

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED: JANUARY 2006

ATTENTION SCCA MEMBERS

As approved by the SCCA Board of Directors, beginning with the March issue of *SportsCar*, *Fastrack News* will not longer be published and distributed in the Magazine.

Fastrack will continue to be produced as the form of Official SCCA Member Notification and made available on-line in a printable PDF format via the SCCA Garage section of SCCA.com.

Beginning in February, *Fastrack* will be posted to this section of the SCCA web site no later than the 20th of each month. Unless otherwise noted, all changes outlined in *Fastrack* will take effect 10 days later on the first day of the following month.

E-MAIL NOTIFICATION

Beginning January 3, 2006 SCCA members may register to receive an automated e-mail notification each month when the latest issue of *Fastrack* has been posted to the web. To register for e-mail notification, simply edit your Member Profile to request the notification. If you have not yet accessed your Member Profile, visit SCCA.com and log on by clicking the "SCCA Member Login" button at the top of any page or the "Member Login" button in the Members section of the left hand navigation bar.

HARD COPY DISTRIBUTION

SCCA members who wish to continue to receive a printed copy via the mail may register to do so, at a cost of \$12.00 per year, by updating their Member Profile as described above or contact the Member Services department at 800-770-2055.

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GENERAL

BOARD OF DIRECTORS' MINUTES SPORTS CAR CLUB OF AMERICA, INC. Special Meeting by Telephone September 21, 2005

Mid-Ohio Raceway, Lexington, Ohio

In attendance: Gary Pitts, Chairman, Bill Weston, Vice Chairman, Mike Engleke, Treasurer, Jim Christian, Secretary, Howard Allen, Kaye Fairer, Brian Holtz, Bob Introne, Andy Porterfield, and Charlie Clark.

Motion: That the effective date of the competition adjustment promulgated by the Club Racing Board in August, 2005 adding weight to motorcycle-powered Formula C cars be changed to October 1, 2005.

Motion By: Gary Pitts; Second, Howard Allen.

Motion Carried.

Voting Yes: Pitts, Allen, Fairer, Porterfield, Introne, Engelke, Clark, Christian.

Voting No: Holtz, Weston

Abstaining: None.

Gary Pitts, Chairman

BOARD OF DIRECTORS' MINUTES SPORTS CAR CLUB OF AMERICA, INC. October 3, 2005

The Board of Directors, Sports Car Club of America, Inc. met via teleconference on October 3rd, 2005. The following members participated: Gary Pitts, Chairman, Howard Allen, Bob Burns, Jim Christian, Charlie Clark, Mike Engelke, Kaye Fairer, Brian Holtz, Bob Introne, Andy Porterfield, John Sheridan, Michael Sauce, and Bill Weston.

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

MOTION: To approve the Minutes of the September 12th, 2005 meeting. (Engelke/Allen) PASSED. Unanimous.

FINANCE AND ADMINISTRATION

Mike Engelke presented the SCCA, Inc. and SCCA Pro Financial Reports.

NEW BUSINESS

There was discussion about the need for a National head of Safety.

MOTION: That SCCA Inc. extends a line of credit to SCCA Pro Racing in an amount not to exceed \$250,000 at an appropriate interest rate, payable April 1st 2006. (Engelke/Porterfield) PASSED. Abstaining, Allen.

LIASON REPORTS

LONG RANGE PLANNING

Mike reviewed input he has received on T3 as a national class.

SOLO EVENTS BOARD - BOB INTRONE & CHARLIE CLARK

Bob reviewed the 2005 Solo National Championships.

STEWARDS - BRIAN HOLTZ

Brian reported on the Stewards actions at the Runoffs.

MOTION: To adjourn. (Porterfield/Fairer) PASSED.

Respectfully submitted,
Jim Christian, Secretary

BOARD OF DIRECTORS' MINUTES SPORTS CAR CLUB OF AMERICA, INC. October 17, 2005

The Board of Directors, Sports Car Club of America, Inc. met via teleconference on October 17th, 2005. The following members participated: Gary Pitts, Chairman, Howard Allen, Bob Burns, Jim Christian, Charlie Clark, Mike Engelke, Kaye Fairer, Brian Holtz, Bob Introne, Andy Porterfield, John Sheridan, Michael Sauce, and Bill Weston.

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

MOTION: To approve the Minutes of the October 3rd, 2005 meeting. (Porterfield/Allen). PASSED, Unanimous

NEW BUSINESS

MOTION: That the Guam region be granted full regional status. (Porterfield/Christian) PASSED, Unanimous

MOTION: That the 2006 Road Rally Board rules be accepted as submitted. (Allen/ Fairer) PASSED, Unanimous

Changes for 2006 RoadRally Regulations (changes are italicized)

- Change the duration requirements in Article 4 B 1) and 2) to 18 and 9 controls, respectively. The new text reads:

1) An SCCA RoadRally Championship National Rally shall have a minimum road course of 200 miles and employ a minimum of 18 timing controls, of which at least 12 must be open or passage controls.

2) An SCCA RoadRally Championship Divisional Rally shall have a minimum road course of 100 miles and employ a minimum of 9 timing controls, of which at least 6 must be open or passage controls.

- Change Article 8 C) paragraph 4 (beginning with the third sentence) to read:

The Chairman of an SCCA RoadRally Championship event may identify up to

four persons who have participated as workers in the event to receive worker points for that event (rallies held concurrently are considered a single event). Once the Chairman has officially declared the persons to receive worker points the designees may not change. The worker shall be awarded a number of points equal to that individual's best finish (which was not non-declared) in that person's declared class and series for that year. The worker has until December 10 to specify to which class and series the points are to be applied.

- Change Article 8 C) paragraph 5 to read:

Points are awarded as follows:

- Add parenthetical comment to third sentence of Article 17 A). The new text reads:

OMs shall be as consistent as possible. Only one vehicle equipped with "non-expandable" tires and one distance measuring device shall be used in measuring the road course. All OMs used in the route instructions and in locating action points, speed-change points and controls shall be measured by a suitably calibrated instrument capable of resolution to 1/100th mile or greater precision (1/1000th mile recommended for NTR and DTR events). The event's GI must state the resolution used for the Standard Computation of leg times.

- Add parenthetical comment at the end of the first paragraph of Article 17 B):

Each day's road course shall include, immediately after its start or tire warm-up, an official odometer calibration run for the purpose of allowing each vehicle's odometer to be compared with the official odometer. This distance shall be at least 12 miles and shall contain adequate, official, intermediate mileage reference points (recommended resolution of 1/1000th mile for all events).

- Change the last sentence of Article 20 D) to read (this brings the RRRs in line with the RFOs):

All fees forfeited as a result of denied claims shall be forwarded to the Rally/Solo Department by the official observer.

- Replace Article 21 A) with:

TA's are required on all SCCA Road Rallies. No penalty may be assessed for their use. No sanction exception will be granted to disallow their use, or to allow any penalty for their use. TA's are automatically allowed.

- Modify the first sentence of Article 21 B) to:

TA requests, except as provided in *Paragraph C* below, must be in ...

- Delete Article 21 C), D), and F). Renumber Article 21 E) to Article 21 C) and change the last sentence to:

The TA request shall be submitted per B above.

- Change Article 25 A 6 a 3) to:

An NRI may overlap subsequent NRIs if such overlap is explicitly stated as such by using the phrase "may overlap" within the NRI, in which case that NRI may overlap from its initiation point.

- Replace railway with rail road in the

definition of Blinker in Article 26. The new text reads:

Blinker - A warning signal at an intersection or *rail road* crossing which the contestant is obliged to obey. The blinker consists of a light or lights, usually red or yellow, operating in a fixed sequence of on and off. For rally purposes, only one blinker may exist at an intersection or *rail road crossing*. The blinker may or may not be operating.

MOTION: Add to GCR Section 3.1.2., the following text: The Competition year shall be the calendar year. (Christian/Porterfield) PASSED, Unanimous

The Board reviewed some of the procedures in place at the Runoffs, and discussed the need for possible changes.

MOTION: To adjourn. (Sauce/Sheridan) PASSED.

Respectfully submitted,

Jim Christian, Secretary

BOARD OF DIRECTORS' MINUTES SPORTS CAR CLUB OF AMERICA, INC. November 7, 2005

The Board of Directors, Sports Car Club of America, Inc. met via teleconference on November 7th, 2005. The following members participated: Gary Pitts, Chairman, Howard Allen, Bob Burns, Jim Christian, Charlie Clark, Mike Engelke, Kaye Fairer, Brian Holtz, Bob Introne, Andy Porterfield, John Sheridan, Michael Sauce, and Bill Weston.

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

MOTION: To approve the minutes of the October 17th, 2005 meeting. (Porterfield/Fairer) PASSED. Unanimous.

SCCA HEADQUARTERS REPORT

Gary Pitts reported on SCCA headquarters activities, and the SEMA show.

Mike Engelke presented the Financial Report.

OLD BUSINESS

The Minutes of the August 25th, 2005 Board of Directors meeting incorrectly indicated that the Club Racing Board, GCR Item 30, was approved. This item was defeated with Fairer, Sauce, Clark, Pitts, Burns, Christian, Holtz and Porterfield voting NO.

NEW BUSINESS

MOTION: To waive the provisions of the Operations Manual section 5.10.8 and GCR section 3.4.3.I.1 to allow Northern Pacific Division to obtain SCCA sanctions for two Double National Races. (Allen / Clark) PASSED

MOTION: To allow Mr. Donovan a period of ten days, starting November 8th 2005, during which he may file an appeal of the action at this year's Runoffs. (Sauce/Weston) PASSED, Voting NO, Holtz, Abstaining, Sheridan.

CLUB RACING BOARD

The following items were approved. All votes were unanimous unless otherwise indicated.

GCR

Item 2. Effective 10/1/05: Add the following clarification to Section 3.16.3.1.A: There shall be at least one (1) ambulance which shall meet all requirements for the jurisdiction (where "jurisdiction" means the governing body, such as a township, city, or county) in which the event occurs for Advance Life Support at the track during any competition event. ...

Item 5. To standardize the fuel cell rules and reduce the duplication of language, the following changes are recommended, effective 10/1/05: Delete section 17.12 in its entirety and change section 19 to read as follows:

17.12. FUEL CELLS

~~All cars shall be equipped with a fuel cell complying with specifications according to GCR Section 19., except Showroom Stock, Touring and Improved Touring cars.~~

17.12.1. Capacity

~~There shall be no restriction of fuel capacity or dimensions of the fuel cell, except where otherwise specified. The installation of more than one cell is permitted.~~

17.12.2. Installation

~~A. Internal body panels may be modified to accommodate the installation of fuel cells as long as modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel cell. The fuel cell shall not be installed any closer to the ground than six (6) inches, unless enclosed within the bodywork or OEM floorpan.~~

~~B. Filler caps, fuel pickup openings and lines, breather vents, and fuel lines shall be so designed and installed that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel cell, a check valve shall not be required provided the filler cap is of positive locking type and does not incorporate an unchecked breather opening. If the filler cap is not located on the fuel cell, a check valve shall be incorporated in the fuel cell to prevent fuel from escaping if the cap and filler neck are torn from the tank.~~

~~C. Fuel cell breathers shall vent outside the car.~~

~~D. It is recommended that all lines and filler openings be incorporated in a single fitting at the top of the fuel cell(s).~~

17.12.3. Fuel Cell Vent(s)

~~Factory installed gasoline tank evaporative emission control devices shall be removed from all Production and GT Category cars. Fuel cell vents shall not discharge to the driver/passenger compartments, even if installed that way by the manufacturer. It is not permitted to vent the fuel system through the roll bar/roll cage structure.~~

17.12.4. Bulkhead

~~There shall be a metal bulkhead between the driver/passenger compartment and the compartment containing~~

the fuel cell. This includes fuel cells that are flush mounted with driver/passenger compartment panels or otherwise exposed to the driver/passenger compartment.

17.12.5. Location

Fuel cells shall be located within twelve (12) inches of the standard tank or alternate tank as shown in PCS/GTCS. The twelve (12) inch measurement is taken from the perimeter of the stock AND alternate fuel cell. Free fuel filler location is allowed with installation of a safety fuel cell.

19. SAFETY FUEL CELL SPECIFICATIONS

All cars must be equipped with a safety fuel cell complying with these specifications, except for Showroom Stock, Touring, Spec Miata, and Improved Touring. All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) specifications. Where safety fuel cells are required in SCCA Competition, a All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum.

There is no restriction of fuel cell capacity or dimensions of the fuel cell, except where otherwise specified. The installation of more than one cell is permitted.

19.1. Installation

Internal body panels may be modified to accommodate the installation of fuel cells as long as modifications serve no other purpose. In the event If installation includes encroachment into the driver's compartment, a metal bulkhead must prevent exposure of the driver to the fuel cell. The fuel cell must not be installed any closer to the ground than 6 inches, unless enclosed within the bodywork or OEM floor pan.

1. There must be a metal bulkhead between the driver/passenger compartment and the compartment containing the fuel cell. This includes fuel cells that are flush mounted with driver/passenger compartment panels or otherwise exposed to the driver/passenger compartment.

2. Fuel cells must be located within 12 inches of the standard tank or alternate tank as shown in the PCS/GTCS. The 12- inch measurement is taken from the perimeter of the stock and alternative fuel cell. Free fuel filler location is allowed with installation of a safety fuel cell.

19.1. FUEL BLADDER

1. At minimum, all fuel bladders shall be constructed in accordance with the FIA FT 3 or higher (FT 3.5, FT 5, etc.) specifications.

19.2. CONTAINER

1. GT and Production Categories
The bladder shall be installed in a container of .036-inch steel or .059-inch aluminum, or .125 inch Marlex that fully surrounds the bladder.

2. Sports Racer and Formula Categories

The fuel bladder shall be completely surrounded by a container (which may also be a part of the struc-

ture or bodywork of the car) to ensure rigid and secure mounting of the bladder and provide additional protection. A minimum of .036 inch steel, .059 inch aluminum, or an approved equivalent is required for all vehicles.

