

FASTRACK® NEWS

OFFICIAL SCCA MEMBER NOTIFICATION

EFFECTIVE FIRST DAY OF THE COVER MONTH: DECEMBER 2003

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GENERAL

BOARD OF DIRECTORS' MINUTES SPORTS CAR CLUB OF AMERICA October 4, 2003

The Board of Directors, Sports Car Club of America, Inc. met in Kansas City, MO on October 4, 2003. The following members participated: Tom Campbell, Chairman; Charlie Clark, Brian Holtz, John Martinsen, Phil Mellor, Ken Patterson, Gary Pitts, Bob Schader, Dan Sherrod, Erik Skirmants, Bill Weston and Kathy Barnes.

MOTION: To approve the corrected Minutes of the August 8-9, 2003 meeting. (Weston/Schader) PASSED.

CLUB RACING

Tom Campbell advised the Board that he has requested the Competition Board to provide recommendations for the GT category classes by the end of October. In the 2003 competition season, GT2 and GT 5 failed to meet the minimum participation level defined in the GCR. In recognition of the varying competition seasons across the country and the need for our members to prepare for those events early in the season, the Board will act soon after receiving those recommendations.

Bob Schader presented a request for a scheduling waiver for Rocky Mountain Division.

MOTION: To grant a waiver of GCR Section 3.4.3.I.1. to allow scheduling of a second Double National Race in Rocky Mountain Division during the 2004 season. This request has the approval of all the racing regions in the division. (Schader/Barnes) PASSED.

TREASURERS REPORT

It is anticipated that the Budget and Finance Committee will be receiving a draft proposal in November and plans to have the

budget process completed by the December Board meeting.

The Board met in Executive Session to discuss litigation and personnel matters.

Respectfully submitted,

Kathleen J. Barnes, Secretary

CLUB RACING

COMPETITION BOARD MINUTES SPORTS CAR CLUB OF AMERICA October 7, 2003

The Competition Board met via conference call on October 7, 2003. Participating were: Kurt Weiss, Chairman; Bob Dowie, Tom Howen, Kevin Kloepper, Jim Rogaski, Secretary. Also participating were: Kathy Barnes, Phil Mellor, BoD Liaisons. Phil Clarke, Director of Club Racing; Jeremy Thoennes, Technical Manager Club Racing; Bryan Cohn, Manager, Club Racing; Jim Brown, Assistant to Director of Technical Services.

The following decisions were made:

PROPOSED RULE CHANGES or CAR RECLASSIFICATIONS. The following subjects will be referred to the Board of Directors for approval. Comments, both for and against, should be addressed to the Competition Board.

GCR

Item 1. The Club Racing National Staff has identified additional sanctioning bodies that provide similar licensing requirements to our Club's standards. The National Staff is recommending that the GCR Item 1 proposal published in the September 2003 Fastrack, page F-226, be amended to recognize these sanctioning bodies's licenses as approved for Regional events. These changes are recommended for an effective date of 1/1/04.

Change paragraphs 2 - 4 of GCR Section 3.1.2.C note to read as follows:

Note: The current organizations that have their licenses approved by SCCA for competition in Regional events are:

~~CACC(national)~~ BMW CCA Club Racing, FIA (issued by any sanctioning body), ICSCC (Conference), IMSA, Mid- West Council, Porsche Club of America, SCCA Pro Racing, Waterford Hills Road Racing Club, West Canada Motorsport Assoc., Ontario Region CASC, Confederation of Autosport Car Clubs CASC.

Note: The current organizations that have their licenses approved by SCCA for competition in Vintage events are:

~~CHG, CSRG, CVAR, HMSA, MBHR, NRI, PVCPA, PUG, RPM, RMVR, SVRA, VARAC, VRC of BC, VSCDA, VSCR~~ SOVERN, Historic Sportscar Racing (HSR), Vintage Motorsports Council(VMC), Vintage Auto Racing Association (VARA).

Any questions should be directed to the National Office.

Add to GCR Section 5.5 a second paragraph:

With an active membership, a Novice Permit is valid for 24 months, with the following exceptions:

1. Minors must have current waiver on file at National Office

2. Drivers over age 60 must have a physical every year. (GCR 5.4)

3. Drivers requiring a medical waiver must have a physical every year. (GCR 5.4)

If the requirements have not been completed by the expiration date of the permit, the applicant shall start over with no credit given for previous schooling or racing.

From GCR Section 5.5.1, delete the sentence:

~~Should a Novice Permit be issued 3 months or less prior to the membership anniversary date, it may be extended through the full year to the next membership anniversary date, when the membership has been renewed.~~

Add to GCR Section 5.5.3. the following paragraph :

Drivers holding current WKA Road Racing Class 1 or Sprint Class 1, SKUSA Class "A" Semi Pro or Super "A", ASN Canada FIA Karting International "A" or "B", National "A", Porsche Owners Club Competition licenses may apply to the National Office with the appropriate fee for issuance of an SCCA Novice Permit with the school requirements waived.

A. Applicant shall be a current SCCA member.

B. Applicant shall include copy(s) of current license and SCCA or ASN approved medical form.

C. The normal requirements of this section may be followed thereafter.

Delete GCR Section 5.5.6 in its entirety and renumber Section 5.5.7 to read Section 5.5.6 .

5.5.6. - Renewal of Novice Permit

~~A Novice Permit shall be renewed only once. When it expires, it shall be renewed by the region upon receipt of a valid Medical form (see 5.4.), fee, and photographs, and the old Permit shall be attached to the new. If the requirements have not been completed at the expiration of the renewed permit, and the holder wishes to continue, he or she shall start over again with no credit for schooling or Regional race participation.~~

GT

GT1

Item 1. In response to the difficulties that occurred at the 2003 Valvoline Runoffs in determining what the appropriate wing height and locations are, as well as associated required bodywork modifications that were allowed during the 2001 TRANS AM season, the Competition Board is recommending that the TRANS AM spec wing

mounting rules be changed to require all TRANS AM spec wings to be located 2 inches below the roof line and not be wider than the bodywork, effective 1/1/04.

Change GTCS Section 17.1.2.D.8.a.11.B. to read as follows:

B. The ~~2001 Trans Am~~ Club Racing specified rear wing or a flat plane rear spoiler may be used. ~~If the 2001 Trans Am spec wing is used, it shall comply with all relevant Trans Am rules, and the car shall carry a 50 lb. weight penalty. Competitors using the 2001 Trans Am spec wing, shall have a copy of the 2001 SCCA Pro Racing Regulations at all competitions.~~ If a flat plane rear spoiler is used, it shall be contiguous with the rear bodywork rearward of the rear window, and shall comply with the following:

1. Height: No higher than eight (8) inches, measured from the bodywork along the face of the spoiler, from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rearview), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the rear face of the bodywork, the measurement shall be made ignoring any slight amount of mounting flange exposed due to the curvature of the rear bodywork at the point of attachment.

2. Width and Overhang: No wider than the body, excluding fender flares, from the forward most point of the spoiler (or mounting flanges) rearward. It shall not extend rearwards of the rearmost extremity of the bodywork for the entire width of the car (when viewed vertically from above the car at any point, the spoiler shall not protrude beyond the bodywork).

