

## RACING ROOM

CLUB RACING BY DAVE GOMBERG

### SCCA CLUB RACING AND YOU

**T**his month, we start a series of articles looking at how we structure SCCA Club Racing, how we make and enforce rules, how events are organized, and – most importantly – how you can best make the system work for you.

For those who do not know me, here is a short introduction. I am a member of the Washington DC Region. I race (in FF) and volunteer as a steward, so I see both sides of the driver-official transaction. This has given me some insight into how Club racers can get a better outcome, which I hope to share with you.

Let's start by explaining how the Club *really* works. The Boards of Directors govern the Club at both the national and regional level. The members directly elect all these people. While most of your interactions are with appointed or paid officials, these officials don't make the rules, they just execute the rules and policies set by your elected representatives.

The SCCA Board of Directors (BoD) appoints the President to manage the SCCA National Office, which administers the Club Racing national program (including driver and official licensing, event sanctioning, providing insurance coverage and organizing the National Championship Runoffs).

The BoD also appoints the members of the Club Racing Board (CRB). The CRB is responsible for establishing the rules, specifications and standards for the Club Racing program. This includes classifying cars, establishing and maintaining car specifications, clarifying and correcting rules and recommending rule changes to the BoD. The BoD supervises the CRB and must approve all rule changes. (We shall delve into what constitutes a rule change, a rule clarification or a specification change in future articles.)

The CRB appoints a number of advisory committees to assist in its work. There are Advisory Committees for F/SR, GT, SM, Prod,

T-SS, IT, AS and the GCR. An additional committee is being formed for ST. The advisory committees meet at least once a month to review member input and recommend actions or rule changes to the CRB. The CRB, in turn, recommends rule changes to the BoD.

The various Club Racing specialties (e.g. Timing and Scoring, tech, etc.) each have a national administrator, appointed by the BoD on the recommendation of the CRB, to lead their specialty. The equivalent post for the stewards is the chairman of the stewards program. The BoD also appoints the executive stewards, who run the Club Racing program in each division.

At the regional level, each region's BoD is responsible for managing that region, including its program of Club races. Typically, they appoint a competition committee, or similar, to manage the region's racing program.

There are two critical takeaways here. First, the ultimate decision-making power within SCCA resides

with your elected representatives. Unaccountable bureaucrats are not making the rules. Your vote does matter. If enough members want a change in direction, they can achieve this via the electoral process. And, if you have an opinion about anything affecting your racing program, the only input that counts is direct comment to your representatives on your advisory committee, the CRB and BoD. Web site postings are fine, but not part of the rules process.

Second, we are a club, with all the strengths and weaknesses of a club. SCCA is very member oriented and member driven. Your directors make decisions in terms of the expected benefit to the membership.

As a club, SCCA depends on member involvement and voluntary effort. All of our elected and appointed posts are unpaid. We depend on members stepping forward to volunteer their time and expertise. There are many ways you can contribute to the life of the Club: run for office, volunteer to work on an advisory committee or the CRB, join a specialty and work events. There is a wide choice. Talk to one of your elected officials or visit with the various specialties at an event to find something that appeals to you.

Next month, we'll take a look at the Club Racing rules making process.

**If the membership overwhelmingly feels a need for changes to certain cars or classes, letters to the appropriate people will bring change. Case in point, there have been a number of recent adjustments to the C5 Corvette in Touring 1.**

**“THE ONLY INPUT THAT COUNTS IS DIRECT COMMENT TO...THE CRB AND BOD”**



PHILIP ROVLE