19.3. OTHER DESIGNS

SCCA may, at its discretion, approve safety fuel cells of other types and with basic specifications that differ from the bladder and container specifications above. In such cases, the manufacturer shall be required to demonstrate to the satisfaction of SCCA that such cells meet or exceed the crash resistant properties of cells meeting the standard specifications. SCCA may require independent laboratory analysis, comparative destructive testing, and such other tests it deems sufficient.

19.3. FILLER CAP AND VENTS

A positive locking fuel filler cap (no Monza/flip type) shall be used. Fuel pickup openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape.

If the fuel filler cap is located directly on the fuel cell, a check valve is not required, provided the filler cap is a positive locking type and does not use an unchecked breather opening. If the filler cap is not located on the fuel cell, a check valve must be installed on the fuel cell to prevent fuel from escaping if the cap and filler neck are torn from the tank. If the fuel filler neck is not connected directly to the bodywork of the car, a check valve shall not be required provided the filler cap is of a positive locking type and does not incorporate an unchecked breather opening. If the fuel filler neck is connected directly to the bodywork of the car, a check valve shall be incorporated in the fuel bladder to prevent fuel escaping if the cap and filler neck are torn from the bladder.

Fuel cell breathers shall vent outside the car. The cell need not incorporate a drain fitting. Fuel filler location is unrestricted when safety fuel cells are installed in Production and GT Category cars.

It is recommended that all lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel cell. In Formula and Sports Racer cars registered prior to January 1, 1994, the filler cap and neck are exempt from the bulkhead requirements of GCR 17.12.4.

Factory installed gas tank evaporative emission control devices must be removed from all Production and GT Category cars. Fuel cell vents must not discharge into the driver/passenger compartments, even if installed that way by the manufacturer. The fuel system cannot vent through the roll bar/roll cage structure.

19.4. ROTARY MOLDED CELL

The use of rotary molded fuel cells not having a bladder, or not contained in a metal can, is allowable in

those cars that do not require the use of a fuel cell, but where they are an allowed option.

Item 6. Effective 10/1/05: Change section 7.3.2 to read as follows:

To be considered a starter, a car shall receive the green flag at the start or, in the case of an aborted start, cross the control line. Cars that are on the course, not in the pits, when the green is displayed shall be considered starters. Cars entering the race after the start shall also be considered starters. A car shall enter the race before the checkered flag is displayed in order to be classified as a starter.

Item 7. Effective 10/1/05: Change section 7.5.2 to read as follows:

At the one-minute signal the Starter or Grid Marshal shall take a position in front of the grid, visible to all competing drivers, and shall give the signal to start motors by rotating the furlled yellow flag in small circles directly overhead for a sufficient length of time for all drivers to observe.

Delete sections 7.5.3 and 7.5.4 in their entirety and renumber the subsequent sections.

3. The Starter or Grid Marshal, after observing that all unnecessary personnel have left the grid and that all drivers are in their cars and apparently ready, shall next raise his or her free arm as a signal for drivers to raise one of their arms indicating that their cars are running, and that they are prepared to start the pace lap. The Starter or Grid Marshal shall, by looking directly at each car individually and altering his or her position as necessary to do so, satisfy himself or herself that each driver on the grid is indicating this ready signal.

4. The Starter or Grid Marshal shall next signal all drivers to lower their arms by lowering his or her free arm in a definite movement.

Change section 7.5.5. as follows:

If a pace car is employed, the Starter or Grid Marshal shall first signal it to begin moving prior to releasing the field. At or before the expiration of the one-minute period, the Starter or Grid Marshal shall, as soon as possible, signal the field to begin the pace lap. Drivers to begin the pace lap by moving the furlled yellow flag in parallel arcs from front to back. The pace lap is to be run at considerably less than racing speed.

Item 8. Effective 1/1/06: Change section 3.8.1 as follows:

The organizers have the right to refuse an entry at their discretion without giving a reason for refusal. If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address given on the Entry Form as soon as possible and normally at least five (5) days before the event. With respect to the Interdivisional Championship event, "SCCA Runoffs". A competitor, whose entry has been refused, shall have standing only to protest and appeal such refusal of entry. He may do so before, or at the "SCCA

~~Runoffs~~ up to 15 days before the start of the event. (Voting NO, Porterfield, Sauce, Allen, Clark. Abstaining, Sheridan, Pitts.)

Item 9. Effective 1/1/06: Add the following sentence to the end of section 13.9:

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

Item 11. Effective 1/1/06: Change the second paragraph of section 16.4.1 as follows:

As a minimum, a driver shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in his or her Division of Record, ...

Item 12. Effective 1/1/06: Change section 16.4.2 as follows:

When determining the number of invitations to be issued for the SCCA RUNOFFS®, a current defending National Champion will not be included in that count. Current defending National Champions who do not qualify as an entrant ...

Item 13. Effective 1/1/06: Remove section 16.4.2.B and replace with the following:

~~B. Shall have been classified a starter in the same class during at least four (4) National Championship events during the year.~~

Participation in the Runoffs without having been a starter in the same class in at least four national championship events during the current year cannot be invoked two years in a row. (Voting NO, Sauce, Sheridan.)

PRODUCTION

Item 1. Effective 1/1/06: Change section 17.1.1.D.11.2 as follows:

Fuel Cells: Fuel cells are required on all Production Category vehicles, unless the vehicle originally uses a stock plastic (non-metallic) fuel tank installed in its original location, which has the centerline of the fuel tank located between the axle centerlines of the vehicle and within the main chassis structure (i.e., between the frame rails). Where the stock fuel tank is retained, additional retention straps and other protection may be mandated on a vehicle-by-vehicle basis. Cells or stock fuel tanks, their mounting, location (which, in the case of stock fuel tanks, must be in the original location), fill equipment, and venting must meet the specifications of the GCR. (Voting NO, Christian, Burns, Allen, Holtz.)

Item 2. Effective 1/1/06: Change 17.1.1.D.9.a.11 to read as follows:

Spoilers: A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler shall not cover normal grill opening at the front of the car. (An

intermediate mounting device may be used on cars whose front bodywork is above the four (4) inch maximum.) Openings are permitted for the purpose of ducting air to the brakes, radiator, and/or oil coolers. Openings may be cut in the front valance to allow the passage of up to a three (3) inch diameter duct or a rectangular or square duct with a maximum area of 7.0 square inches leading to each front brake. These openings shall serve no other purpose. When bumpers are used or when they are part of the bodywork, the spoiler and bumper/replica bumper shall appear to be two (2) separate parts. The spoiler shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

GT

Item 1. Effective 10/1/05: Change section 17.1.2.D.8.a.10.B to read as follows: The doors shall be pinned or otherwise positively fastened to prevent their opening in the event of an accident. Standard door hinges and latches may be removed, but the doors shall remain capable of being opened or removed, unless the doors are integral to the remainder of the removable bodywork.

Item 2. Effective 10/1/05: Change the first sentence of section 17.1.2.F.3.d.4 to read as follows: Ducts may be installed in the side windows or window openings for the purpose of supplying cooling air to the driver and/or differential/transmission coolers and/or the rear brakes. (Voting NO, Holtz)

Item 3. Effective 10/1/05: Change section 17.1.2.F.4.b.7 to read as follows: The doors shall be pinned, ~~but not bolted~~, or otherwise positively fastened to prevent their opening in case of an accident. Standard door hinges and latch mechanism may be removed, but the doors shall be capable of being opened or removed, unless integrated into the removable bodywork. Interior door panels may be removed and the door window slots may be covered. Pins or straps may be added to hood and deck lid to supplement or replace the latches. Hood and deck lid hinges may be removed.

Item 4. Effective 10/1/05: Change section 17.1.2.F.4.e.14 to read as follows: Engine and transmission mounts may be of alternate shape and/or material. Cars with engines mounted longitudinal to the chassis MAY relocate the engine in a longitudinal, not lateral, direction within the following restrictions: (Note: A tolerance of up to a 1 inch setback is allowed if the engine is relocated.)

Item 5. Effective 10/1/05: Change section 17.1.2.F.4.i.4.A to read as follows: Reciprocating engines: Carburetor(s) and intake manifold(s) are unrestricted except as limited in the GTCS for a specific make/model. All cars with restricted carburetion are required to use IR manifolds with no plenums or balance pipes unless using

an SIR or otherwise restricted for specific automobiles. Intake manifold(s) shall be attached to the head(s) without modification to the head(s).

Item 6. Effective 10/1/05: Change section 17.1.2.F.4.i.4.B to read as follows: Rotary engines: Carburetor and intake manifold are unrestricted except as limited in the GTCS for a specific make/model. All cars with restricted carburetion are required to use IR manifolds with no plenums or balance pipes, unless using an SIR. Intake manifold(s) shall be attached to the end cover(s) or rotor housing(s) without modification to the end cover(s) or rotor housing(s).

Item 7. Effective 10/1/05: Change section 17.1.2.F.4.i.5.b to read as follows: Intake manifold shall be of the individual runner type (unless using an SIR or otherwise noted on the vehicle specification line). No balance pipes or plenum chambers are allowed.

Item 8. Effective 1/1/06: Change section 17.1.2.F.4.e.11 to read as follows: Any readily available transmission having a functional reverse and no more than five (5) forward speeds may be used, providing the location is the same as the production automobile. Any shift linkage may be used. If a sequential shift gearbox is used, the car must carry a weight penalty equal to 1.25 percent of the weight as listed on the spec line. If a synchromesh engagement transmission is used, the weight may be reduced by 1.25 percent of the weight listed on the spec line. A synchromesh gearbox is one having a friction mechanism to allow engagement. Note: The minimum vehicle weight is to be rounded to the nearest pound. Air, hydraulic or electric actuation of the gearshift mechanism is not allowed. For front engine, rear drive cars requiring the transmission to be attached to the engine, the transmission front seal shall be within twelve (12) inches of the back of the engine block. On front engine/rear drive cars, the transmission front seal is that seal which is within 5" of the gear on the input shaft which meshes with the foremost gear on the counter/layshaft.

Item 9. Effective 1/1/06: Change section 17.1.2.F.4.e.15 to read as follows: Any transverse mounted engine may be rotated for axle/CV joint alignment. Any readily available transmission having a functional reverse and no more than five (5) forward speeds may be used, provided it is mounted to the rear of the engine. ~~Any shift linkage may be used. Sequential shifting transmissions are permitted with a 50 lb. weight penalty.~~ PWD All transverse engines may be rotated 180 degrees. Any front A transverse mounted engine may be rotated to a longitudinal position that places the crankshaft centerline on the longitudinal centerline of the car (shall conform to all restrictions in Section 17.1.2.F.4.e). The engine may be rotated about the crankshaft (lean over) a maximum of fifteen (15) degrees unless otherwise noted and shall not cause hood bulges. Rear axle / suspension per GTCS 17.1.2.F.2.

TOURING

Item 1. Effective 10/1/05: Add to section 17.1.8.D.6.a:

5. Brake duct kits may be used if noted on the vehicle specification line. To have a commercially available brake duct kit considered, send a request to the CRB.

Item 2. Effective 1/1/06: Add new section 7 to 17.1.8.C to read as follows:

When alternate parts are approved for competitor use, the requesting party must first provide proof that sufficient quantities of the parts are readily available through commercial channels. The kit must be submitted to the SCCA technical department for inspection, and the kit may be returned to the sender.

Item 3. Effective 1/1/06: Change section 17.1.8.D.10.e.1 to read as follows: Passive restraint systems shall be deactivated. Air bag systems shall be deactivated and may be removed. If the car is to be used on public roads, we recommend that these items shall be reactivated/rearmed/replaced when not in competition.

If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.

Item 4. Effective 12/1/05: Recognize T3 as a national class, with spec line changes to occur during 2006.

SHOWROOM STOCK

Item 1. Effective 1/1/06: Change section 17.1.3.D.8 to read as follows:

Air bag systems shall be deactivated. If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.

Change the Note to read as follows:

- If the car is to be used on public roads, we recommend that these items shall be reactivated/rearmed/replaced when not in competition.

IMPROVED TOURING

Item 1. Effective 1/1/06: Reclassify the ITS 1994-5 Miata to ITA at 2,380 lbs. (Abstaining, Sheridan)

American Sedan

Item 1. Effective 10/1/05: Change the last sentence of section 17.1.7.F Note 1 under the Chevrolet/Pontiac General build sheet to the following: ~~Knife edged cranks are prohibited.~~ (Abstaining, Sheridan)

Item 2. Effective 10/1/05: Remove the last sentence of section 17.1.7F Note 1 under the Ford/Mercury General build sheet: ~~Knife edged cranks are prohibited.~~ (Abstaining, Sheridan)

Item 3. Effective 10/1/05: Change section 17.1.7.D.3.n. to the following: Concentric hydraulic clutch release bearings may be used to facilitate the installation of alternate transmissions on GM. (Abstaining, Sheridan)

FV

Item 1. Effective 10/1/05: Add a new section 10 to 17.1.6.C.3.a and renumber the remaining items.

10. Wheel tethers are recommended. If wheel tethers are used, a hole may be drilled in the spindle for the purpose of attachment.