3. Mounting: Spoilers shall be strong enough to be self supporting, and shall be mounted directly to the rear hatch, deck, or trunk lid. A mounting flange no greater than one and one-half (1-1/2) inches wide, contiguous with the bodywork (either forward facing on the top surface of the bodywork or downward facing on the rear surface of the bodywork) shall be employed. No other forward facing sheet metal supports are permitted. Supplemental bracing may be added in the form of two (2) rods (maximum diameter one-quarter inch), mounted at least ten (10) inches inboard from the ends of the spoiler. Small rear supports may be added.

4. Configuration: the spoiler shall be a single plane spoiler (a straight line in any vertical crosssection), uniform in height from the rear bodywork. There shall be no gaps or openings below the spoiler for its entire width. Only enough curvature (in a fore-and-aft direction as viewed from above) shall be permitted to facilitate mounting. The use of fences, end rails, Gurney lips, wickerbills, or other forward facing lips or aerodynamic devices is prohibited.

NOTE: O.E.M. rear spoilers are not permitted unless specifically listed on the vehicle's specification form.

5. Club Racing wing assembly specs: Unmodified single element Liebeck airfoil #1LD104E scaled to a chord length of 10.75 inches. The maximum cross-sectional tolerance of the wing profile is 0.060 inch. A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing. The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No

portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs. The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 72.00 inches.

6. Wing mounting specs: The entire wing assembly must be mounted at least 2.00 inches below the peak of the roof (measured at vehicle centerline). Trailing edge of wing assy. must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork (measured at vehicle centerline). Two wing mounting posts must be used, with each one located between 16"-20" inboard from end of wing. Max. wing angle from horizontal is 30-degrees.

GT4 and GT5

Item 1. The GT4 and GT5 classes have been on and off participation probation for the last several years. In discussions with the GT community and the GT Advisory Committee, the Competition Board acknowledges the weakening of participation in our small bore GT classes. A significant portion of this weakening may be attributed to the lack of current small displacement engine production. The Competition Board is recommending that key changes be made to the GT4 and GT5 classes to evaluate combining the two classes into a single well-subscribed class in 2005. Part of this evaluation process incorporates a weight addition of 5% to all GT4 cars and a weight reduction of 2.5% for all GT5 cars. An additional rule change that will allow a maximum of a 7- inch wide rim in GT5 is also recommended effective 1/1/04.

Change GTCS Section 17.1.2.F.4.c.12. to read as follows and change all of the GT5 car specification lines to allow a 7-inch wide rim.

12. Wheels: Material is unrestricted, provided it is metal. All four (4) wheels shall be the same diameter, and the same rim size shall be used on the same axle, refer to specification lines for wheel sizes. The only authorized wheel size will be 13 x 7 for all GT-4 vehicles and up to a 13 x 67 for all GT-5 vehicles, unless alternates are listed on vehicle specification line. All GT4/5 cars listed with 15" diameter wheels, if prepared as tube-frame car, shall use 13" diameter wheels.

TOURING

Item 1. In order to clarify the Club's position on classifying convertible cars in the Touring category the Competition Board is recommending that the following language be added effective 1/1/05.

Add new language to TCS 17.1.8.D.8.a.5. to read as follows:

5. Other Body Components

a. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted.

b. Hatchback "privacy covers" shall be completely removed.

c. *Cars with convertible tops shall have them stowed as provided by the manufacturer unless specified otherwise on the cars specification line. Cars with convertible*

tops shall run an OEM hardtop securely bolted in place. Additional hardtop fasteners may be required and shall be identified on the cars specification line.

SHOWROOM STOCK

Item 1. In order to clarify the Club's position on classifying convertible cars in the Showroom Stock category the Competition Board is recommending that the following language be added effective 1/1/05.

Change the language in SSCS 17.1.3.D.5.

6. Cars with convertible tops shall have them stowed as provided by the manufacturer *unless specified otherwise on the cars specification line. Cars with convertible tops shall run an OEM hardtop securely bolted in place. Additional hardtop fasteners may be required and shall be identified on the cars specification line. Removable hardtops, unless required by specification line, or* Roof panels and hatchback privacy covers shall be completely removed from cars that are so equipped. Sunroofs, removable roof panels and "T" tops are permitted only if installed by the manufacturer of the vehicle. Sunroofs must be retained on the vehicle and securely bolted in place unless operating rails adequately secure the panel.

RECOMMENDATIONS TO THE BoD. The Competition Board provides its input to the Board of Directors on the following items.

None

MEMBER ADVISORIES. The Competition Board has become aware of the following issues and publishes these advisories to alert the membership to the Competition Board's plans regarding these issues.

The Competition Board held a special conference call on October 7, 2003 to address rule changes that needed to be processed by the Board of Directors for consideration of inclusion in the 2004 racing season. The normal Competition Board agenda will be addressed in the next monthly conference call scheduled for October 28, 2003.

JUDGEMENT OF THE COURT OF APPEALS

Jeremy Thoennes vs. SOM
COA Ref No. RO-03-01
September 15, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Valvoline Runoffs held at Mid-Ohio Sports Car Course, on September 15, 2003 Morris Hamm, Assistant Chief Steward for Tech, issued a Chief Steward's Action (CSA) ordering the removal of the Tech sticker of GT2 #1 for violation of GTCS specifications. Specifically, car #1 did not meet the weight specification. Jeremy Thoennes, Technical Manager of Club Racing and an official of the event, protested the CSA. The SOM disallowed the protest and Mr. Thoennes appealed their decision.

FINDINGS OF THE COURT

The appeal alleged that the GCR weight specification for the 2000 Toyota Celica was changed in error for 2003. The 2002 specification listed a weight of 1950 pounds and 2048 pounds for IRS suspension. The 2003 GCR listed 2048 pounds for the 2000 Toyota Celica and 1950 pounds for other Toyota Celica models. A new paragraph (17.1.2.F.2. GTCS page 34) was added to the 2003 GCR to provide for an additional weight of 100 pounds to be added to the basic weight for cars equipped with IRS rear suspensions.

The Competition Board was assembled at the event and identified that an error was made in this situation. They determined that the correct weight for the 2000 Toyota Celica (RWD) is 1950 pounds, not the 2048 pounds as listed in the GTCS specification line.

DECISION

The decision of the SOM is nullified in its entirety. The appeal is well founded.

JUDGEMENT OF THE COURT OF APPEALS

David Nokes vs. SOM
COA Ref No. RO-03-02
September 15, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Valvoline Runoffs held at Mid-Ohio Sports Car Course, on September 15, 2003 Morris Hamm, Assistant Chief Steward for Tech, issued a Request for Action (RFA) asking the Stewards of the Meet (SOM) to modify the Supplementary Regulations. The SOM, Marge Binks, Annie Christian and Rob Walker approved the Haztech Systems fuel testing procedure as a means of testing fuel for the presence of tetraethyl lead. David Nokes, Chief Steward, appealed their decision.

FINDINGS OF THE COURT

It has been identified that cars in classes that require unleaded fuels are using lead additives. The Assistant Chief Steward for Tech, Morris Hamm, issued a Request for Action (RFA) asking the Stewards of the Meet (SOM) to modify the Supplementary Regulations. The modification was to implement the Haztech Systems testing process to identify the presence of tetraethyl lead in fuel. The SOM approved the request. The Court of Appeals finds that the SOM exceeded their authority per GCR 3.6.2.

