

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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SCCA HEADQUARTERS REPORT

Gary Pitts reported on SCCA headquarters' activities. He commented on the last five years of SCCA Inc. Financials. He also reported that SCCA Enterprises is expected to show a year-end profit.

MARKETING / SCCA PRO

Garret reported on the successes of the 2005 Pro season, and presented an overview of projected 2006 activities

FINANCE AND ADMINISTRATION

Mike Engelke presented the Financial report and a proposed budget for 2006. Highlights of the 2006 budget are as follows:

Membership dues:

Regular \$55 to \$60

Spouse \$15 to \$20

Family \$85 to \$95

Club Racing Sanctions:

National: \$550 to \$700

Regional: \$300 to \$450

Dbl Regional \$600 to \$750

Run-Offs Entry Fee from \$300 to \$350

Solo:

Pro Solo increase \$3

Tour entry fees increase \$3

Rally:

National Road Rallies from \$175 to \$200

Road Rally Challenge \$80 entry fee

MOTION: To approve the 2006 budget as recommended and submitted by the Budget and Finance Committee. (Engelke/Introne) PASSED, Unanimous.

PROGRAM DEVELOPMENT

Howard Duncan presented a proposal for the formation of a RallyCross Board.

MOTION: To revise Operations Manual as follows. (Allen/Weston) PASSED, Unanimous.

Section 7. Rally Events Administration

Change to RoadRally and RallyCross events are non-speed events.

7.1 Basic Policy

All SCCA RoadRally and RallyCross events are organized and conducted according to the SCCA RoadRally Regulations and the SCCA RallyCross Rules respectively. These rules and regulations reflect the basic rallying policies of the Club, as adopted by the Board of Directors.

Sections 7.3 through 7.3.3 need to be removed from the operations manual as they refer to the discontinued Performance Rally Program.

These sections could be replaced with the Rally Cross Program as follows

7.3 RallyCross Board

Membership: The SCCA Board of Directors annually shall appoint a Chairperson and up to six other members to the RallyCross Board. Members shall normally serve three to six years subject to annual appointment by the Board of Directors.

Responsibilities: The RallyCross Board shall be responsible for the development of the rules and standards of conduct for all SCCA sanctioned RallyCross events and maintain a liaison with the Divisional RallyCross Stewards. The RallyCross Board shall further be responsible for the development and maintenance of a uniform plan, requirements and procedures regarding event, competitor, marshal, spectator, and general participant safety in their capacity as the RallyCross Safety Committee.

7.3.1 Divisional RallyCross Stewards

Appointment: A minimum of one per Division, appointed by the RallyCross Board, subject to the approval of the Board of Directors

Duties: Responsible to the RallyCross Board for the supervision and administration of SCCA policies, rules and standards with respect to SCCA RallyCross events conducted within their division. Responsible for developing, supervising

GENERAL

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

December 8 - 11, 2005

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, December 8th through 11th, 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. R. J. Gordy, K.P. Jones, Larry Dent, Garret Mudd, Vice President of Marketing, Peter Lyon, Risk Management/General Counsel Jeff Dahnert, Vice President of Finance, Colan Arnold, Vice President of Membership, Howard Duncan, Vice President of Program Development, Barb Lundquist, Director of Region Development, Terry Ozment, Director of Club Racing, and Costa Dunias Chairman of the Stewards Program, also participated.

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

MOTION: To approve the Minutes of the December 5th 2005 meeting. (Porterfield/Fairer) PASSED. Unanimous.

and administering a program of Divisional RallyCross events in accordance with the rules, standards and procedures established for the RallyCross program.

7.3.2 RallyCross Scheduling and Sanctioning Procedures

Refer to the current edition of the RallyCross Rules.

7.3.3 Any event held by a Region in the physical territory of another Region requires the written approval of the host Region or the National Board of Directors as a condition of calendar listing or Sanction. Existing agreements contrary to this policy will continue in effect.

RISK MANAGEMENT

Peter Lyon presented the 2006 Event Insurance Program.

MOTION: To accept the 2006 Insurance Program as presented. (Engelke/Holtz) PASSED, Unanimous.