FC

Item 1. Effective 10/1/05: Change selected portions of section 17.1.6.B as follows (portions omitted remain unchanged):

B. FORMULA CONTINENTAL PREPARATION RULE

~~Formula Continental (Formula 2000 and Super Vee, both) is a restricted class. Therefore, any allowable modifications, changes, or additions are as stated in this section. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983 and only Formula 2000 cars will be homologated after January 1, 1993.~~

B.1. Definition

~~Combination of ex Formula C, Formula Super Vee (air cooled), Formula 2000. Flexible or movable aerodynamic skirts are prohibited. No part of the body or suspended part of the car shall extend more than 1cm (0.394 inches) below the horizontal plane forming the bottom of the tub or chassis floor (both static or in motion).~~

~~B.2. Specifications for the ex Formula C cars can be found in Formula Atlantic, Section 17.1.6.A.. Additional specifications follow:~~

a. Engines

~~Engine displacement below or equal to 1100cc. Cars with rotary piston engines covered by the NSU Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and the minimum capacity of the working chamber.~~

~~b. Motorcycle powered cars may use sequentially shifted motorcycle transmissions, without a reverse gear.~~

c. Minimum Weight

~~Minimum weight as qualified or raced:
2 cycle engine: 1180 lbs. with driver
4 cycle engine: 930 lbs. with driver.~~

d. Fuel Tank Capacity

~~Maximum fuel tank capacity: sixteen (16) U.S. gallons.~~

~~e. FA Section 17.1.6.A.1.g.10., does not apply, except the minimum wheel diameter is thirteen (13) inches.~~

B.3. Specifications for ex Formula SV (air cooled) cars are as follows:

~~Single seat, open wheel racing cars based on standard Volkswagen 1600 components.~~

~~No part of the required engine, drive line, brakes, or suspension shall be altered, modified, changed, or be of other than VW manufacture unless specifically authorized herein.~~

~~It is permitted to lighten, balance, or modify in shape, by tooling, standard VW parts provided it is always possible to identify them positively as such. It is not permitted to add any material or mechanical extensions unless author-~~

~~ized by these Rules:~~

a. Weight and Dimensions

- ~~1. Minimum weight—1062 lbs., as qualified or raced, with driver.~~
- ~~2. Wheel base—Unrestricted.~~
- ~~3. Front track—Unrestricted.~~
- ~~4. Rear track—Unrestricted.~~

b. Suspension

~~1. Front suspension is unrestricted with the exception of the following standard VW type 1, 2, or 3 parts:~~

- ~~A. Steering knuckles (upright)~~
- ~~B. Wheel hubs.~~

~~C. Brake drums, wheel cylinders and backing plates, or brake discs and calipers. Splash shields may be removed from disc brakes. ATE caliper type FV/002 is permitted.~~

~~2. Rear suspension is unrestricted with the exception of the following standard VW Type 1, 2, or 3 parts:~~

- ~~A. Axle shafts~~
- ~~B. "U" joints~~
- ~~C. Wheel hubs~~

~~D. Brake drums, discs, calipers, wheel cylinders, and backing plates. Backing plates may be altered for brake cooling. ATE caliper type FV/002 also permitted.~~

e. Wheels

~~1. Wheels are unrestricted except that:~~

- ~~A. Diameter shall be thirteen (13), fourteen (14), or fifteen (15) inches.~~
- ~~B. Rim width shall not exceed six (6) inches front and eight (8) inches rear.~~

~~C. The bolt pattern shall enable the wheel to be attached directly to the VW hub without the use of an intermediate adapter.~~

~~D. Wheels shall be identical for the right and left front axles, and identical for the right and left rear axles.~~

~~2. Wheel spacers may be installed between the front wheels and hubs, but shall not exceed 1/2 inch per wheel. Spacers are not permitted between the rear wheels and hubs.~~

~~3. Wheel attachment bolts may be replaced with studs.~~

d. Brakes

~~1. Brake lining and/or brake pad material is unrestricted.~~

~~2. Cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two (2) wheels. Brake master cylinders are unrestricted.~~

e. Engine

~~The engine shall be standard VW 1600 from Volkswagen Type 1, 2, or 3 vehicles or a 1600cc 127V (Type 4) industrial engine and shall be installed forward of the transmission. The following modifications are permitted:~~

1. Induction system:

~~A. Maximum number of throats: Four (4)~~

~~B. Maximum throat diameter at the throttle butterfly: 40mm (1.575 inches). 35mm maximum intake venturi size.~~

~~C. Fuel injection is prohibited.~~

~~D. Turbocharging and/or supercharging is prohibited.~~

~~2. Exhaust system unrestricted, but~~

pipes shall terminate behind the driver and extend no more than twenty eight (28) inches rearward of the rear axle centerline. The last four (4) inches shall be approximately horizontal and not more than twentyfour (24) inches above the ground.

3. The fan may be altered or removed. The fan housing may be altered or replaced. Cooling ducts may be altered, removed, or replaced. The cooling fan shall not direct air to the carburetor inlet.

4. Any standard VW distributor may be used.

5. Generator/alternator — unrestricted.

6. Any oil baffles housed within the original sump may be used. Oil capacity may be increased by sump extension or oil filter(s). Dry sump systems are permitted.

7. The substitution of any valve springs and valve spring retainers are authorized.

8. The following standard dimensions of the engine components are included as information and shall be observed.

Bore: (Max.) 3.375" (Type 1, 2, 3)

3.4528" (Type 127V)

Stroke: 2.720" +/- .005" (Type 1, 2, 3)

2.598" +/- .005" (Type 127V)

Intake Valve: 1.614" maximum diameter

Exhaust Valve: 1.339" maximum diameter

9. Camshaft including timing gear — unrestricted.

10. The use of any standard VW rocker arms.

11. Any standard VW clutch. Any clutch lining may be used.

12. Any oil cooler is permitted.

13. Any push rods.

14. The use of alternate pulleys on the crankshaft, fan, and/or generator.

15. The use of alternate valve covers.

16. The addition of dowel pins between the flywheel and crankshaft.

17. Bushings may be installed where none are fitted as standard, provided they are concentric and that the centerline of the bushed part is not changed.

18. Pistons and cylinders may be replaced with that of other manufacture, provided said replacement is of the same material, is dimensionally identical, and meets all other tolerances and specifications.

19. Alternate piston and cylinders with a maximum bore size of 90mm using 66mm stroke — 1679.5cc are permitted.

20. Alternate connecting rods are allowed providing they are of the same material as original rods and original geometry crank pin to wrist dimension is maintained.

f. Transmission / Final Drive

Any transmission/final drive assembly utilizing a VW Type 1, 2, or 3 case with four (4) forward speeds and an operational reverse gear may be used. The case may not be installed in an inverted position. Reverse gear shall be operable from the driver's seat. The use

of automatic and/or sequentially shifted gearbox is prohibited. The final drive/differential unit is unrestricted except that limited slip and locked differentials are prohibited. The rear carrier and gearshift housing may be modified or replaced to permit the installation of a "quickchange" final drive assembly. The final drive covers (side plates) may be modified or replaced.

g. Body

1. No part of the bodywork and aerodynamic devices shall exceed in height a horizontal plane 90cm (35.4 inches) above the ground. The safety roll bar/roll cage and the engine air box are not included in this height restriction. Measurements are to be made in any condition, driver on board.

2. The cockpit opening shall have the following minimum dimensions:

A. Length: 60cm (23.6 inches)

B. Width: 45cm (17.7 inches)

This width shall extend over a length of 30cm (11.8 inches) measured forward from the rear most point of the seat back. The driver shall be able to enter or leave the car at anytime without any parts having to be removed or manipulated. Roll cage structure may intrude into cockpit opening. Cars manufactured and registered with SCCA prior to January 1, 1987 will be exempt.

C. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.

3. Bodywork in front of the front wheels and lower than the top of the front wheel rim shall not exceed a maximum width of 135cm (53.15 inches).

4. Bodywork in front of the front wheels and higher than the top of the front wheel rim shall not exceed a maximum width of 110cm (43.307 inches).

5. Bodywork behind the front wheels shall not extend beyond a plane connecting the vertical centerlines of the front and rear tires.

6. The material and shape of the bodywork are unrestricted, provided the body is symmetrical to the longitudinal axis of the vehicle and covers the entire length of the engine. The body shall not protrude beyond the rearmost point of the gearshift linkage. The carburetor may project outside of the bodywork.

7. Canards, dive planes, and "sports car noses" are permitted within the dimensional restrictions of items 3., and 4..

8. Rear mounted wings are permitted.

A. Height — No part of the wing, including the side plates, shall exceed in height a horizontal plane 90cm (35.4 inches) above the ground with driver on board.

B. Width — The maximum width (as viewed from the front to the car and including the side plates) shall not exceed 95cm (37.402 inches).

C. Setback — Shall not extend rearward more than 80cm (31.5 inches) from the rear wheel hub centerline.

D. Area — Plan area shall not exceed one-half square meter (as viewed from above).

E. Must be firmly fixed and symmetri-

cally mounted on the fully sprung structure of the car.

h. Fuel Cells

Fuel cells shall be SCCA approved safety fuel cell(s). The total capacity shall not exceed ten (10) U.S. gallons. Fuel cells shall be separated from the engine compartment by the firewall and located to the rear of the front wheel centerline.

i. The use of the following non standard VW parts is permitted.

1. Fasteners (nuts, bolts, screws, etc.)

2. Wiring

3. Gaskets and seals

4. Brake and fuel lines

5. Spark plugs

6. Piston rings

7. Wheel bearings

8. Rod and main bearings of the same type

9. Fan belt

10. Brake shoes, pads, and linings

11. Valve (std. valve head diameter shall be maintained)

12. Valve guides

13. Valve seats

14. Springs

15. Battery

16. Coil

17. Fuel pump

18. Oil pump(s)

19. Ignition point set

20. Oil and lubricants

B.4. FORMULA 2000, CLASSED IN FORMULA CONTINENTAL

Description: Single seater racing cars as defined by these regulations.

Formula 2000 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. All newly constructed cars shall meet the 1986 construction rules for Formula F cars. Formula

2000 fitted with standard Ford NE Series 2 liter SOHC engine. (Voting NO, Burns. Abstaining, Sauce)

Formula/Sports Racer

Item 1. Effective 12/1/05: Allow the Zetec engine for the FC class, with exact specifications to be defined later. (Abstaining, Sauce)

MOTION: To allow immediate release of these approved CRB items under GCR section 1.2.2.C. (Sheridan/Sauce) PASSED, Unanimous.

The following Items were withdrawn by the CRB.

GCR

Item 4. Effective 10/1/05: Add a new Section 13.2.1.G.

G. On a mechanical RFA or protest, noncompliant items found by tech during disassembly, and not part of the original action, must be referred to the Chief Steward. In such situations, associated tear down bonds shall not be rewarded for noncompliant cars.

The following items were rejected by the BoD.

Item 1. Effective 10/1/05: Change section 3.3.1 to read as follows:

See the current year SCCA insurance handbook.

Delete sections 3.3.2, 3.3.3, 3.3.4, and 3.3.5, and renumber subsequent sections.

Item 3. Effective 10/1/05: Add new Section 7.8 BALK STARTS:

7.8 BALK STARTS

A balk start exists when the front row cars slow down and do not maintain the speed of the pace car or slow down and then speed up causing an accordion effect to occur in the field.

Item 10. Effective 1/1/06: Change section 16.3.3 as follows:

Change of Division of Record shall be PRIOR to ~~the conduct of the third National in EITHER incoming or outgoing division, whichever is earlier~~ May 1st of the current racing season. A driver desiring to change their division for the purpose of accumulating National Championship points is responsible for notifying the Membership Department, in writing, and shall also provide written confirmation of membership in a region in the division to which they are transferring. If May 1st falls on a weekend, the change must be received by midnight the following Monday.

Such notification and confirmation shall be received, in writing, by the Membership Department at the National Office, prior to ~~the conduct of the third National Championship even in EITHER incoming or outgoing division~~ May 1st of the current racing season. It is the responsibility of the driver to initiate action to ensure such notification and confirmation reaches the Club Racing Division of the National Office.

SOLO EVENTS BOARD

MOTION: To approve the following changes recommended by the SEB. (Introne/Clark) PASSED. Abstaining, Holtz

16. STREET MODIFIED CATEGORY 16.1 ALLOWED MODIFICATIONS

D. Drivetrain and related components (induction, ignition, fuel systems, etc.) are unrestricted except for the following limitations:

1. Engine

a. Block must be a production unit manufactured and badged the same as the original standard or optional engine for that model. Badges that exist as marketing aliases for the manufacturer will be recognized as equivalents. Swaps involving makes related only at a corporate level are not recognized as equivalents. Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g. Eagle Talon available originally with either a Mitsubishi or Chrysler engine, may use any motor from Chrysler or Mitsubishi). This allows engine blocks manufactured as

production units for sale in other countries such as Japan or Germany.

b. Maximum engine displacements per class are specified in Appendix A.

2. Fuel System (from Prepared Category 17.10.F)

a. Any fuel line(s) may be used. All non stock metal fuel line(s) passing through the passenger compartment shall be made of metal or of metal braided hose with AN Series threaded couplings; or entirely covered and protected with a metal cover.

b. Any fuel pump(s), filter(s) and pressure regulator(s) may be used. Such components may not be located in the passenger compartment, but their location within the bodywork of the car is otherwise unrestricted. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting point.

3. Fuel Tank/Cell (from Prepared Category 17.2.Q)

a. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

1) No part of the fuel tank or fuel cell shall be closer than 6 inches to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed). For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell, including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.

2) Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.

3) Fuel tank breathers shall not vent into the driver/passenger compartment.

4) Minimum capacity of a non-standard fuel tank shall be no less than five (5) gallons. (This has been added - there is not a minimum capacity in 17.2.Q)

LIASON REPORTS

SCCA FOUNDATION - BOB INTRONE

Bob reported that an SCCA member has offered to donate a fairly large old book collection to SCCA, related to motor sports. The Foundation is working the details to accept the offer, and

make the collection the base for a future library.

CLUB RACING BOARD - MIKE SAUCE & BILL WESTON

The Club Racing Board, with its well-qualified and dedicated staff and advisory committees, continues to do an excellent job.

The November 1 call was spent on urgent class specific issues that needed to be completed before the end of the year. In order to keep from falling behind, they decided to schedule an additional call November 8.

There was a lengthy discussion of proposed changes to production roll-cage rules. They are now quite close to an updated proposal which will be brought to this board shortly. There was also a discussion of GCR provisions related to alternate cages. A request for an alternate cage based upon an engineering study was discussed and will be answered.