The Chief Steward has the responsibility and authority to use appropriate means to insure compliance with the requirements of the GCR. Appropriate testing methods and procedures should be evaluated for reliability and consistency before being implemented and enforced.

DECISION

The decision of the SOM is nullified in its entirety. The SOM do not have the authority per GCR 3.6.2. to modify the Supplementary Regulations in this case. The appeal is well founded.

JUDGEMENT OF THE COURT OF APPEALS

David Skultety vs. SOM
COA Ref No. RO-03-03
September 17, 2002

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Valvoline Runoffs held at Mid-Ohio Sports Car Course on 9/17/03, Marc Cefalo, driver of SSB #3 protested the car driven by David Skultety, SSB #45 for alleged violation of GCR 17.1.3.E.15, 16, and 29 (ride height, suspension and springs). The Stewards of the Meet (SOM), Charles Dobbs, Glen Wilhelm and Wally Sunderland, Chairman investigated and reached a decision. The front springs on car #45 were found to be non-compliant. Mr. Skultety was penalized with disqualification from the event and assessed 4 automatic penalty points. Mr. Skultety appealed their decision.

FINDINGS OF THE COURT

The appellant asked in his appeal if there

is an allowance for spring fatigue when comparing measurements and claimed that the assigned penalty was too severe.

The SOM received information from the Scrutineers and Jeremy Thoennes, Technical Manager of Club Racing. The technical inspectors provided measurement information for the left front spring from car #45 and a reference spring provided by Honda. Additional factory reference information utilized by the SOM was obtained by fax from the American Honda representative.

The ride height of car #45 was compared to the similar car of the protestor, #3, and found to be nearly an inch lower. The measurements of the left front spring removed from car #45 was consistent with the reference specifications with respect to wire diameter, inside diameter and outside diameter. The free length of the spring from car #45 measured 9.958 inches. The reference spring, from an uninstalled front assembly supplied by Honda, measured 11.23 inches. The manufacturer reference specification length is 10.87 inches. The spring from car #45 does not meet the specified dimensions and was found by the SOM to be not in compliance.

The Court of Appeals reviewed the technical information and inspected the subject parts. The COA identified that the spring from car #45 had been modified to produce a shorter free length and corresponding lower ride height. The right side front spring was inspected and was found to be similarly modified. The COA confirmed that the spring was not in compliance.

The penalty imposed by the first court is within their powers and is found to appropriate for the rules infraction.

DECISION

The decision of the SOM is upheld in its entirety. The appeal is not well founded and the fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS

S. David Roush vs. SOM
COA Ref No. RO-03-04
COA Ref No. RO-03-05
COA Ref No. RO-03-06
September 20, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Valvoline Runoffs held at Mid-Ohio Sports Car Course, on September 18, 2003 David Roush, driver of SSB #13, protested the three cars driven by David Nielson, SSB #04, T.C Kline, SSB # 12 and James Leithausser, SSB # 74, for alleged violation of GCR 17.1.3.A. and B. (Definition and automobile eligibility). The Stewards of the Meet (SOM), Fred Schmucker, Jack Hanifan and Rob Walker, Chairman, investigated and reached a decision. The SOM disallowed the protests. Mr. Roush appealed their decisions.

DATES OF THE COURT

The Court of Appeals, Roger Eandi, Clyde Kiser and Spencer Gorham, Chairman, met on September 19 and 20, 2003 to review evidence and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from David Roush
2. SOM Report and related documents
3. Testimony from David Nielson, T.C Kline and James Leithausser

4. Testimony from Kurt Weiss, Competition Board Chairman.

5. Testimony from Jim Rogaski, Competition Board Secretary

6. Testimony from Jeremy Thoennes, Club Racing Technical Manager

7. Testimony from Ken Brown, Former Director SCCA Technical Services

8. Testimony from Robert Davis, Senior Vice President, Mazda Marketing and Product Development

FINDINGS OF THE COURT

The Competition Board accepted the 2003 BMW Z4 2.5 liter for classification at their December 16, 2002 meeting. The classification notification was sent to the national office for publication. Due to a publishing mistake, the Tech Bulletin items from the December 2002 meeting and the January 2003 meeting were combined in Tech Bulletin 03-03 but inadvertently listed under one date (1/7/03). The published notification for classification in Tech Bulletin 03-03 (TB 03-03 effective 3/1/03) for the 2003 BMW Z4 identified that specifications were pending.

Specifications were supplied to the Competition Board by a member who obtained them from a BMW Internet site and were published in TB 03-04, effective 4/1/03. The supplied specifications were incomplete and contained only the minimum information necessary to complete the GCR specification line for the car. TB 03-06, effective 6/1/03, identified that the BMW Z4 was required to remove the convertible top and install a detachable hardtop.

TB 03-08, effective 8/1/03, changed the BMW Z4 weight from 2998 pounds to 3050 pounds and identified an alternate wheel.

The Showroom Stock Category Specifications (SSS GCR 17.1.3 A. and B.) list specific requirements for eligibility and compliance verification. The rules also provide that "Eligibility of cars may be discontinued at any time, for any reason other than competitive stature." It was determined that a Motor Vehicle Manufacturers Association (MVMA) "Manufacturers Motor Vehicle Specifications" form or equivalent for the 2003 BMW Z4 2.5 liter was not available to the Competition Board at the time of classification. The required factory workshop manual for the car was also not available. To insure compliance a shop manual or facsimile is also required to be in the possession of each entrant. David Nielson presented a CD version of a workshop manual to the COA that was loaned from a BMW dealer. Mr. Neilson, SSB #04, testified that BMW restricted the manuals to be available to dealers only. Robert Davis, Senior Vice president, Mazda Marketing and Product Development, testified relating to the level of technical information provided by Mazda to the Competition Board. The Competition Board relies on vehicle manufacturers and interested competitors to provide the correct and complete information required for classification. Because the required information for the 2003 BMW Z4 2.5 was not used by the Competition Board in the classification process the car is determined to be ineligible for competition in the Showroom Stock category.

The requirement that the 2003 BMW Z4 2.5 be equipped with a detachable hardtop to be eligible to compete is valid. The requirement that factory manuals are used for component compliance makes the factory top the only compliant option. The Competition Board intended for these cars to compete only with hardtops and the June

announcement was to confirm their standing policy for showroom stock cars. BMW had advertised that hardtops would not be available until December 2003. The factory hardtops used on the three protested cars were obtained by the competitors from Germany in June. Testimony was received identifying that hardtops became a BMW stocked item and readily available to US buyers during the month of September 2003. The approved competition configuration for the 2003 BMW Z4 is reliant on the availability of the hardtop and so did not meet the GCR requirements for classification at the time it was classified.

The findings are summarized as follows:

1. The Z4 was not on sale in the US in a raceable configuration until the availability of hardtops from BMW dealers, on or about September 2003. GCR requires that the auto being classified be available for sale in the US by March 1, of the model year.
2. The MVMA specification sheet, or equivalent, was not supplied by the manufacturer. Specification data came from an Internet site and was incomplete.
3. The factory workshop manual was not supplied to the SCCA National Office by the manufacturer.
4. Factory workshop manuals are not available to competitors. Competitors are required to have such a manual in their possession.

