provided by Swift Engineering available to present to Tech at their request Engine The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a 32mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises, and the maximum displacement is limited to 2261cc. Dimensions <ul style="list-style-type: none"> Wheel Base 109.3 inches (277.6 cm) Overall Length 177.1 inches (449.8 cm) Overall Width Front: 76.0 inches (193.0 cm) Rear: 75.8 inches (192.5 cm) The overall width will be measured at the wheel hub center by projecting a vertical plane from the widest outside rim surface. Other Dimensions: Reference Appendix A illustrations provided by Swift Engineering. All dimensions of the car within this table and Appendix A shall have a tolerance of + or - 0.2 inches. The bodywork may not be modified in shape or size; however, replacement bodywork may be supplied by sources other than Swift. Wings <ul style="list-style-type: none"> The wings and end plates may not be changed. The wings must have a Swift label visible on each wing showing the following part numbers: front wing (part no. 01612-0010), front flaps (part no. 01612-1021LorR), lower element, rear wing (part no. 01613-0010), and upper element, rear wing (part no. 01613-0013). All wings must conform to the wing angles and dimensions specified in the Appendix A illustrations provided by Swift Engineering. Rear Wing Top Element The rear wing top element may be adjusted within the designed range of +2.0° to +16.0°. Front Wing Main Plane and Rear Wing Lower Element At all times, the front wing and lower rear wing element must be maintained at the designed angle (as seen in illustrations 4 and 5 of Appendix A provided by Swift Engineering) relative to the chassis zero line. Wickers <ul style="list-style-type: none"> Wickers/gurneys may be added to the top of the trailing edge of the front flaps, front main plane, and rear wing lower elements only, and may not be used on the rear wing upper element. They must be 90 degrees to the mounting surface and may be no more 0.500 inch high as measured from the upper surface of the wing element. Wicker/gurney height must remain constant across the width of the individual component span. No saw tooth wickers/gurneys are allowed. The trailing edge of wings and flaps may be drilled for the purposes of attaching wickers/gurneys. All wing angles shall have a tolerance of + or - 0.3°. Shocks absorbers must be Dynamic Suspension Model DSSV with S5 and S6 valving in the front shock absorbers and S3 and S4 valving in the rear shocks absorbers.