There was a lengthy discussion of the Zetec engine in Formula Continental and Sports 2000. It will be recommended for FC. It will not be recommended for S2000 until member input can be included in the decision.

IT Advisory Committee chairman Darin Jordan joined the call to discuss the proposed IT revisions to spec lines designed to better equalize each car within its class. Their proposal is a parameter based approach where the performance of the car is balanced with weight. Darin also described the classification process followed by the ITAC. A common complaint from the IT community is that the process for classifying cars and establishing weights has never been released.

There was a lengthy discussion of the Renesis engine in Formula Mazda. Mr. Rodriguez had several requests regarding the introduction of the engine to the class, and each was addressed during the call.

The CRB also discussed AS alternate brake calipers, full prep chassis with limited prep motors in production and undercut stems on valves.

MOTION: To adjourn. (Sheridan/Holtz) PASSED.

Respectfully submitted,
Jim Christian, Secretary

CLUB RACING

CLUB RACING BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC. November 1 & 8, 2005

The Club Racing Board met by conference call on November 1 & 8, 2005. Participating were Kurt Weiss, Chairman; Bob Dowie, Kevin Kloepfer, Brian Culbertson, Craig Taylor, John Martinsen, and Russ McHugh. Also participating were Mike Sauce and Bill Weston, BoD Liaisons; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Manager Club Racing; John Bauer, Technical

Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 06-01, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

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

Spec Miata

Item 1. Effective 11/1/06: Add a new paragraph to the end of section 17.1.9.C.8.e:

Driver's vent window and vertical vent window support may be removed, but not replaced. If removed, any ducting allowed in section 17.1.9.C.7.i must be in the passenger side vent window only.

American Sedan

Item 1. Effective 11/1/06, the AS advisory committee and CRB recommend the following addition to section 17.1.7.D.1.g.5:

Rocker arms may be replaced with any individual rocker arm. Shaft mounted rocker arms are prohibited unless fitted as standard. *Valve train stud girdles are allowed.*

Formula

FM

Item 1: Effective at a time to be determined by the BoD: Change section 17.1.6.F.1.e.3.A. to read as follows:

The spec engine shall be the six (6) port Mazda 13B Rotary (~~eligible for Regional and National competition~~) or the four (4) port Mazda Renesis Rotary ~~in regional competition only~~, as approved by SCCA Inc. Said engine is to be sealed by an approved engine builder and shall remain so with no modifications to the engine or any of its accessories or components.

Change section 17.1.6.F.1.e.4.D. to read as follows:

Only the factory fuel injection can be used with the Renesis motor (no carburetor). *A throttle restrictor shall be between the throttle body and the intake plenum. The restrictor shall be a 0.250" flat steel or Aluminum plate with one 52.5mm hole. The restrictor shall be held in place by the stock mounting of the throttle body to the plenum and centered between the mounting holes. No air shall bypass the throttle restrictor and mounting holes shall be no larger than the mounting bolt diameter +2mm.*

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

Production

The CRB requests member input from the Production community about allowing dry sumps on all limited prep cars.

Formula

FV - The CRB requests member input from the FV community about allowing

the conversion from standard points to electronic points beginning in the 2007 season.

S2000 - We received input from the FC community regarding the Zetec engine. However, the Sports Racer community was unaware of the proposal affecting S2000. Therefore, the CRB requests input from the SR community about the Zetec engine in S2000.

NEW CAR CLASSIFICATIONS

GT3 - 2006 Mazda MX-5 bodywork, with hardtop required

GTL - Mazda 1.6 and 1.8L DOHC engines and 90-05 Miata bodywork

GTL - Nissan SR16VE 1.6L DOHC engine

GTL - 1986 Yugo GV

T1 - 2006 Dodge Viper SRT-10

T1 - 2006 Chevrolet Corvette C6

T2 - 2006 Subaru WRX STi

T2 - 2006 Cadillac CTS-V

T2 - 2006 Pontiac GTO

T2 - 2006 Nissan 350Z

T2- 2006 Mitsubishi Lancer Evolution

T2 - 2006 Ford Mustang GT

T2 - 2006 Honda S2000

T3 - 05-06 Mini Cooper S w/ John Cooper Works package

T3 - 2006 Chevrolet Cobalt SS

T3 - 05-06 Saturn Ion Redline

T3 - 2006 Mazda RX-8

SSB - 2006 Acura RSX Type-S

SSB - 2006 Mazda MX-5

SSB - 2006 Honda Civic Si

SSB - 03-06 Nissan Sentra SER Spec-V

SSC - 2006 Chevrolet Cobalt SS Coupe

SSC - 2006 Acura RSX

SSC - 2006 Mini Cooper S

REFERRED or TABLED

Production

P - Classify the 1986 Saab 900T and 900S in Production (Miller). Tabled for more specification information.

P - Allow Heim joints and rod ends for limited prep tie rods (Waldrop). Tabled for further research.

P - Classify the 1979-93 Mustang and the 1979-86 Capri (Deronne). Tabled for further research.

FP - Classify the 1995-2000 Integra LS in FP (Bonneau). Tabled for more information about the specific car.

GP - Reduce the weight of the GP Honda CRX to 1,750 lbs (Meredith/Griffin/Waldrop). Tabled for comparison research.

GP - Increase the allowed compression to 12:1 for the limited prep Honda CRX Si and Civic models (Eastwood/Griffin). Tabled for further research.

GP - Increase the choke size of the 1.6L VW Scirocco to 32mm (Coffin). Tabled for further research.

Grand Touring

GT2 - Classify the 1995 Porsche 993 3.6L in GT2 (Aldrich). Tabled for further research and a VTS from the requester.

GT3 - Allow alternate blocks for the L20B and alternate cylinder head and weight for the Z22 (Spiers). Tabled to get

more information from the requester.

GTL - Allow the D16A1 cylinder head on EW series blocks (Griffin). Tabled for further discussion.

Touring/Showroom Stock

T2 - Allow SRT-4 to update and backdate, and allow ACR suspension (Roselli). Tabled to determine if the suggested suspension is readily available for all competitors.

American Sedan

Approve an alternate 305 cylinder head (Imhoff). Tabled for further research.

Formula/Sports Racer

SR - Adjust the rotary equivalence factors (Funderburg). Table for further research.

CSR - Classify the street port Renesis 6 port (Sanders). Tabled for further research.

CSR - Classify the Ford Duratec 2.3 engine (Rushforth). Tabled for specification information.

SRF - Allow an alternate air filter (Zacharias). Tabled for input from SCCA Enterprises.

SRF - Allow an additional pan under the fuel cell (Goolsbey). Tabled for input from SCCA Enterprises.

F500 - Clarify the use of reverse direction engines (4 letters). The configuration is clearly beyond the intent of the class. The advisory committee is drafting language to clarify the rules and our philosophy.

NOT RECOMMENDED

Production

1. P - Reclassify the limited prep FP Volvo 140 to GP (Moore). The car is currently classified correctly.

2. P - Reclassify the full prep EP Volvo 140 to FP (Moore). We will continue to monitor the car's performance.

3. P - Clarify the modification of the heater plenum (Church). The heater plenum rule is clear as to what you can and cannot remove.

4. P - Classify the Factory Five Cobra in B Production (Riggen). Kit cars are not currently allowed in Production.

5. EP - Allow the World Challenge Mazda Protégé to compete in EP (Payson). The current WC rules go beyond the permitted modifications allowed in limited prep engines. The CRB would consider competition adjustments as suggested.

6. EP - Allow the first generation RX-7 an increase in the rear track from 59" to 60" (Schutt). Wheel changes can accommodate the current track specifications.

7. EP - Reduce the weight of the second generation RX-7 by 50 lbs (Graham). The current weight is appropriate.

8. GP - Allow porting of the throttle body and intake manifold on the 1986 Honda CRX 1500 (Meredith). Modifications of the intake manifold are prohibited on limited prep engines.

Grand Touring

1. GT - Do not add weight to tub cars (Plunkett). Tub and tube cars will be treated the same.

2. GT - Penalize GT2-GTL cars with fuel injection (Spencer). We will continue to monitor the performance levels between carbureted and fuel injected engines.

3. GT1 - Allow the 13B engine an alternate location (Bacon). The current rule is adequate.

4. GT1 - Reclassify the Viper Competition Coupe to GT2 (Bejnarowicz). The car is outside the performance parameters of GT2.

5. GT1 - Reclassify the Viper Competition Coupe to GT3 (Stark). The car is outside the performance parameters of GT3.

6. GT1 - Do away with the door requirements (Paul). The rule is adequate as written.

7. GT2 - Increase the Venturi size of the 13B Miata (Tambourine). The car is appropriately classed.

8. GT2 - Classify the GTA cars in GT2 (Lennert). The car is suitably classed in GT1.

9. GT2 - Add a spoiler to the spec line of the Porsche 911 (Erion). The requested spoiler is an improvement over the currently permitted part, and is outside the philosophy of the class.

10. GT3 - Reclassify the Porsche 924 to GTL with the appropriate SIR (Sanda). 2000cc and larger engines are not under consideration for GTL at this time.

11. GTL - Remove the 100 lbs from the Honda 1237cc (DeWitt). The weight was recently changed. We will continue to monitor the car's performance.

12. GTL - Add a 2% weight increase to ex-GT5 cars, and add a 4% weight increase to ex-GT4 cars (Zekert). We will continue to monitor performance as SIRs are introduced.

13. GTL - Allow motorcycle engines (Phenix). GTL is an automotive-based class.

Touring/Showroom Stock

1. T - Allow a race seat, restraint system, and window net on the passenger side (Knupp). These changes are outside the philosophy of the class.

2. T - Allow the addition of a fresh air scoop/vent for driver comfort (Knupp). The stock venting is adequate.

3. T1 - Slow the Viper (Berkeley). The car is adequately specified. We will continue to monitor the car's performance.

4. T1 - Reclassify the 1997-2003 Acura NSX to T2 (Lucas). We will continue to monitor the car's performance.

5. T2 - Correct the compression ratio of the LS1 engine for the Camaro/Firebird and the LS6 engine for the CTS-V and Corvette C5 Z06 (Buttermore). Compression ratios are based on those in the shop manual.

6. T2 - Allow the Honda S2000 to use the AEM V2 intake (Lucas). Such changes are not allowed in T2.

7. T2 - Reclassify the Integra Type R to T3 with the suspension kit (Lucas). The car is beyond the age limit for positive adjustments.

8. T2 - Classify the 2006 Porsche Cayman

S (Rosenkrantz). The car is too fast for the T2 category. The car's performance potential is comparable to T1, but we need a completed VTS prior to classification.

9. T2 - Reclassify the Honda S2000 to T3 (Burkett). The car is faster than the performance parameters of T3.

10. T2 - Slow the Subaru WRX STi, Mitsubishi Evo, and F-body or help the Dodge SRT-4 (Roselli). The other T2 cars are adequate as specified. We would consider adjustments to the SRT-4 upon specific requests.

11. T2 - Restrict all forced induction cars and F-bodies (Schader). The cars fit within the performance parameters of the class.

12. T2/T3 - Allow the RX-8 to use Mazda Motorsports ceramic apex seals (Burkett). The rules do not allow entry into the engine.

13. T3 - Allow aftermarket swaybars for the standard Subaru WRX (Jones). We will continue to monitor the car's performance.

14. T/SS - Slow the BMW Z4 (Ebben). The car is adequate as specified.

15. T/SS - Extend eligibility to 10 years from the date of the last model year of the platform (Berkeley). The current eligibility is adequate.

16. SSB - Allow additional camber for the 06 Honda Civic Si (Niffenger). SS rules require the use of the stock suspension and range of settings.

17. SSC - Allow the front and rear sway bar kit and coilover suspension for the Neon (Ciechanski/Waleke). Trunk kits are not allowed in Showroom Stock.

18. SSC - Reclassify the Mini Cooper S to SSB w/ weight reduction and/or factory limited slip (Hagerty/Beverly). The limited slip was not available for the 02-04 cars and requires the purchase of a complete transaxle. We will continue to monitor the performance.

American Sedan

1. Allow headlight covers in place of the headlight assembly (Linnet). Headlight covers do not fit the class philosophy.

2. Allow pump fuels (Wheeler). The CRB will continue to evaluate our fuel rules.

3. Allow a second, redundant ignition coil to improve reliability (Ritchie). There is no proven need as coil reliability is not an issue.

Formula

1. FA - Include motorcycle-powered cars (Schader). The current classifications are appropriate at this time.

2. FC - Allow the Zetec cars to run pro wheels (Freites). The current rule is appropriate. We have added the engine to the FC class.

3. FF - Classify the Zetec engine in FF (Cohn). The CRB will monitor the engine in FC first.

4. F500 - Remove the 50-lb penalty from the 493, and allow a balance tube (Elder). The specifications are appropriate.

5. F500 - Modify the exhaust pipe rule to accommodate the reversed engine configuration (Price). The current rules are adequate as written.

Sports Racer

1. SR - Increase the displacement of the 2-cycle Kohler engine from 1300cc to 1500cc (Miller). The current displacement is appropriate as listed.

2. SR - Reclassify the SR SCCA to S2000 (Marinangel). The S2000 class is its own class, and is not appropriate for SR SCCA.

3. CSR - Reduce the weight of motorcycle powered cars by 50 lbs (Schader). The weight is appropriate as listed; however, we will monitor performance of the cars.

4. CSR/DSR - Increase the minimum weight of CSR and DSR (Odgers). The weights are appropriate as listed. Additionally, recent member input did not support of weight changes.

5. S2000 - Allow any piston aluminum calipers (LaManna). Aluminum calipers are outside the performance parameters of the class.

Previously Addressed

Addressed in Technical Bulletin 05-11 or the November 2005 Fastrack:

P - Classify the Toyota Supra in Production (Hooten).