DECISION

The decision of the SOM is nullified in its entirety. The classification process employed by the Competition Board for the 2003 BMW Z4 2.5 liter in the SSB category is inconsistent with the requirements of GCR 17.1.3 A. and B. The MVMA form, factory manuals or facsimiles are not available for classification or compliance. The approved competition configuration was not available for sale to the general public in the United States by March 1, 2003. The car is ineligible for competition. The appeal is well founded and the fee less the portion retained by SCCA will be returned.

JUDGEMENT OF THE COURT OF APPEALS

Stevan Davis vs. SOM
COA Ref No. RO-03-07
September 18, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Valvoline Runoffs held at Mid-Ohio Sports Car Course, on September 18, 2003 Assistant Chief Steward, Morris Hamm, issued a Chief Steward's Action (CSA) citing Stevan Davis, FV # 80 for alleged violation of GCR 17.1b.C.6.a. (Transmission components). Mr. Davis was penalized by disqualification from the event. Mr. Davis protested the CSA. The SOM, Charles Dobbs, Glen Wilhelm and Wally Sunderland, Chairman investigated, upheld the CSA and assigned no automatic penalty points. Mr. Davis appealed their decision.

FINDINGS OF THE COURT

Mr. Davis agreed to the non-compliance of the transmission part, but appealed the severity of the penalty with no new evidence. The penalty of disqualification is within the powers of the SOM and is determined to be appropriate for the violation.

DECISION

The decision of the SOM is upheld in its entirety. The appeal is well founded and the fee less the amount retained by SCCA will be returned.

JUDGEMENT OF THE COURT OF APPEALS

David Severy vs. SOM
COA Ref No. RO-03-08
September 19, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Valvoline Runoffs held at Mid-Ohio Sports Car Course, on September 19, 2003 Jim Creighton, driver of #53 FP, protested the car driven by David Severy, # 90 FP, for alleged violation of PCS 17.1.1.D.11.1.a.1. of the GCR (main hoop of the roll cage is not the full width of the cockpit). The Stewards of the Meet (SOM) Jack Hannifan, Fred Schmucker and Rob Walker, Chairman, investigated and upheld the protest. The SOM recommended that Severy be allowed to compete in the event, but he must bring the roll cage into compliance by the first event of 2004. Mr. Severy appealed their decision.

FINDINGS OF THE COURT

The COA had a brief discussion with Mr. Severy relating to the possible penalties for mechanical non-compliance. Mr. Severy requested that his appeal be withdrawn. The COA allowed the appeal to be withdrawn.

DECISION

No decision was rendered. The appeal fee was returned to Mr. Severy.

JUDGEMENT OF THE COURT OF APPEALS

Grayson Upchurch vs. SOM
COA Ref No. RO-03-09
September 18, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Valvoline Runoffs held at Mid-Ohio Sports Car Course, on September 18, 2003 John Weisberg, driver of EP #6, protested the car driven by Grayson Upchurch, EP #56, for alleged violation of GCR 17.1.1.D.4.A.1. (number of forward speeds in transmission) and 17.1.1.D.6.E.1. (suspension modifications). The Stewards of the Meet (SOM) Jack Hannifan, Fred Schmucker and Rob Walker, Chairman, investigated and reached a decision. The transmission on car #56 was found to be compliant. The front suspension was found to be non-compliant. Mr. Upchurch was penalized a time penalty of one second added to his fastest qualifying time and assessed (3) three automatic penalty points. The tech sticker for car # 56 was removed and Mr. Upchurch was required to present a compliant configuration. Mr. Upchurch appealed their decision.

FINDINGS OF THE COURT

The COA had a brief discussion with Mr. Upchurch relating to the possible penalties for mechanical non-compliance. Mr. Upchurch requested that his appeal be withdrawn. The COA allowed the appeal to be withdrawn.

DECISION

No decision was rendered. The appeal fee was returned to Mr. Upchurch.

JUDGEMENT OF THE COURT OF APPEALS

John Weisberg vs. SOM
COA Ref No. RO-03-10
September 19, 2003

FINDINGS OF THE COURT

On September 18, 2003, at the Valvoline

Runoffs held at Mid-Ohio, Dick Templeton, Assistant Chief Steward, issued a Request for Action (RFA) citing John Weisberg, driver of #6 EP, for violation of GCR 14.1.5. (Unsportsmanlike Conduct). Specifically, Mr. Weisberg ignored the directions of race officials. The SOM, Barbara McClellan, Toni Creighton and Anne Christian, Chairman, found Mr. Weisberg in violation of GCR 14.1.5., 14.1.7., 14.1.4., 14.1.6., 4.5. and 3.8. Mr. Weisberg was penalized by a \$500 fine, loss of all qualifying times and a 13-event probation. Mr. Weisberg appealed their decision.

FINDINGS

Assistant Chief Steward, Dick Templeton, filed the Request for Action on Mr. Weisberg following his last qualifying session based on statements from numerous officials in the pit lane. These individuals stated that Mr. Weisberg was speeding in the pit lane and entered the course at the end of the session. The pit out starter stated that he stopped Mr. Weisberg at pit out with a red flag, and a red Stop sign, told him the session was over, and instructed him to enter the paddock. Mr. Weisberg then entered the cold track against the red flag and took another lap on the course. He entered the pit lane at the end of that lap at a high rate of speed and endangered the officials trying to stop him. He then engaged in intense arguments with race officials with regard to his on-track conduct.

The SOM heard numerous witnesses, interviewed Mr. Weisberg, and reviewed the race log and also the Stewards of the Course log. During the course of the investigation, the SOM learned that Mr. Weisberg had been spoken to earlier in the week about his excessive speed in the pit lane.

The SOM found Mr. Weisberg in violation of 14.1.5. (Failure to obey an official), 14.1.4. (Reckless and dangerous driving in the pit lane), 14.1.6. (Refusing to cooperate with officials), 14.1.7. (Unsportsmanlike conduct), 4.5. (Conduct prejudicial to the reputation of SCCA), and 3.8. (Entries. By signing the entry form Mr. Weisberg agreed to be bound by the GCR and Supplementary Regulations). The SOM placed Mr. Weisberg on probation for thirteen (13) SCCA events, removed all of his qualifying times, and fined him \$500.

In his appearance before the Court, Mr. Weisberg apologized to the Court, said that he was "having a bad week" and that his behavior was not typical. He also said he had apologized to the personnel in the pit lane. He argued that the penalty imposed by the first court was excessive and did not relate to his violations. He felt that his qualifying times should be reinstated.

The penalties assigned by the first court are considered to be lenient in this case. If not for the repentant attitude of Mr. Weisberg, the COA would have considered disqualification from the event at a minimum.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Weisberg's penalty is modified to reflect the \$250 maximum allowed per the GCR. The appeal is well founded and the fee, less the amount retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS

Jacek Mucha vs. SOM
COA Ref No. RO-03-11
September 20, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Valvoline Runoffs held at Mid-Ohio Sports Car Course, on September 20, 2003 Jeff Miller, driver of CSR #0, protested CSR #07, driven by Jacek Mucha. Mr. Miller alleged violations of GCR 17.1.5.A.5a. and b. (bodywork ducting, exposed suspension component and floor). The SOM, Andy Welden, Marge Binks, Bob Eddy, and Michael West, Chairman, held a hearing, reviewed evidence and found the car of Mr. Mucha to be non-compliant. The SOM disqualified him, removed his National accrued points, and assessed seven (7) penalty points as required by GCR 14.14. (Automatic Penalties). Mr. Mucha appealed their decision.

FINDINGS OF THE COURT

The Court of Appeals heard testimony from Jacek Mucha, Morris Hamm, and tech inspectors. Car #07 was extensively viewed, measured, and photographed by the Court. At Mr. Mucha's request, the Court viewed the SCCA Sports Racer for comparative purposes regarding the duct design.

The Court observed that the ducting system used on Mr. Mucha's car is very similar to the SCCA design which is considered compliant. In both cases, the incoming air is directed either through the heat exchanger or horizontally to exit behind the wheel. This horizontal flow does not create downforce. The front duct work on Mr. Mucha's car is compliant.

The Court observed that a diagonal front suspension strut is sheathed with body material, but it is not firmly attached to the body and therefore cannot be considered part of the bodywork. The visible cover is then considered part of the suspension and can be viewed both from the side and from above. The bodywork is not in compliance with the requirements of GCR SRCS 17.1.5.A.5.a.

Mr. Mucha affirmed that he had raced his car in its present configuration during 2003. The protestor had the opportunity to express his concerns relative to the compliance of CSR #07 at several prior events in which they both had competed. The COA considers the Valvoline Run-Offs to be distinct from the qualifying National races and discourages retroactive penalties.

DECISION

The Court of Appeals modifies the decision of the SOM. Mr. Mucha's penalty is modified to exclude the loss of accrued National points. The penalty of disqualification stands, and Mr. Mucha is assessed four (4) automatic penalty points. The appeal is well founded and the fee less the amount retained by the SCCA will be returned.

JUDGEMENT OF THE COURT OF APPEALS

Mark Sandridge vs. SOM
COA Ref No. RO-03-12
September 20, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Valvoline Runoffs held at Mid-Ohio Sports Car Course on September 18, 2003, Stan Wilson, driver of T2 #92, protested car T2 #49, driven by Mark Sandridge. Mr. Wilson alleged violations of GCR 17.1.8.D.5.B.1, 17.1.8.b, 17.1.8.c.4 and 17.1.8.D.r.2.C (ride height, spring length, spring rate, rear chassis bump stops and rear spring vibration dampers). The SOM, Glen Wilhelm, Chuck Dobbs and Wally Sunderland, Chairman, met to establish a tear down bond, investigate the allegations,

and reach a decision. The ride height, springs and vibration dampers were found to be compliant. The SOM announced their decision to Mr. Sandridge. Upon review the SOM identified that the bump stops had not been inspected. The protest action was reopened by the SOM and the car re-inspected. At this time the SOM found that the bump stops were not installed on car #49. The SOM found the car to be non-compliant and disqualified Mr. Sandridge. Mr. Sandridge appealed their decision.

FINDINGS OF THE COURT

Following the T2 race, car #49 was held in impound to allow the protest by Mr. Wilson to be resolved. Following an initial survey underneath the car by race officials, the car #49 crew was instructed to remove the wheels in preparation for spring removal. The crew was later instructed to remove the front and rear springs to be checked for compliance. The SOM found the springs to be compliant and then later identified that the rear bump stops were missing from the mounting positions on the frame above the rear axle. The car was held in impound overnight and after the SOM reached the decision to disqualify Mr. Sandridge.

The appeal of the SOM decision was filed the next morning and included Mr. Sandridge's explanation for the missing bump stops. The Court of Appeals inspected car #49, still held in impound, to confirm the absence of bump stops. A set of rear bump stops with mounting bolts and other removed suspension components were found in a closed container adjacent to the car, as claimed in the appeal. Mr. Emmons, the crew chief for car #49, stated that his standard procedure for removing the rear springs included removal of the wheels and bump stops to facilitate the process. Mr. Emmons displayed the installation and removal process to the COA. The process took less than 5 seconds using a power wrench. The officials conducting the initial inspection could not recall having identified the bump stops being in place on car #49 nor did an official observe their removal. The COA could not determine that car #49 had competed without rear bump stops.

DECISION

The decision of the SOM to disqualify Mr. Sandridge for missing bump stops is nullified. Both the evidence of the first court and new evidence were considered. Despite the extensive quantity of evidence and testimony the COA found there to be insufficient evidence to produce a conclusive decision. The \$ 375 teardown bond, established by the SOM, is awarded to the protestee, Mr. Sandridge. The appeal is well founded and the fee less the amount retained by SCCA will be returned.

JUDGEMENT OF THE COURT OF APPEALS

John Phillips vs. SOM
COA Ref No. RO-03-13
September 21, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Valvoline Runoffs held at Mid-Ohio Sports Car Course, on September 20, 2003 Bill Weston, Assistant Chief Steward for Tech, issued a Chief Stewards Action (CSA) disqualifying John Phillips, driver of SSB # 43 for unauthorized vehicle modifications per GCR 17.1.3.E. (Showroom Stock Vehicle Preparation) and 18.2.1.B. & C. (SS Roll Cage). Mr. Phillips protested the CSA. The SOM, Jack Hanifan, Bob Eddy and Rob

Walker, Chairman, met and reached a decision. They found the front sub frame and roll bar modifications to be non-compliant and disallowed the protest. Mr. Phillips appealed their decision.

FINDINGS

The sub frame of the car in question was compared with sub frames of other SSB cars and with a new sub frame acquired from Mazda Speed. Mr. Phillips testified that his car had suffered crash damage on the left front of the car earlier in the season and rather than replace the sub frame, he had it welded. Inspection showed additional welding around the sub frame at upper A-arm mounting points on both the right and left sides of the car. The repair welds were in excess of the factory welds. The crash damage had been on the left side of the car and that repair was considered acceptable. The welding on the right side of the sub frame was not a result of crash damage and thus extended beyond the repair of the stated crash damage. The additional welding produced a non-compliant part.

The hardtop on the car was attached to the roll cage rather than to the chassis as required by GCR 18.2.1.B. and C. The installed hard top is considered to be part of the chassis. The roll cage is limited to eight (8) defined attachment points to the chassis. The defined attachment points are to the floor and optionally the firewall but not to the top. This roll cage has ten (10) attachment points and therefore the installation is non-compliant. This configuration of hardtop attachment has been approved in the Southwest Division but does not meet GCR requirements.

DECISION

The decision of the SOM is upheld in its entirety. Mr. Phillips car had non-compliant modifications to the front suspension and to the roll cage. The appeal is well founded and the appeal fee less the amount retained by SCCA is returned.