Addressed in Technical Bulletin 05-10 or the October 2005 Fastrack:

F500 - Allow any thermostat housing or water elbow for the 493 (Blumenthal).

No Action Required

Production

P - Spec separate fuels for limited prep and full prep (Stone). Thank you for your input.

Grand Touring

1. GT2 - Supplemental information for the classification of the turbocharged 13B (Shoemaker). Thank you for your input. At this time, turbocharged engines are not being considered for the GT category.

2. GT2 - Do not classify the 2006 Porsche GT3 Supercup car (Sanda). Thank you for your input.

Touring/Showroom Stock

1. T - Support for the removal of cosmetic engine covers (Brannon). Thank you for your input.

2. T - Support for the removal of catalytic converters (Brannon). Thank you for your input.

3. T1 - Input about this year's equalizing of the Corvette and Viper (Robbins). Thank you for your input.

4. T3 - Support for T3 as a national class (7 letters). Thank you for your input.

5. T/SS - T2/T3-SSB/SSC input (9 letters). Thank you for your input.

6. T/SS - Opposition to the use of tire warmers (Aquilante). Tire warmers are prohibited in the grid. It would be difficult to police in the paddock if they were outlawed.

7. T/SS - Input regarding REM polishing and finishing (Aquilante). Polishing of any kind is disallowed in Touring and Showroom Stock.

8. T/SS - Opposition to the removal of

catalytic converters (Eli). Thank you for your input.

9. T/SS - Allow software reprogramming of the stock EUC only (Eli). Thank you for your input.

10. SS - Opposition to open ECUs (Ebben). Thank you for your input.

11. SS - Honda/Acura are being pushed out of Showroom Stock (Hall). Thank you for your input.

Formula

1. FC - Opposition to the motorcycle-powered engine weight penalty (Eakin/Klutzenbaker/Hill/Hatheway). Thank you for your input.

2. FC - Motorcycle-powered engine input (9 letters). Thank you for your input.

3. FC - Support for the Zetec engine (Hollock). Thank you for your input.

4. FSCCA - Alternate muffler discussion (Pitts). Thank you for your input.

Sports Racer

CSR - Opposition to ex-FA cars in CSR (Van Rossum). Thank you for your input.

SRF - Input on proposed SRF bodywork (Enterprises). Thanks for your input, we will continue with the old body style based on the member input.

Resumes

AS - Jim Wheeler. Thank you for your resume.

CLUB RACING TECHNICAL BULLETIN

DATE: November 8, 2005

NUMBER: TB 06-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

The following changes will be reflected in the 2006 GCR.

Production

EP

1. Nissan/Datsun SRL 311U Roadster, change the specs to read as follows: Carb. No & Type: (2) Mikuni PHH 44mm, 38mm choke(s) required, or (2) Hitachi-SU (1bbl) 46mm throttle bores.

2. Chevrolet Corvair Coupe (65-69), add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

3. Porsche 911 2.0L, add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

4. Porsche 911 2.2L, add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

5. Porsche 912 E, add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

6. Porsche 914-4, add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

7. Porsche 914-6, add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

FP

1. Opel GT, add to the specs as follows: Carb. No. & Type: (1) 38 DGAS.

2. Opel Manta (71-75), add to the specs as follows: Carb. No. & Type: (1) 38 DGAS.

3. Volvo 142 / 144 2.0 (69-74), change the specs to read as follows: Weight(lbs.): 2200 *2255 **2310.

4. Porsche 356 A, C (1500, 1600)C (1600) SC, B, Super 90 Cabriolet, add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

5. Porsche 912 Coupe / Targa (-69), add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

6. Porsche 914-4, add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

GP

1. Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV, Midget 1500, change the specs to read as follows: Wheels(max): 13 x 6.

2. Porsche 356, A-1300, 1300 S Coupe & Cabriolet, add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

3. Porsche 914-4 (1.8L), add to the Notes as follows: Cylinder barrels of alternate materials are permitted.

HP

1. Classify Austin-Healey Sprite Mk 1, II, III, IV / MG Midget Mk I, II, III, IV & 1500, w/ 1275cc LP engine.

Add new spec line to PCS, Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV & 1500, Engine Type: 4 Cyl OHV, Bore x Stroke(in): 2.78 x 3.20, Displ.(cc): 1275, Block Mat'l: Iron, Head / PN & Mat'l: Iron, Valves IN & EX(in): 1.31(I) 1.16(E), Carb. No. & Type: (2) 1.25" SU w/ no modifications, Wheelbase(in): 80.0, Track(F&R)(in): 50.2 / 48.7, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(in): 8.2 Disc(F) 7.0 Drum(R), Brakes Alt.(in): 9.12 Disc(F) #208715, calipers: #27H, 27H-4651, Weight(lbs): 1633 Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Battery tray may be removed.

2. Austin-Healey Sprite Mk I, II, III, IV, add the MG Midget Mk I, II, III, IV spec line to this classification, change the specs to read as follows: Track(F&R)(in): 50.2 / 48.7, Wheels(max): 13 x 6.

3. Austin-Healey Sprite Mk II, III, IV / MG Midget (ALL) (1275), add the Mk I model to the classification.

4. Austin-Healey Sprite Mk II, III, IV / MG Midget (ALL) (1098), add the Mk I

model to the classification.

GT GT1

1. Section 17.1.2.E.1.b.1, change the first note to read as follows: Ford engines without inline valves (meaning the valves are splayed or canted) shall add 60 lbs.

2. Section 17.1.2.E.1.b.1, change the second note to read as follows: GM engines using the SB-2 head shall add 60 lbs.

GT3

1. Classify 2006 MX-5 in GT3.

Add new spec line to GTCS, Mazda MX-5 (2006), Engine Type: 12A rotary, Displ.(cc): 2292, Carburetion: One (1) automotive-type 2 bbl w/ 42mm choke(s), Wheelbase(in): 91.7, Track(max)(in): 60, Wheels 7" wide: 13/14/15, Weight(lbs): 2080, Notes: Windshield and hardtop required. No peripheral port. Bridgeport allowed w/ 38mm venturis.

GTL

1. As a part of the continued effort to balance the GTL field, all restricted intake GTL cars will be required to run SIRs for national competition in 2006. Cars competing in regional events will be able to retain IR chokes if previously allowed. These changes will be reflected in the 2006 GCR. SIR sizes will continue to be reviewed. Add to section e. to 17.1.2.F.4.i.10 as follows: All GTL cars that have either an IR or SIR size (restricted) listed on their spec line shall utilize an SIR for National competitions.

2. Renault Engines, correct the specs for the 1397cc engine to read as follows: Fuel induction: 45mm IR or 26mm SIR.

3. Classify Mazda 1.6L DOHC engine in GTL.

Add new spec line to GTCS, GTL engines - Mazda, Engine Type: DOHC, Bore x Stroke(mm): 78.0 x 83.8, Displ.(cc): 1597, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 25mm SIR, Weight(lbs): 1900.

4. Classify Mazda 1.8L DOHC engine in GTL.

Add new spec line to GTCS, GTL engines - Mazda, Engine Type: DOHC, Bore x Stroke(mm): 83.0 x 83.8, Displ.(cc): 1839, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 2000.

5. Classify Mazda Miata bodywork in GTL.

Add new spec line to GTCS, GTL cars - Mazda, Model: MX-5 Miata, Years: 90-05, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 89.2, Notes: Windshield and hardtop required.

6. Classify Yugo GV in GTL.

Add new spec line to GTCS, GTL cars - Yugo, Model: GV, Years: 86-89, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 84.6, GTL engines - Yugo, Engine Type: SOHC, Bore x Stroke(mm): 80.0 x 55.5, Displ.(cc): 1116, Head Type: Alum, non-crossflow, Valves/Cyl.: 2, Fuel Induction: 27mm SIR, Weight(lbs): 1645.

7. Classify Nissan SR16VE engine in GTL.

Add new spec line to GTCS, GTL engines

- Nissan, Engine Family: SR16VE, Engine Type: DOHC Bore x Stroke(mm): 86.0 x 68.7, Displ.(cc): 1596, Head Type: Alum, Crossflow, Valves/Cyl: 4, Fuel Induction: 25mm SIR, Weight(lbs): 1900.

T1

1. Dodge Viper SRT-10 (03-05), add the 06 Coupe model. Change the first sentence of the notes to read as follows: Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. Add to the notes as follows: Updating and backdating within models and years listed in this classification is permitted. Phoenix SRT10 Electric fan kit #PPI123321 is permitted.

2. Chevrolet Corvette C6 Coupe (2005), add the 06 model year.

T2

1. Subaru Impreza WRX STi (03-05), add the 06 model year.

2. Pontiac GTO (04-05), p. XX, add the 06 model year.

3. Classify Cadillac CTS-V in T2.

Add new spec line to TCS, Cadillac CTS-V (2006), Bore x Stroke(mm)/ Displ.(cc): 101.68 x 92.1 / 5967, Valves IN & EX(mm): 50.8(I) 39.4(E), Comp. Ratio: 11.5, Wheelbase(in): 2880, Wheel size(in): 18 x 8.5 or 18 x 9.5, Tire Size: 245/45 or 275/35 (max), Gear Ratios: 2.97, 2.07, 1.43, 1.00, 0.84, 0.56, Final Drive: 3.73, Brakes(mm): 355 Vented Disc(F) 365 Vented Disc(R), Weight(lbs.): 3990, Notes: GM Cooling Kit allowed, PN 25534461 Engine Oil Cooler Kit, PN 25534462 Transmission Cooler Kit, PN 25534463 Rear Differential Cooler Kit, PN 25534464 Brake Duct Extension (through fog light opening), PN 25534465 High Capacity Radiator Kit, and PN 25534466 Fuel Tank Sender Kit. A max of 275 tires on 9.5-inch wide wheels is allowed. This max. tire size supersedes TCS tire rule section 17.1.8.D.7.b.

4. Nissan 350Z Track/Touring/Standard (03-05), add to the specs as follows: add the 06 model year, Wheel size(in): 18 x 9(F) 18 x 10(R), Tire size: 245/40(F) 265/35(R).

5. Ford Mustang Coupe GT (2005), add the 06 model year.

6. Mitsubishi Lancer Evolution Evo 8 / RS / GSR / MR (03-05), add the 06 model year.

7. BMW M3 (01-05), add to the specs as follows: Notes: Turner Motorsports Suspension package #TMS2M3 allowed. This consists of front springs TMS600-10-250, rear springs TMS650-8-250, front sway bar #TMSF23.235, rear sway bar #TMSR23.327.

8. Honda S2000 (00-05), add the 06 model year.

T3

1. Mini Cooper S (02-04), add the 05-06 model year.

2. Chevrolet Cobalt SS (2005), add the 06 model year. Delete the last sentence of the notes prohibiting the suspension kit in T3.

3. Saturn Ion Redline (2004), add the 05 and 06 model years. Delete the last sentence of the notes prohibiting the suspen-

sion kit in T3.

4. Mazda RX-8 (04-05), add the 06 model year, remove the allowance for the suspension kit by deleting the notes.

5. BMW Z4 (03-05), change the specs to read as follows: Weight(lbs): 3000, Notes: Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. A rollcage complying with GCR section 18.2 allowed.

6. Ford Mustang GT (01-04), change the first sentence of the notes to read as follows: May update to Bullitt model brakes.

Showroom Stock

SSB

1. Classify Mazda MX-5 Sport in SSB.

Add new spec line to SSS, Mazda MX-5 Sport (2006), Bore x Stroke(mm)/ Displ.(cc): 87.38 x 83.06 / 1999, Valves IN & EX(mm): 35.1(I) 30.0(E), Comp. Ratio: 10.8, Wheelbase(mm): 2329, Track F&R(mm): 1491(F) 1496(R), Wheel Size(in) / Mat'l.: 17x7 / Alum, Tire Size(stock): 205/45, Gear Ratios: 3.82, 2.26, 1.64, 1.18, 1.00, 0.83, Final Drive: 4.10, Brakes(mm): 289.6 Vented Disc(F) 279.4 Solid Disc(R), Weight(lbs.): 2630, Notes: Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. Factory Limited Slip and Sport Suspension option permitted.

2. Ford Mustang V-6 (02-04), add the 01 model year.

3. Classify Honda Civic Si in SSB.

Add new spec line to SSS, Honda Civic Si (2006), Bore x Stroke(mm)/ Displ.(cc): 86.1 x 86.0 / 1998, Valves IN & EX(mm): 35.0(I) 30.0(E), Comp. Ratio: 11.0, Wheelbase(mm): 2649, Track F&R(mm): 1499(F) 1527(R), Wheel Size(in) / Mat'l.: 17x7 / Alum, Tire Size(stock): 215/45, Gear Ratios: 3.27, 2.13, 1.52, 1.15, 0.92, 0.66, Final Drive: 4.77, Brakes(mm): 300 Vented Disc(F) 260 Solid Disc(R), Weight(lbs.): 2995.

4. Acura RSX Type-S (2005), add the 06 model year.

5. Nissan Sentra SER Spec-V (2002), add the 03-06 model years. Add to the specs as follows: Bore x Stroke(mm) / Displ.(cc): 89.0 x 100.0 / 2488, Valves IN & EX(mm): 35.8(I) 30.8(E), Comp. Ratio: 9.6, Track (F&R)(mm): 1466 / 1446, Wheel Size(in) / Mat'l.: 17 x 7 Alum, Gear Ratios: 3.15, 1.94, 1.39, 1.06, 0.81, 0.63, Final Drive: 4.13, Brakes(mm): 305 Vented Disc(F) 278 Solid Disc(R).

SSC

1. Mini Cooper S (2005), add the 06 model year to the classification.

2. Classify Chevrolet Cobalt SS Coupe in SSC.

Add new spec line to SSS, Chevrolet Cobalt SS Coupe (2006), Bore x Stroke(mm)/ Displ.(cc): 88.0 x 98.0 / 2384, Valves IN & EX(mm): 35.25(I) 30.25(E), Comp. Ratio: 10.9, Wheelbase(mm): 2628, Track F&R(mm): 1492(F) 1470(R), Wheel Size(in) / Mat'l.: 17x7 / Alum, Tire Size(stock): 205/50, Gear Ratios: 3.58,

2.02, 1.35, 0.98, 0.69, Final Drive: 3.94, Brakes(mm): 296 Vented Disc(F) 270 Solid Disc(R), Weight(lbs.): 3000.