SOLO

SOLO EVENTS BOARD MINUTES SPORTS CAR CLUB OF AMERICA August 26, 2003

The Solo Events Board met by conference call August 26th. Attending were SEB members Colan Arnold, Charlie Davis, Paul Brown, Mark Sirota, Mari Clements, Mark Sipe, Marcus Merideth, and Andy Hollis; Howard Duncan and Doug Gill of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

SOLO II GENERAL ITEMS

- Openings are anticipated in all of the advisory committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, SSC) in the near term. Interested SCCA members should submit their qualifications in writing to the SEB via the National Office.

- The SEB position representing the Rocky Mountain Division will be vacant at the end of 2003. Interested SCCA members should submit their qualifications in writing to the SEB via the National Office.

TIRE RACK SOLO II NATIONALS

- The SEB discussed Impound compliance checks for the National Championships, and planned meetings with various advisory committees.

MEMBER ITEMS NOT RECOMMENDED

Allow dealer-installed cosmetic items in Stock (ref. 03-632)

TECH BULLETIN

1) Stock: Per the SAC, the following new listings are added, effective upon publication:

Mazda Milennia	HS
Mazda Milennia S/C	GS

SOLO EVENTS BOARD SPORTS CAR CLUB OF AMERICA September 23, 2003

The Solo Events Board met by conference call September 23rd. Attending were SEB members Colan Arnold, Charlie Davis, Paul Brown, Mark Sirota, Mari Clements, Mark Sipe, Marcus Merideth, and Andy Hollis; Erik Skirmants of the BOD, and Doug Gill of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

SOLO II GENERAL ITEMS

- The following amended version of a previously published rule change proposal is being recommended by the SEB to the BOD:

ITEM 1) Effective 1/1/2004, replace the first paragraph of 3.7 with the following:

"A. All vehicles must display numbers and class letters on both sides, which must be readable by Timing & Scoring, Course, and Grid workers at all times.

B. Only one set of numbers and class letters may be visible while the vehicle is running.

C. Class letters shall be represented by the abbreviated form rather than be spelled out. Ladies' classes shall be indicated by the letter "L" following the class letters. (Example: "BSPL" instead of "B Street Prepared Ladies").

D. Numbers and class letters should be positioned next to each other. All numbers and class letters must use the same typeface and the same color, and this color must provide adequate contrast to the background color (see Appendix F for examples)

E. Numbers must be a minimum of 8" high with a 1.25" stroke. Class letters must be a minimum of 4" high with a 0.75" stroke. In all cases, the height of the class letters must be between 25% and 75% of the height of the numbers. Stroke width must be at least 10% of the height. (See Appendix F.)

F. That the "1" on two-driver cars and the "L" on Ladies' class cars are subject to all of the above requirements with regard to placement, color, size, and stroke.

G. Karts may run numbers and class letters of reduced size, provided they are displayed on the front and rear in addition to both sides and are compliant with karting standards as set by Stars of Tomorrow or the International Karting Commission (CIK-FIA). In no case may the numbers be smaller than 15 cm in height with 2 cm stroke, with a prescribed high-contrast color and background.

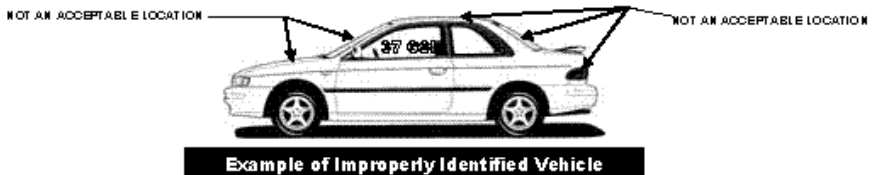
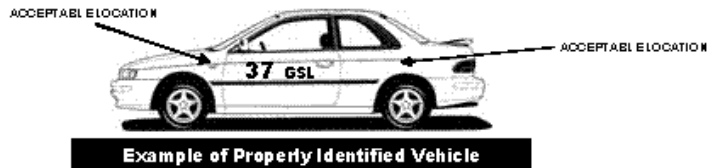
H. For National Championship, National Tour, and Divisional competition, current official SCCA required decals must be displayed on each side of the vehicle in a prominent location."

(Note: Appendix F will contain further information regarding contrast and stroke, and details regarding approved implementation methods)

Also add to Appendix F as follows:

"VEHICLE IDENTIFICATION

The following illustration are intended as examples to help guide competitors in the placement and sizing of their numbers and class letters.



- The following previously published rule change proposal is being recommended by the SEB to the BOD:

ITEM 2) Effective 1/1/2004, Change Section 8.2.1, and relocate 8.3.8 to 8.2.2, to read as follows.

"8.2.1 Protest Fee

The protest shall be accompanied by a protest fee of \$25 at Divisional or National Tour events and \$50 at National Championship events. The fee will be doubled for protests against cars (see 8.3) that are filed after the car is released from impound on its first day of competition. The protest fee is waived for protests filed in an official capacity by the Chief Steward.

8.2.2 Time Limits

A. A protest against a competition vehicle shall be lodged before it is released from Impound on its final day of competition.

B. A protest against the actions of a driver, entrant, or official during class competition, including a protest against Timing and Scoring, shall be lodged not later than 30 minutes after the class is released from Impound on the day of the suspected violation of the rules.

C. A protest against the actions of a driver, entrant, or official outside of class competition shall be lodged not later than 30 minutes after the last class is released from Impound on the final day of competition.

D. A protest filed in an official capacity by the Chief Steward shall be lodged not later than 30 minutes after the last class is released from Impound on the final day of competition, except for a protest resulting from an Impound or Protest Committee inspection. Such protests shall be lodged within a reasonable time after discovery of the suspected violation of the rules."

- Openings are anticipated in all of the advisory committees (SAC, STAC, SPAC, SMAC, PAC, MAC, KAC, SSC) in the near term. Interested SCCA members should submit their qualifications in writing to the

SEB via the National Office.

- The SEB position representing the Rocky Mountain Division will be vacant at the end of 2003. Interested SCCA members should submit their qualifications in writing to the SEB via the National Office.

SOLO II STOCK CATEGORY

- The proposed reclassification of the Toyota Celica GTS ('00+) has been withdrawn, per the recommendation of the SAC. Comment: The GTS is felt to be faster than the GT, and moving it to GS would upset the current balance of the class.

- The proposed reclassification of the BMW 330i and 330Ci variants has been withdrawn.

- The following previously-published class change proposals, all effective 1/1/2004, have been recommended by the SEB to the BOD:

ITEM 3) Move the BMW M5 to AS

ITEM 4) Move the Acura RSX-S to GS

ITEM 5) Move the '93-'97 Honda Prelude to GS

ITEM 6) Move the Chevrolet Camaro SS to AS

ITEM 7) Move the Pontiac Firebird WS6 to AS

SOLO II STREET TOURING CATEGORY

-The following previously-published items have been recommended by the SEB to the BOD:

ITEM 8) Effective 1/1/2004, replace the first sentence of 17.8.C with the following: "The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut, and the original upper mounting holes may be slotted." Also add as a new section 17.8.D (and re-letter subsequent sections accordingly): "Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted."

SOLO II STREET PREPARED CATEGORY

- The following previously-published items, all effective 1/1/2004, have been recommended by the SEB to the BOD:

ITEM 9) Move the Toyota MR2 s/c to CSP

ITEM 10) Change "may" to "shall" in 14.2.H.c.

ITEM 11) Change the first sentence of Section 14.2.D to read "Any seat may be used, provided the seating surface is fully upholstered."

ITEM 12) Replace the first sentence of 14.8.D with the following: "The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut, and the original upper mounting holes may be slotted." Also add as a new section 14.8.E (and re-letter subsequent sections accordingly): "Camber bolts may be installed, providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted."

ITEM 13) Add the following paragraphs as a new section 14.10.I (and re-letter subsequent sections accordingly):

"Engine mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. The amount of metal in a replacement mount may not be increased relative to the amount of metal found in a stock mount for the particular application. Solid metal mounts are specifically prohibited. Any non-metallic inserts may be used.

Hydraulic shock type rear engine locators, or bobble struts may be replaced by manufacturer's performance part, or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type. No solid mounts may be substituted.)

If one or more non-OE engine mounts are used, 14.10.J does not apply and a torque suppression device may not be used."

Also change the re-lettered 14.10.J as follows: Remove Item 1 under "Examples of devices not permitted". Remove the last paragraph. Add a new last paragraph as follows: "If a torque suppression device is used, 14.10.I does not apply and replacement engine mounts may not be used. The allowance for the use of a torque suppression device will no longer apply as of 1/1/2007."

ITEM 14) Change the first part of 14.5.C to read as follows: "C. Any shock absorbers may be used. Shock absorber mounting brackets which serve no other purpose may be altered, added or replaced, provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as Stock." *Comment:* this is meant to provide for reasonable bolt-on installation methods for a wider variety of commonly-available aftermarket shocks.

SOLO II STRET MODIFIED CATEGORY

- The Street Modified shock absorber allowances, being based on the Street Prepared allowances, will be amended by the applicable Street Prepared item above.

- The following previously-published rule change proposals have been recommended by the SEB to the BOD:

ITEM 15) Effective 1/1/2004, add to 18.1.F: "Subframe bushings may be replaced with bushings of any material as long as they fit in the original location. Offset bushings may not be used."

SOLO II PREPARED CATEGORY

- In response to member feedback, the PAC and SEB have issued the following corrections and updates to the previously-published Prepared restructure proposal:

Section 15:

- 15.2.K was redundant to 15.12.A.1 and 2. "Roll bars and cages may either be bolted or welded to the vehicle" is added as 15.12.A.3.

- Add to 15.2.V: "Cars utilizing four-wheel drive will have a minimum weight 10% greater than the Appendix A weight."

o 15.8.B.4: Revert to 2003 wording as follows "... (e.g., independent, live axle, etc.)"

- 15.10.C.3.b and c are redundant. Subsection c is removed.

- 15.10.K.2: "(and associated covers)" has been added to incorporate a recent clarification.

- 15.10.L.1: "V-8" is replaced by "eight cylinder" for consistency sake. "Alternate blocks which are of the same material and nominal dimensions as standard are allowed." is moved here from Appendix A. "Note" referring to "SCCA approved" blocks is deleted. *Comment:* The PAC felt this note was not intended to go into the rule book.

- Weight calculations have been re-numbered 15.11.B.

- The final paragraph, beginning "Cars competing under..." is supposed to be in Appendix A under class A Prepared.

Appendix A:

- In BP and CP, the "Engine coolant flow direction is unrestricted" sentence is relocated to its own line.

- The small block and big block maximum displacements in BP have been removed, as the current interpretation does not limit displacement in this manner.

- The firewall/floor wording for BP and CP is replaced with: "The floor in the driver/passenger compartment may be replaced, but must maintain the basic shape and position of the original floor, i.e., flat and horizontal, relative to the car and rocker panels. It may not be curved, angled, recessed or channeled between the rockers, and may be made of steel and / or aluminum only. Replacement floors may be modified per 15.2.E. The firewall between the engine compartment and driver/passenger compartment may be replaced, but must be in approximately the same location as the original, and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and / or aluminum only, and may be modified per 15.2.F."

- The 2004 BP weight for the BP Rx-7 Turbo has been amended to 2300 lbs. The 2004 weights for BP Corvettes have been reduced 100 lbs from their 2003 specifications.

- Alternate body panel listings for C-4 Corvettes are removed.

- The weight for the MR2 (non-s/c) in DP should be 1925.

TECH BULLETINS

1) Modified: The second sentence of 16.1 is clarified as follows: "The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car. The following are approved as clones of the Lotus Seven and are eligible for competition in DM and EM as modified production-based cars: Caterham Super 7, Birken, Locost 7, Rotus Seven, Stalker V6, Viking, Westfield, and WCM Ultralite."

2) Modified: Section 16.1.J should read as follows: "Wings are prohibited, except for standard parts (as defined in 12.4) on mod-

els which meet the requirements of Section 13.0 (first paragraph) or are explicitly listed in Appendix A."

PERFORMANCE RALLY

PERFORMANCE RALLY BOARD MINUTES SPORTS CAR CLUB OF AMERICA September 17, 2003

Attending:

PRB Members:

Ralph Kosmides
Beryl Ann Burton
Christian Edstrom
JB Niday
Bill Bradshaw
George Plsek

Non-PRB Members

Doug Robinson
Sue Robinson
Jim Kloosterman
Kurt Spitzner
Dan Coughnour
Lyn Nelson
Joe Noyes

Reports

1. Received reports from Wild West
 - a. Dan, Series Mgr Report
 - b. Joe, Safety Steward Report
 - c. Letter from Competitor Liason
 - d. Competitor evaluations
2. Kendall Russell - notification; Christian to confirm receipt of letter by outgoing SEDIV Club Rally Steward.
3. Move to change PRB meetings, modify schedule to 2 per month
 - a. Each meeting will have Reports, Old Business, New Business, Executive Session
 - b. Move to generate additional task list from each meeting.
4. Discussion of 2004 Schedule
 - a. 2004 schedule discussed.
5. October 1 summit
 - a. Reviewed schedule and status of meeting.
6. JB strategic Plan
 - a. Reviewed schedule for strategic plan
 - b. JB to present at next meeting.
7. Rules status
 - a. 2004 rules will go to publisher on October 1, 2003
8. Recalculate speed Factor without subjective analysis
 - a. Moved to transfer management of Speed Factors to PRD.
 - b. Speed Factors transferred to PRD.
9. Status of Operations Manual
 - a. Received update from BerylAnn Burton
 - b. BerylAnn will schedule two additional calls to discuss Operations Manual
 - c. BerylAnn will publish revised schedule.

New Business

1. Sign off by organizer
 - a. Lynn to provide information regarding providing more resources to do Safety Stewarding
2. PRB Moves to appoint a pool of SCCA members available for Court of Appeals:
 - a. JB Niday volunteers to appoint members in waiting for Court of Appeals.
 - b. Each PRB member will suggest members to JB.
3. Notes - descriptive
 - a. Sue will poll users of notes regarding descriptive vs. numeric
4. Correspondence
 - a. Received letter from Mark Larson regarding Practice Stages.
 - a. George Plsek will respond to Mark.
 - b. Received letter from Chuck Cox regarding RallyCross eligibility for Mazda Miata with factory hardtop.
 - PRB authorizes Doug Robinson to respond to the letter.