3. Acura RSX (02-05), add the 06 model year.

SM

1. Section 17.1.9.C.2.a, clarify by changing the second sentence to read as follows: Any openings created by fitting an alternate radiator shall be blocked to prevent air from entering the engine compartment.

2. Mazda MX-5 / Miata (99-00), change the specs to read as follows: Weight(lbs): 2450.

3. Mazda MX-5 / Miata (01-05), change the specs to read as follows: Weight(lbs): 2450.

4. Section 17.1.9.C.5.f, correct to read as follows: 2001 and newer cars must use the 255mm(F) and 252mm(R) brakes. The larger brakes 269.5(F) and 267.9(R) are not permitted.

5. Mazda MX-5 / Miata (94-95), correct the specs to read as follows: Brakes(mm): (F) 255 Disc (R)252 Disc.

6. Mazda MX-5 / Miata (96-97), correct the specs to read as follows: Brakes(mm): (F) 255 Disc (R)252 Disc.

7. Section 17.1.9.C.4.i. clarify by changing to read as follows: Towing eyes per GCR Section 17.31 are required. Stock towing eyes may be modified, replaced, or removed but may serve no other purpose.

IT

ITS

1. Acura Integra GSR (3 door) (94-99), add the 00 model year.

2. Honda Prelude SH (97-98), add the 99-00 model years.

3. Honda Prelude non-SH (97-98), add the 99-00 model years.

ITA

1. Acura Integra GS/LS/RS (3 door) (94-99), add the 00 model year.

AS

1. Section 17.1.7.D.5. add new section i. as follows: The following front brake calipers are allowed: Wilwood: Forged Billet Superlite series or Dynalite series, Coleman: Series III, Sierra: PRO-lite series, Brakeman: Tornado, Outlaw: 2800 series or 3000 series, Brembo: Sportline Series, PBR 38mm 2 piston. The following rear calipers are allowed: PBR 40mm or 50mm single piston.

2. Along with the alt brake caliper allowance specified above, the brake rotor sizes for all AS cars will be changed as follows: Brakes(max)(mm): 12.2 x 1.25 Disc

3. Classify Pontiac GTO in AS.

Add new spec line to ASCS, Pontiac GTO (04-06), Bore x Stroke(mm) / Displ.(cc): 91.63 x 85.26 / 4998, Wheelbase(in): 109.8, Gear Ratios(Std.): 2.95, 1.94, 1.34, 1.00, 0.73, Gear Ratios(alt.): 3.35, 1.93, 1.29, 1.00, 0.61, Brakes(max)(mm): 12.2 x 1.25 Disc, Weight(lbs): 3480, Notes: Engine/Transmission installation procedure as provided by SCCA Club Racing shall be utilized (TBD). Production IRS allowed w/ a maximum camber of -0.5° at static ride height.

4. Due to the discontinuation of the

Tremec 3550 transmission, add the Tremec TKO500 to section 17.1.7.D.3.1.

5. Clarify section 17.1.7.D.4.d.5 by deleting the last sentence.

Formula

FF

1. Section 17.1.6.D.2.m add new section 8 to read as follows: The carburetor housing may be modified for the installation of throttle shaft bearings provided the modification serves no other purpose

FC

1. The BoD recently approved the Zetec engine for competition in FC. The specs for the engine are as follows. Change section 17.1.6.B.4 as follows, portions not mentioned remain unchanged.

d. Engines

The only permitted engines are:

The Ford 2 liter single overhead camshaft "NE" series engine or the 1971-74 Pinto/Capri 2 liter single overhead camshaft engine

The Ford Zetec ZX3 2 liter dual overhead camshaft engine (see section e.)

The Ford 2 liter single overhead camshaft "NE" series engine and the 1971-74 Pinto/Capri 2 liter single overhead camshaft engine shall conform to the following specifications. The nominal bore is 90.84mm and the nominal stroke is 76.95mm (Note: All blocks shall contain casting number HM6015BA, HM6015AA or HM6015BB. Dashes in the casting number are not relevant.). Production tolerances are permitted providing the total swept volume does not exceed 2000cc.

Insert new section e. as follows and re-letter subsequent sections:

e. The Ford Zetec ZX3 engine shall conform to the following specifications and may be modified only as specifically allowed. If these specifications do not explicitly allow a modification, then it may not be done. The philosophy of the Zetec engine in FC is to allow limited engine rebuilds but no performance modifications to the engine. Blue printing, balancing, head porting, polishing, etc. are strictly prohibited and against the spirit of the Zetec formula. Where Ford part numbers are specified, normal industry part number supersession is expected and the superseding part numbers are automatically included.

1. The cylinder head may not be ported, polished, or machined. A standard three-angle "production" valve job is required and the only allowed angles are those defined in the Ford factory manual. The intake valve seats must be 30° 45° 70° with the 45° face a minimum of 1.5 mm wide. The exhaust valve seats must be 30° 45° 55° with the 45° seat 1.5 mm wide minimum. The camshaft, valves, springs, and shim/bucket components must be original Ford parts and may not be modified in any way. Only original unmodified Ford parts may be used for direct replacement. The camshafts must remain as ground by Ford; no polishing is permitted. Valve seats may not be replaced. The head may not be surfaced or milled beyond the minimum thickness of 5.230" measured between the cam cover seating

surface and the lower plane of the head. Only the Ford #RFYS4E6090AC head is allowed. The only allowed camshafts are the Ford #L913B YSAA intake and #L913B C2B exhaust. The original, unmodified Ford camshaft and crankshaft timing pulleys must be used. Camshaft timing is unrestricted.

2. Pistons, crankshaft, and rods may be replaced only with standard original Ford replacement parts. The crankshaft may not be ground or polished in any way and must have stock dimensioned main and rod bearing journals. The rod journals must remain stock and the rods may not be bored or remanufactured in any way. The rod and crankshaft bearings may be replaced only with original sized Ford bearings. Oversize bearings are not permitted. The required crankshaft main bearing journal dimension is 2.282-2.283 inches and the required crankshaft rod journal dimension is 1.846-1.847 inches. The crankshaft centerline to deck dimension is 8.378 inches and may not be altered. The main bearing housing bore is 2.452-2.453 inches and the rod housing bore is 1.9642-1.9650 inches. Only original Ford rod bolts with a minimum weight of 24.6 grams or ARP rod bolts with a minimum weight of 23.5 grams may be used.

3. Only original stock Ford replacement piston rings may be used. The ring end gaps may not be altered and must remain as manufactured by Ford. All of the rings must be installed including the complete oil scraper assembly. The piston bore may be honed solely to allow piston ring seating. The first and second compression rings must be installed in the positions designated by Ford.

4. All surfaces on the head, block, rods, pistons, and crankshaft must remain as manufactured by Ford and may not be altered in any way. The original casting marks and cast surfaces must remain as-cast and also meet all of the Ford design values and tolerances as stated in the Ford factory manual or as delineated in these specifications. The block may not be decked. Only Ford Zetec ZX3 blocks with block numbers #RFYS4G6015AA or #RFYS4G6015AD are permitted. The required compression ratio is 9.6:1, the required standard bore is 3.3390 - 3.3410 inches and the required stroke is 3.461 inches. The maximum bore dimension of 3.3410 inch is intended to allow for cylinder wear only. It is not permitted to machine to this dimension. This measurement will be taken .250 below the block deck where the bore is untouched by the piston ring.

5. Flywheel: The minimum weight is 8.0 lbs. and any weight removal from the specified flywheel must come from the clutch plate surface. Only the Quarter Master #QM107160 flywheel may be used.

6. Any 7/4 inch single plate or double plate, non-carbon fiber clutch is allowed.

7. Any oil pan is allowed. The oil pan may not contain an oil scraper between the oil pan and the block. No device in the oil pan may be contoured to the crankshaft assembly to function as an oil scraper nor may any device be closer to the rotating crank-

shaft assembly than 0.5 inches.

8. Any three-stage oil pump with a maximum of two scavenge stages is allowed. The maximum scavenge rotor dimensions are 1.375 inches in diameter and 1.600 inches in length. The minimum pressure rotor dimensions are 0.863 inches in diameter and 1.600 inches in length.

9. The exhaust system manifold tubing OD must be 1.5 inches and the manifold tubes must be a minimum of 24 inches in length and must terminate into a single exhaust pipe through a 4 into 1 collector. The collector angles must be the standard 15 degree bend, (30 degree included angle) with an exit diameter of 2 inches. The tail pipe must be a minimum of 24 inches in length. 4 into 2 into 1 exhaust collectors or reduced diameter venturi sections are prohibited.

10. ECU: The Pectel T2 unit is required. The current specification "SCCA Club" map is required. Failure to use the current "SCCA Club" map will result in an automatic penalty of 1 year suspension from SCCA club racing. The map is available at the SCCA web site.

11. Intake manifold and fuel injection components: The Quicksilver RacEngines (QSRE) intake manifold, throttle bodies, air horns, fuel rail and injector system are required and must be used with no modifications of any kind. The only allowed intake manifold and throttle body combination is the #0138 manifold available through QSRE. Only stock Ford fuel injectors may be used and they may not be modified in any way. Fuel injectors may be replaced only with stock Ford injector part number #0280155887 XS4U-AA.

12. Intake restrictor: The QSRE #1975 intake restrictor must be used. It must not be modified in any way. The restrictor internal diameter is 1.275 inches and this value cannot be exceeded in any measurement of the diameter. The restrictor port centerlines or shape may not be altered.

13. Engines will be mounted and aligned fore and aft in the chassis

14. The addition of material by any means to any component is prohibited

15. Non-standard rocker covers are permitted providing they in no way improve the performance of the engine.

16. Oil coolers are unrestricted.

17. A liquid cooling system is mandatory, but radiator and water pump are unrestricted.

18. Fuel pump is unrestricted.

19. Gaskets and seals are unrestricted except for

a. cylinder head gasket, Ford part number XS7Z6051CA

b. a continuous o-ring of cross-section of 0.100 inches must be fitted to each intake runner groove between the intake manifold and the head which to ensure that no air by-passes the o-ring seal

20. Pump, fan, and generator drive pulleys are unrestricted.

21. The use of non-standard replacement fasteners (nuts, bolts, screws, studs, and washers) which are not connected with or which do not support the intake manifold or any moving parts of the engine are permitted.

2. Section 17.1.6.B.4.m, to read as follows: Weight: Pinto engine - 1190 lbs, Zetec engine - 1240 lbs.

3. Section 17.1.6.B.4.d.3. change the first sentence of the paragraph to read as follows: The flywheel shall be a standard component or the approved alternate: ELITE-001.

Sports Racer CSR

1. CSR engine table, Mazda 12A Rotary, change the specs to read as follows: Carburetion of Fuel Injection: One (1) IDA 48mm w/ 36mm venturis or FI w/ 36mm restrictors per port.

S2000

1. Section 17.1.5.B.5.c. change the first sentence of the paragraph to read as follows: The flywheel shall be a standard component or the approved alternate: ELITE-001.

JUDGEMENT OF THE COURT OF APPEALS

**Derek Ketchie vs. SOM
COA Ref. No. 05-20-SE
November 3, 2005**

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Prior to the Group V race at the SARRC Invitational Challenge event held at Roebing Road, Derek Ketchie, car #15 ITC, was protested by Stephen Douglas, car #20 ITC, for an incorrect air flow meter for his car and class, and incorrect transmission gear ratios per ITCS Page 59. A thorough technical inspection of the air flow meter and gear ratios was conducted. The gear ratios were found to be stock ratios and compliant. The air flow meter did not match the part number in the Bosch parts book and was ruled non-compliant. The Stewards of the Meet (SOM) Sheri Croyle, K.P. Jones, and George Koteles, Chairman, held a hearing and upheld the protest, the car did not conform to the preparation rules and was ruled to be non-compliant. The SOM disqualified Mr. Ketchie from the event and suspended his competition privileges for three (3) months. Mr. Ketchie is appealing the SOM decision.

DATES OF THE COURT

The Court of Appeals, Angelo Gazzola, Steve Limbert, and Roger Eandi, Chairman, met on November 3, 2005, to review evidence and render a decision on the appeal. Clyde Kiser, Court of Appeals member, was an official at the event and recused himself from the Court.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Derek Ketchie.
2. Observers Report and related documents.
3. Pictures of the air flow meter removed from the vehicle.
4. Opinion letter from Kurt Weiss, Chairman of the Club Racing Board.
5. Actual air flow meter, Bosch part # B 438 122 028, forwarded to Club Racing by the SOM.
6. Actual air flow meter, Bosch part # 0

438 120 162, which is a used sample of the stock air flow meter, provided by Derek Ketchie to Club Racing.

FINDINGS

The part number of the air flow meter, removed from car #15 ITC was examined and compared to the stock part numbers in the Bosch parts book. The required stock part number was Bosch # 0 438 120 162. The air flow meter removed from the car was Bosch # B 428 122 028. The Stewards of the Meet determined that the part removed from the car was not a stock replacement part and upheld the protest.

Mr. Ketchie contends in his appeal that updating and backdating of components is allowed per ITCS 17.4.1.C. The Court of Appeals has determined that the part removed from the car is not a part eligible for updating or backdating status as it is not an OEM part listed for earlier or later models of the car.

Bosch confirms that the air flow meter, part number B 438 122 028, is a part produced in a limited production run or customer special order run. The "B" prefix would not have been placed on an OEM replacement part.