- c. Received letter from Mark Utecht regarding SpeedFactors.
 - George Plsek will respond to Mark.
- 5. Other open items
 - a. Agenda Items for next meeting
 - b. Garrett to report on Series Sponsorship
 - c. 2004 tie-breaking procedure
 - d. Review Colorado Cog rally.

**PERFORMANCE RALLY BOARD MINUTES
SPORTS CAR CLUB OF AMERICA
September 24, 2003**

Attending:

PRB Members:

- JB Niday
- Beryl Ann Burton
- John McArthur
- Bill Bradshaw
- Christian Edstrom
- George Plsek

Non-PRB Members:

- Kurt Spitzner
- Sue Robinson

Old Business

- 1. Review Action Items
- 2. Review Stage Note Questionnaire
 - a. Stage Note Questionnaire approved.
- 3. Review Letter to BoD regarding restriction implementation and one-pass recee.
 - a. Letter approved.

New Business

- 1. Report on Colorado Cog Rally
 - a. PRB received report from John McArthur.
 - b. Good event, excellent committee.
 - c. Good net control.
 - d. May need to run a 2-day multi-coefficient ClubRally prior to becoming a ProRally event.
 - 2. Questions re: accidents at Colorado Cog
 - a. Will request Jemba Stage Dynamics Index for all of Colorado Cog Rally.
 - b. Will compare SDI against other events, and verify SS3.
 - c. Will ask Arne for analysis of situation.
 - 3. 2004 Calendar
 - a. Reviewed 2004 Calendar.
 - b. PRB moves that Wild West Rally not be included in the 2004 ProRally calendar, but be an observed ClubRally for 2004, for consideration for inclusion in the ProRally championship in 2005.
 - c. Motion carries 6-0.
 - 4. LSPR One-Pass recee proposal
 - a. PRB commends the LSPR organizers for their willingness to attempt one-pass recee.
 - b. PRB will promote discussion of one-pass recee at the October 1 summit.
 - c. Due to late notice and changed travel plans and additional expense to competitors, the PRB does not approve one-pass recee for LSPR 2003.
 - d. Christian Edstrom will draft a thank you letter to the organizers.
 - 5. Pool of appeals people
 - a. Each PRB member will nominate 2 persons for standing CoA wait-list to JB.
 - 6. Correspondence
 - a. John McArthur responded to Mark Utecht's inquiry regarding Speed Factors.
 - b. John McArthur will forward letter to Doug Shepherd.
 - 7. Review of Spectator Management
 - a. PRB reviewed Spectator Management document and approved it with praise.

ROADRALLY

**ROADRALLY BOARD MINUTES
SPORTS CAR CLUB OF AMERICA
Via conference call
October 1, 2003**

The RoadRally Board (RRB) met via conference call on October 1, 2003.

Attending were: Jim Mirrielees, Chairman; Tim Craft, Secretary; members Ron Ferris, Mike Thompson, and Steve Gaddy; Bill Weston, Board of Directors Liaison; and Dave Kolb, Rules Committee.

Jessica Toney and Tasha Goodale of the National Office were unable to attend.

Chairman Mirrielees called the meeting to order at 8:03 p.m. Central Time.

Minutes of the September 3, 2003 meeting were approved as distributed. (Ferris/Thompson)

Pending business

1. 2003 event review and update

Discussion: Two National Divisionals remain to be run in CenDiv this season: Johnny Appleseed and Wisconsin Glacier Trails.

USRRC: The prechecks have been completed, so the last events of the season are ready to go.

2. RoadRally web pages update

Discussion: The RoadRally portion of the SCCA web site has been updated. Links have been rechecked and are all working correctly. Steve Gaddy will take the lead in specifying the items the RRB expects on the redesigned SCCA web site, including a more formal communications method for the entire RoadRally community.

3. RoadRally safety update

Discussion: Ron Ferris has updated the Safety Steward list. He is also reviewing Sasha Lanz's game or gimmick rally how-to manual, which will ultimately be distributed to regions interested in starting rally programs.

4. 2004 RoadRally schedule

Discussion: Mike Thompson has contacted organizers to build a tentative 2004 RoadRally schedule. Responses have been enthusiastic, and the schedule is filling out nicely. A tentative schedule should be ready in November.

5. RoadRally seminars for the 2004 SCCA convention

Discussion: The RoadRally seminar schedule will be finalized at the November and December meetings.

6. Claims appeal recommendations

Discussion: In certain cases, contestants wish to appeal the decision of a claims committee. The RRB is willing to hear such appeals, but hopes that such instances will be rare. Should a competitor wish to appeal the decision of a claims committee, such appeal, along with all supporting material, must be submitted to the Secretary of the RRB no later than 10 days after the event. The entire RRB will then hear the appeal. A formal procedure, including a fee schedule, will be printed in FasTrack to be effective for the 2004 season. In the meantime, comments from the members are welcome.

7. Manufacturer/marque awards program

Discussion: Ron Ferris has revamped the marque awards program for National and National Divisional rallies. Appendix C of the RRRs will be updated so that the Manufacturer's Rally Championship will be reinstated in 2004.

New business

1. CERs in 2004

Discussion: Steve Gaddy has been reviewing various evaluation forms, looking to create a standard evaluation form that rally committees can use if they so desire. While the RRB encourages thoughtful and critical review of events, there are no plans at this time to require anything. The RRB wants to receive comments from competitors, and

will share summary information with organizing committees as appropriate.

2. Requiring National competitors to compete in Divisional rallies

Discussion: Mike Thompson (Jim Mirrielees second) moved that National competitors be required to count two National Divisional rallies toward their respective National Championship in 2004. Motion failed. The RRB wants to monitor the growth of National Divisional rallies and competitors in 2004 before making such a move.

3. 2004 RoadRally Rules updates

Discussion: Updates to the 2004 RRRs are minor. Dates, RRB members, phone numbers, Rules Committee members, and awards will be updated. Two other minor changes to Claims Committee procedures to align the RRRs with the RFOs are also being made.

4. Potential RoadRally class restructuring

Discussion: Are the current RoadRally class definitions appropriate? To a certain extent, rally equipment does not determine success. A handicap system can encourage more competition despite different experience levels. The RRB will continue to investigate a number of proposals.

Action items

- Steve Gaddy: Devise a new CER form and collect comments.
- Tim Craft, Jessica Toney, Ron Ferris: Finalize a claims committee appeals procedure.

Respectfully submitted,
Tim Craft, Secretary

REGIONAL SCHEDULES

REGIONAL SOLO II

NORPAC

Dec 7 Oakland Coliseum,
Oakland, CA 408-782-6525

SEDIV

Dec 7 Nashville Super Speedway,
Nashville, TN 615-220-9404
Dec 7 McConnell-Talbert Stadium, Warner
Robbins, GA 478-956-0251
Dec 14 Birmingham Race Course,
Birmingham, AL 334-262-6201

SOPAC

Dec 6 Firebird International Raceway,
Chandler, AZ 480-785-5685
Dec 21 Hawaii Raceway Park
808-262-5987

SWDIV

Dec 6 Gulf Greyhound Park
LaMarque, TX 281-990-8618

REGIONAL ROADRALLY

SOPAC

Dec 5 First Friday Niter,
Mission Hills, CA 818-986-4565