The Court of Appeals finds that the SOM acted properly and that the penalties assigned are within their power and appropriate under the circumstances.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Ketchie provided no new evidence, therefore his appeal is considered not well founded and his appeal fee will be retained by SCCA. SCCA will return the Bosch air flow meter, Part number 0 438 120 162, provided by Mr. Ketchie. However, SCCA will retain the Bosch air flow meter, part number B 438 122 028, provided by the Chairman of the SOM, as it is a non-compliant part

COURT OF APPEALS PROCEDURES

Subject: Court of Appeals Procedures

From: The National Court of Appeals

The General Competition Rules provide a means for an individual to appeal an action by Stewards of the Meeting (SOM) in which they are a named party. The SOM action will have been initiated at a Competition event sanctioned by the Club Racing Department of the SCCA. The following is an explanatory guide to the appeal process for reference only.

First, and most important, your letter of appeal must be sent within ten (10) days of the date you are notified of the decision of the SOM. The date of your appeal is determined by the U.S. Post Office cancel date on the envelope. You may also send your appeal by Express Mail and/or by fax. All appeals should be addressed to the Court of Appeals c/o SCCA Club Racing. If you fax your appeal, include a Visa or Master Card account number for your appeal fee to be billed. Your ten (10)-day period normally starts with the weekend day you were informed by the SOM of their decision.

However, if that decision is not made because, for example, components needed to be checked at an off-site location some-

time after the event, the ten (10)-day period would start from the date the Chairman, SOM, advises you orally or in writing of the final decision. The Chairman will advise the National Office of the decision via the Observers Report or an addendum to that report.

Secondly, you need to state your "case" in writing at the same time that you advise the Court of Appeals of your intention to appeal. A letter stating you intend to appeal and "details to follow" is NOT an appeal under the rules contained in Section 15 of the GCR. You will need to submit all materials you wish the Court to consider within the ten (10)-day period allowed by the GCR. You will normally not be contacted by the Court for additional information. The Court presumes you have provided all the information you feel is important at the time you appeal. If you feel other individuals can provide information that could be beneficial to your case, it is your obligation to contact those individuals and see that the Court receives their statements within the time allowed.

Third, your rights to file an appeal do not contain any rights to be heard "in person" either by phone or at a Court of Appeals hearing. The Appeals Court is not established to simply hear the same things again that the SOM have already heard, but to:

A. Review the process followed by the SOM to determine if all parties involved followed the GCR rules.

B. Review any new information that was not available, or not known, which became available to you after the SOM hearing.

C. Decide whether or not there is sufficient evidence presented to warrant changing the SOM decision.

Fourth, if you file an appeal in a case involving another person, such as a driver-to-driver protest involving an alleged violation of the GCR, 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 Chief Steward and Chairman, SOM are also notified. This procedure assists the Court in understanding all sides to the case.

Fifth, in appeals involving alleged violations of car preparation specifications, the Court will maintain confidentiality of all specifications to insure that a competitor does not learn preparation "secrets" of another competitor by filing a tear-down protest or appeal. All materials distributed, as part of the appeals process, will have measurements, specifications, etc. deleted.

Sixth, videotapes are frequently part of the appeals process. The Court can only accept unedited tapes. Tapes furnished by the SOM and/or you to the Court may be retained by SCCA as a permanent part of the record if the case goes to appeal.

Seventh, several Divisions have assigned Stewards to assist individuals in reviewing the appeals process so that you can proceed in the most effective manner. These individuals are listed in various Regional or Divisional publications. If you do not know who these individuals are in your Division, contact your Divisional Executive Steward to obtain this data.

SOLO

SOLO EVENTS BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC. October 26, 2005

The Solo Events Board met by conference call October 26th. Attending were SEB members Marcus Merideth, Andy Hollis, Dick Berger, Chris Dorsey, Ron Bauer, Steve Hoelscher, and Tina Reeves; and Doug Gill of the National Staff. These Minutes are presented in topical order rather than in the order of discussion.

STREET PREPARED CATEGORY

- The SPAC is anticipating an opening in 2006. Members interested in serving on this committee should submit their qualifications in writing via the National Office

PREPARED CATEGORY

- The SEB wishes to thank Todd Farris and Mark Andy for their years of service to the PAC.

- Steve Hudson has been approved as the new PAC chair.

STREET MODIFIED CATEGORY

- The SEB approved the addition of Andy McKee to the SMAC.

- The SMAC has recommended that the following rule change proposal, effective 1/1/2007, be published for member comment:

Add to 16.1 as follows: "A splitter may be used. It may extend maximum of 6 inches forward of the front bodywork when viewed from above and not past the centerline of the front wheels. The width of the splitter may extend 1 inch beyond the widest portion of the front bodywork forward of the front wheels."

MEMBER ITEMS NOT RECOMMENDED

- 05-223, DM/EM powerplant rules
Comment: production-based cars using alternative powerplants such as motorcycle engines are permitted in AM and BM.

- 05-225, classing system
- 05-228, BMW Z4 classing

TECH BULLETINS

1. Stock: the following new listings, effective immediately upon publication, are added:

- Oldsmobile Calais W41 DS
- Honda Civic Si '06+ GS

2. Prepared: For class XP, 17.11.A does not apply. "In-excess" cars are not eligible for XP.

3. Prepared: the following new listings, effective immediately upon publication, are added:

- Honda Civic '06+ EP (ref. 05-212)

4. Prepared: Any model listed in class GP is eligible for DP under the DP allowances.

5. Prepared: Per the PAC, add the following listings in Appendix A:

- 2-seat car, 4 cyl, normally aspirated, 2wd, NOC DP
- Sedan, 4-cyl normally aspirated, 2wd, NOC EP
- Volkswagen 4-cyl, normally aspirated, NOC EP
- A3 Jetta/Golf/GTI '93 - '98 - 1.8NA, 2.0NA EP

- A4 Jetta/Golf/GTI '99 - '05 - 2.0NA EP
- A5 Jetta/Golf/GTI '06+ - 2.5 5cyl NA EP
- New Beetle '98+ 2.0 NA, 2.5NA(15) EP
- Volkswagen 6-cyl, 4-cyl forced induction NOC FP
- A3 Jetta/Golf/GTI '93 - '98 - VR6, TDI FP
- A4 Jetta/Golf/GTI '99 - '05 - 1.8T, VR6, TDI FP
- A5 Jetta/Golf/GTI '06+ - 2.0T, TDI FP
- New Beetle '98+ 1.8T, TDI FP
- R32 '05 (3.2l v6, AWD) FP

Clarification of the 1st Sentence of 18.1
"BP-GP Prepared Category rules are the foundation for the preparation of a Modified Category DM or EM vehicle. The Modified rules are a specified progression from Prepared Category and are intended to be far less restrictive than the Prepared rules. Examples of, but not limited to, areas where BP-GP rules are not intended to be restrictive in Modified are as follows: engine & drivetrain, wheelbase, track, and brake location.

The BP-GP rules are to be followed when they do not conflict with specific allowances or the intent of the Modified Category rule-set.

This clarification is made to eliminate questions about the actual relationship between the two categories and to indicate the intent of that relationship. Inclusive of that intent, if it doesn't say you can, then you can't."

ROADRALLY

ROADRALLY TOWN HALL MINUTES UNITED STATES ROAD RALLY CHALLENGE SPORTS CAR CLUB OF AMERICA, INC. October 22, 2005

The RoadRally Board (RRB) conducted a Town Hall at the USRRRC on October 22, 2005.

Attending were: Tim Craft, Chairman; Steve Gaddy, Secretary; members Ron Ferris, Kevin Poirier, and Mike Thompson; and Pego Mack, National Office.

Jessica Toney and Duck Allen were unable to attend.

Chairman Craft called the meeting to order approximately 6 pm CDT.

The central theme of the meeting was the revitalization of regional programs, and the relationship to the national program. The numbers have shown that regional programs are increasing, both in number of events and entrants. Meanwhile, the national program is struggling, with events seeing average attendance around ten per event.

The first item discussed was the USRRRC itself, which this year saw just 13 entries. The board had been discussing overhauling the event, beginning with the 2006 event, already scheduled for Topeka. The proposal is to make the event more of an "event", as opposed to just another national rally weekend. Furthermore, the new event must be more "beginner-friendly". The first step toward this is to reduce the

event from a full-scale three day event to one more focused on the two-day weekend. There will be two national events, one course and one tour, on the Saturday and Sunday. These events will be shorter, particularly avoiding early-morning starts while still finishing at a reasonable time. The third event will be a GTA-style event, and will likely be run at the competitor's own time during the weekend, from as early as Friday afternoon, to as late as Saturday evening, thus allowing more flexibility in travel schedules. The inclusion of events such as a "cruise night" allowing car clubs to mingle with the rally will also be planned. Publicity is also a key, which goes hand-in-hand with sponsorship, which should be aided by the inclusion of a larger number of cars in the cruise night.

There was also related discussion of publicity and encouragement of regions to rally. It was pointed out that we need to make contact with those who check rally on their SCCA membership, and help them to get the most out of this interest. As for publicity itself, bumper stickers and business cards have been developed by some to get the word out, particularly while on a rally. We will consider developing such official SCCA products, and work to include them in organizer's packets, and to have them distributed to contestants on events. Ideally, the card for an event would include the name/contact for the local rally contact in the region. Finally, one member pointed out that his region runs a Competitor of the Year award, for which, in order to earn full points, at least one event of each discipline (race, solo, rally) must be run. This proves to be quite an incentive to get people to try out rallying, and at least run an event or two a year.

The bulk of the meeting was spent discussing a proposal made by R. Bruce Gezon to integrate the many successful and growing regional programs into the national program as a means to increase awareness, and eventually participation in the program. The crux of the proposal is to include ALL RoadRally events at all levels in the national championship. Events themselves would be unaffected, as far as rules and classes go. The only requirement is to report results to the points keeper. National classes would be based upon Lifetime points, with 3 or 4 classes for groupings of those with similar points. Points in the national championship would be awarded within the lifetime points class, based upon the position earned in whatever class contestants ran the rally in. There would be three distinct series (tour, course, GTA), and the best 10 results in each series would count. Although all events would count for the national championship, there would still be distinctly national events, which are those that conform to the RRRs, including the limits on mileage and controls. These events would be the only ones that count for lifetime points, and would also each count double in the national championship.

Most thought this concept was an

excellent idea, though there are many details to be worked out if it is to be in place for the 2007 season. One point centered around the idea that someone could become a national champion by running events only in their region. This may be considered a good or bad result. One possibility may be to allow only 7 or 8 events in one region, thus requiring one event out of region to earn the full possibility of 100 points. The same concept could also be applied to the number of events in one's division. It was generally thought, however, that it might be better to encourage attendance at the full national events rather than requiring one to simply go out of region. Perhaps instead of the regional requirement, just require a certain number of the events (maybe just 1) be of the divisional or national variety. Alternatively, there could be bonus "participation points" for attending the national events or the USRRC, such that a number of people could accumulate 100 points in regional events, but a bonus for attending a national event. Overall, however, the concept is to bring the regional rallyists into the national series without requiring any extra effort from the organizers or the competitors, then provide incentives for those competitors to move up into an occasional national event. Needless to say, this topic will be discussed thoroughly in the months to come, and will likely be the prime topic for discussion at the 2006 National Convention.

The meeting was adjourned at approximately 7:30 pm CDT.

Respectfully submitted,
Steve Gaddy, Secretary

ROADRALLY BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC.

Via conference call November 2, 2005

The RoadRally Board (RRB) met via conference call on November 2, 2005.

Attending were: Tim Craft, Chairman; Steve Gaddy, Secretary; members Ron Ferris, Kevin Poirier, and Mike Thompson; Duck Allen, Board of Directors; and Pego Mack, National Office.

Jessica Toney was unable to attend.

Chairman Craft called the meeting to order at 8:35 pm CST.

The final version of the October 2005 Minutes were accepted (Poirier/Thompson).

Pending business

1. 2006 Rules changes

Discussion: The changes proposed previously by the RRB were passed unanimously by the SCCA BoD. The 2006 rulebook will be updated on the web, and an addendum will be available in print to the 2004/2005 printed rulebook. A formal printing of the rulebook is planned for the 2007 rules.

2. USRRC wrapup

Discussion: Overall the USRRC was well received, though there were a disap-

pointing 13 entries. See the USRRC town hall minutes for more information. There was a request to consider whether Monte Carlo events were appropriate for future USRRC events. As discussed at the town hall, future USRRC weekends are expected to be shorter, likely involving just 2 rallies, and thus eliminating the need to even consider a Monte Carlo, thus making the issue moot at this time.

3. Proposed rule change for 2007

Discussion: The proposal made by R. Bruce Gezon at the USRRC town hall will be acted upon in length at a future board meeting. Overall first impressions are positive, but many details need to be worked out. The December meeting will be devoted to this topic, as well as the plans for the new USRRC format in 2006.

New business

1. Annual awards

Discussion: Nominations were made for the various annual awards, and the winners will be announced at the 2006 National Convention.

2. Gervais and National Tour Rally Awards

Discussion: It was brought to the board's attention that the Chairman of the weekend has been named on the award, while the award is in reality intended for the rallymaster. The board has committed to listing the rallymaster on future awards. A request was made by a previous award winner to update their trophy to reflect this, and this request was denied by a vote of 3-2.

3. Incident reports

Discussion: A reminder that if emergency services are called for ANY reason at an event, organizers MUST not only fill out incident reports, but also must call the 1-800 reporting number listed on the green card as quickly as feasible.

4. Divisional Stewards

Discussion: The board is reviewing the status of divisional stewards in all divisions. If there are any interested in serving as stewards, please contact the board or the national office. Also, as a note, the practice of divisional stewards attending occasional board meetings will resume in 2006.

5. Monetary awards at rallies

Discussion: A request was received to consider whether monetary awards are appropriate for rally events. As per the RRRs, they are allowed, and encouraged. SCCA, however, requests that if the contestant should decline the monetary award, that an alternate award be available (such as a free entry).

Next meeting

December 7, 2005, at 8:30 pm CST via conference call.

The meeting was adjourned at 9:58 pm CST (Ferris/Poirier).

Respectfully submitted,
Steve Gaddy, Secretary

ROADRALLY BOARD MEMORANDUM TO ORGANIZERS AND COMPETITORS RULE CLARIFICATION

Organizers of RoadRally events at all levels are reminded that there are many provisions of the RoadRally Rules that apply to ALL RoadRally events. These are outlined in Article 2D.

Specifically at this time, we wish to remind organizers that the following articles in reference to insurance MUST be enforced at all events:

Article 10D - Driver's License:

- Drivers shall be required to certify that they hold a valid automobile operator's license for the state in which they reside as of the date of the event.

Article 14 - Insurance (selected passages):

- The Event Chairman shall not let the rally begin until assured by receipt of an appropriate insurance certificate that the insurance requirements have been met.

- Each owner/entrant must have a valid auto insurance policy covering the entered vehicle(s) with liability limits of not less than \$20,000/\$40,000/\$10,000. In states where insurance cards are required, a valid card with acceptable limits must be provided at registration. In states where such cards are not required, policy declarations may be required by the organizing committee. In all cases, entrants must warrant that their coverage meets required limits, and that the policy is in force on the date of the event.

- The driver (or owner) of a vehicle participating in an SCCA RoadRally which is involved in an incident resulting in personal injury or property damage of any kind must report the incident to the Event Chairman or designated representative before the end of the event or as soon as practical thereafter. The Event Chairman or a designated representative is charged with the submission of the completed SCCA Incident Report and/or Green Card and should file the report within 10 days of the incident with the SCCA Risk Management Department. The SCCA 1-800 reporting number listed on the Green Card should also be called as soon as feasible to report the incident.

REGIONAL RALLY SCHEDULE

NEDIV

Jan 21 Vermont Winter Rally
802-263-5678

RMDIV

Jan 13-16 Grand Canyon Tour
928-330-2254

SEDIV

Feb 18 Rally 201
804-266-3135



OFFICIAL SOLO ENTRY FORM

Check appropriate boxes:

- ProSolo™ NationalSeries™**
- Solo National Tour
- Divisional Solo

Event Date

____ / ____ / ____

Location

Results are available within 48 hours of the event on www.scca.com

DRIVER INFORMATION

Class _____ Car No. _____

- ProSolo NationalSeries** Rookie (first time at a **ProSolo** event)

Name _____

Address _____

City _____ State _____ Zip _____

Phone: Hm () _____ Wk () _____ E-mail _____

Member No. _____ Exp. _____ Division _____ Region _____

ProSolo license holder? Yes No

Emergency Contact: Is this person at event site? Yes No Relationship _____

Name: _____ Phone: Hm () _____ Wk () _____

Additional Driver Name: _____

Additional Driver Car Number: _____

CAR/PRODUCT INFORMATION

Year _____ Make _____ Model _____ Color _____

Brand of Tires _____ Size _____ Wheels _____

Mufflers _____ Shocks _____ Spark Plugs _____

Oil _____ Other _____

Sponsor/Team Name _____

Worker assignments will be on a first-come first served basis. If you have a specialty you would like to work, please indicate below:

Registration Tech Information Grid T&S Course Impound Safety (license required)

READ AND SIGN: The entrant agrees to permit the Sports Car Club of America Inc., SCCA Pro Racing Ltd, and their assigns (including but not limited to series sponsors, promoter/organizer of an event), to use, license, reproduce, have reproduced, show, and have shown, without limitation in space or time and without cost, charge or fee, Entrant's drivers(s), crew members and cars, including the car(s) names(s), likeness(s), logo(s), design(s), artwork and other creative elements (other than rights in the name and/or likeness of the subject car(s) that are not owned or controlled by the Entrant) involved in the Event(s) in or on any medium whatsoever, including but not limited to advertising and promotional materials, reports, broadcast and print media coverage of any type, video games, model production, software and any other form of electronic media distribution. The Entrant further acknowledges and agrees that SCCA and/or SCCA Pro Racing may freely assign or license its rights to a third party.

Driver's Signature: _____ Date: _____

Visa/MasterCard No.: _____ Exp.: _____

Phoned entries will be charged a \$50 processing fee. Add a \$25 late fee if the entry is received the Tuesday prior to the event. Add a \$35 late fee if the entry is received the Thursday prior to the event.

National Cancellation Policy: Cancellations received 10 days prior to the event will receive a full refund. Cancellations made after the 10 days prior to the event will receive half of the entry fee paid. Cancellations made after the Tuesday prior to the event will not receive a refund. **NO EXCEPTIONS.** Cancellations must be in writing.

CONTACT APPROPRIATE REGISTRAR FOR DEADLINES AND LATE FEES	ENTRY FEES	TOTAL AMOUNT ENCLOSED
	<i>ProSolo NationalSeries</i> \$ 73 Solo National Tour..... \$ 73 Divisional Solo: (mail entry form to appropriate registrar. See <i>SportsCar</i> calendar section for contact number)	\$ _____ Sanctioned by the Sports Car Club of America, Inc. Held under SCCA Solo Rules.



2006 SCCA National Convention Registration February 2-4, 2006 Westin Crown Center Kansas City, Missouri

Registration opens October 1, 2005.

**Three ways to register: on line at www.scca.com; fax at 785-232-7213
mail to: SCCA Convention P.O. Box 19400 Topeka, KS 66619-0400**

Use one form per registrant. Registrations received on or before January 25, 2006 will receive convention confirmation. Attendee information will be published in the Convention Directory. If you do not wish to be listed check here: _____.

Name: _____ SCCA member # _____
Address: _____ City/State/Zip _____

Day Phone (____) _____ Evening Phone(____) _____ Email: _____

Please print information legibly as you want it to appear on your name badge

Badge Info: Name _____ Title: _____

Region of Record and/or Company name _____

The Convention will officially begin with the SCCA Annual Meeting on Thursday February 2 at 3:30 pm. There will be early meetings on Thursday for specific constituents of the Club.

Full Convention Registration:	\$225.00	on or before 12/31/05**
includes all meals and activities	\$275.00	on or after 01/01/06
 Saturday Only Registration:	 \$125.00	 on or before 12/31/05**
includes lunch, Banquet and sessions	\$175.00	on or after 01/01/06
 Saturday Banquet Only Registration:	 \$ 80.00	 on or before 12/31/05**
Reception, Hall of Fame/Awards Banquet	\$130.00	on or after 01/01/06
Payment method: Check # _____	Total amount enclosed: _____	

Visa/MC _____ Exp _____ Verification code: _____

Signature: _____ Date _____

Cancellation policy: Cancellations must be made in writing by mail, fax or email. No phone cancellations will be accepted. Cancellations will be assessed a \$25.00 administrative fee until January 20, 2006.

Cancellations on or after January 21, 2006 are not refundable.

****All registrations must be submitted on-line, postmarked, or faxed by this date to receive discounted fee.**

Meal considerations: Please indicate any dietary needs:

Allergies: _____ Diabetic: _____ Vegetarian: _____

Hall of Fame/Awards Ceremony Banquet Meal Selection: Beef _____ Fish _____
Chicken _____ Vegetarian: _____

Dinner will be served with salad, vegetable, bakery fresh rolls, dessert, coffee or tea

Special Accommodations: Please indicate what type of accommodations you will need at the Convention. All convention facilities are wheelchair accessible. _____

Hotel Room mate match-up: looking to share expenses? Scca.com has provided a convention discussion forum where you can post room or transport sharing requests. This is a service provided for our members; SCCA is not responsible for individual arrangements or guarantees.

Questions? Comments? Call or email the SCCA Region Development Department: 1-800-770-2055.

Barbara Lundquist: blundquist@scca.com ext. 357 Mike Dickerson: mdickerson@scca.com ext. 358

2006 SCCA National Convention Schedule

Thursday - Friday

Thursday, Feb 2, 2006						Friday, Feb. 3, 2006											
7:00	7:30	8:00	8:30	9:00	9:30	7:00	7:30	8:00	8:30	9:00	9:30						
BoD		Admin		Club Racing		Club Racing		Solo		Regions							
BoD Meeting (Closed) 7:00 - Noon Shawnee						Breakfast 7:30 - 8:00 Century C											
CRB w/BoD 9:00 - 10:00 Shawnee						Keynote Speaker - Herb Fishel 8:00 - 8:30 Century C											
Exec Stewards w/BoD 10:00 - 11:00 Shawnee						Leadership Awards Ceremony 8:30 - 10:00 Century C											
BoD Meeting Cont Shawnee						Break 10:00 - 10:15											
Lunch Break On Own 12:00 - 1:30						Panel: Grassroots Motorsports Growth 10:15 - 12:15 Liberty											
Break 1:30 - 1:45						Break 12:15 - 12:30											
Regional Executives and BoD Q & A 1:45 - 3:15 Shawnee/Mission						Rally and Solo Awards Luncheon 12:30 - 2:00 Century C											
Stewards - Open Town Hall 1:45 - 3:15 Liberty						Break 2:00 - 2:15											
NAs w/CRB 2:00 - 2:30 Independence						How To/Who To/What For Part I 2:15 - 3:00 Liberty		Site Acquisition Part I 2:15 - 3:00 Shawnee		Region Academy Returning REs Part I 2:15 - 3:00 Mission		Marketing's Role in Rally 2:15 - 3:00 Pershing East					
Region Solo Program Best Practices 1:45 - 3:15 Pershing East						Break 3:00 - 3:10		Tech Certification 2:15 - 4:00 Sign Board I		Break 3:00 - 3:10							
Regional Executives and BoD 1:45 - 3:15 Shawnee/Mission						How To/Who To/What For Part II Marketing Targeted at Club Racing 3:10 - 4:00 Liberty		Site Acquisition Part II 3:10 - 4:00 Shawnee		Region Academy Returning REs Part II 3:10 - 4:00 Mission		RallyCross RallySprint CircuitRally Discussion Group 3:10 - 4:00 Pershing East					
Break 3:15 - 3:30						Break 4:00 - 4:10											
BoD Annual Meeting/Town Hall 3:30 - 4:45 Century C						On Line Registration 4:10 - 6:00 Liberty		OBD II Diagnostics Training 4:10 - 6:00 Sign Board I		Break 5:00 - 5:15		Region Best Practices RE Panel Discussion 4:10 - 6:00 Mission		How To/Who To/What For 4:10 - 5:00 Pershing East			
Break 4:45 - 5:00						Marketing Solo 5:15 - 6:00 Shawnee						Road Rally Safety Steward Training 5:00 - 6:00 Pershing East					
Risk Management 5:00 - 6:00 Pete Lyon Shawnee/Mission						Stewards - Open "How to...all of your questions answered." 5:00 - 6:00 Liberty											
SCCA Welcome Reception - Union Station Union Cafe 7:30 - 10:00																	

Registration/Cars/KC Information Penn Valley Foyer

Exhibits/Social Area 12:00 PM - 6:00 PM Pershing North/South/West

Registration/Cars/KC Information 7:00 - 3:00

Exhibits/Social Area 8:00 AM - 6:00 PM Pershing North/South/West

2006 SCCA National Convention Schedule

Saturday - Sunday

Saturday, Feb. 4, 2006						Sunday, Feb. 5, 2006						
Time	Admin	Club Racing	RoadRally/RallyCross	SCCA-U	Solo			BoD	Club Racing	Club Racing	RoadRally/RallyCross	Solo
7:00												
7:30												
8:00						Registration/Cars 8:00 - 12:00 Century Foyer						
8:30		Town Hall w/CRB 8:00 - 9:30 Liberty	Town Hall w/RRB 8:00 - 9:30 Westport	LS 104 Whad'ya Say? The Art of Talk 8:00 - 9:30 Century A & B	Solo Safety Steward Training 8:00 - 9:30 Mission							
9:00												
9:30	Break 9:30 - 9:45											
10:00	Member Services Best Practices 9:45 - 10:30	Safety Symposium 9:45 - 10:30										
10:30	Break 10:30 - 10:45											
11:00	Finance Jeff Dahnert 10:45 - 11:45 Liberty	Safety Symposium Part I (cont.) 10:45 - 11:45										
11:30	Break 11:45 - 12:00											
12:00	Lunch - Club Racing 12:00 - 1:30 Century C											
12:30	Break 1:30 - 1:45											
1:00						Exhibits/Social Area 8:00 AM - 6:00 PM Pershing North/South/West						
1:30	Critical Incident Stress Management 1:45 - 2:30 Mission	Safety Symposium Part II 1:45 - 3:30 Century A & B			SEB Town Hall w/SEB 1:45 - 3:30 Liberty							
2:00	Break 2:30 - 2:45											
2:30	TBD 2:45 - 3:30	Break 3:30 - 3:45										
3:00	Break 3:30 - 3:45											
3:30	Break 3:30 - 3:45											
4:00	Manufacturers' Panel 3:45 - 4:45 Century A & B											
4:30	Wrap Up 4:45 - 5:30 Century A & B											
5:00	Registration 5:00 - 6:00											
5:30	Reception Grand Foyer and Garden Terrace 6:00 - 7:00											
6:00	Hall of Fame Induction Banquet 7:00 - 10:00 Century B & C											
6:30	Hall of Fame Induction Banquet 7:00 - 10:00 Century B & C											
7:00	Hall of Fame Induction Banquet 7:00 - 10:00 Century B & C											
7:30	Hall of Fame Induction Banquet 7:00 - 10:00 Century B & C											
8:00	Hall of Fame Induction Banquet 7:00 - 10:00 Century B & C											
8:30	Hall of Fame Induction Banquet 7:00 - 10:00 Century B & C											
9:00	Hall of Fame Induction Banquet 7:00 - 10:00 Century B & C											
9:30	Hall of Fame Induction Banquet 7:00 - 10:00 Century B & C											
10:00	Hall of Fame Induction Banquet 7:00 - 10:00 Century B & C											

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