MEMBER SERVICES

Colan Arnold presented membership statistics. He reviewed online membership renewal availability, and automatic renewal of specialty licenses. He also presented a proposal for a lifetime membership program.

MOTION: To implement a Lifetime Membership Program as presented, at an initial member cost of \$1000. (Introne/Sheridan) PASSED, Unanimous

PROGRAM DEVELOPMENT

Howard Duncan reviewed activities related to Region development, Solo and Rally.

SOLO EVENTS BOARD

MOTION: To approve the following Items as presented by the Solo Events Board. (Clark/Introne) PASSED, Unanimous.

Items presented by the SEB to the Board of Directors for approval, effective date 1/1/2006

STOCK CATEGORY

ITEM 1)

Toyota Celica GT-S (00+) From DS to GS
Nissan Sentra SE-R Spec V

From DS to GS
Volkswagen Golf/Jetta/GLI 24V VR6 (02+)
From DS to GS

Comment: The GS class has become faster recently, due largely to the Mini Cooper S. These 3 cars are believed to be a good match for the Mini Cooper S, but it is not expected that any of cars, which fit the class profile, would become dominant.

Acura RSX (non-Type-S)

Acura TSX From GS to HS
Honda Civic Si (99-00) From GS to HS
Honda Civic Si (02+) From GS to HS
Hyundai Tiburon 6-cyl (02+)

From GS to HS
Mazda 3 (all) From GS to HS
Pontiac Vibe From GS to HS
Saturn DOHC models From GS to HS
Toyota Matrix (all) From GS to HS

Comment: These are generally newer cars, which fit the HS class profile and are not expected to dominate.

Nissan 200SX SE-R (95+)

From GS to HS

Comment: This is a generally older model, still readily available, which fit the class profile of HS and performance parameters, and is not expected to dominate.

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STREET PREPARED

ITEM 2)

Replace the contents of 15.10.C with the following:

Induction allowances are as follows:

Carburetors, fuel injection, and intake manifolds are unrestricted. Alternate throttle linkage and connections to facilitate installation of allowed induction systems are permitted, but may serve no other purpose. If an induction system item is allowed to be removed and its original mounting bracket can be removed by simply unbolting it, the bracket may be removed as well.

Except for standard parts as defined in these rules, the external use while on course of liquids, ice, dry ice, refrigeration systems, vaporized compressed gases, etc. to reduce the temperature of the intake air charge is prohibited.

As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (known as "inter-coolers" or "charge air coolers (CACs)") are unrestricted in size and configuration. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere, except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation.

Turbochargers and/or superchargers ("forced induction") may not be added, changed, or modified. On vehicles originally equipped with forced induction:

No hardware changes or alterations to turbocharger(s) or supercharger(s), in size or number, are permitted. Turbochargers or superchargers may be updated/backdated only in conjunction with the accompanying complete engine unit.

No changes are allowed to waste gate(s) size, number, or location. No changes are allowed to variable-geometry-turbine (VGT) hardware.

No changes are allowed to supercharger drive system pulleys. Belt tensioners may be added/changed to reduce belt slip.

No changes are permitted to blow-off/pop-off valves.

Compressor bypass valves (CBVs) are considered part of the air intake system and may be replaced and/or updated/backdated independently of the other components of a forced induction system.

Boost regulation systems, either electronic or mechanical, and electronic fuel cuts referencing boost pressure may be modified or replaced except as prohibited herein. Boost pressure changes resulting from authorized changes are permitted.

Comment: With the increasing level of electronic controls in all areas of engine management, it is clear that it is very difficult to police boost management systems. Similar to a recent rules proposal regarding variable valve/cam timing systems, this proposal would effectively restrict turbocharger/supercharger hardware to the stock parts, but would open up the controls, which, in conjunction with existing allowances on intake and exhaust systems, will result in several forced induction cars making more boost and therefore more power. The SPAC is aware of these potential performance increases, and will propose reclassifying certain cars if a considerable performance gain is likely. Recent new classifications of the Dodge SRT-4 in CSP, the Mazdaspeed Miata in ASP, and the proposed reclassification of both the Mitsubishi Lancer Evolution and Subaru Impreza WRX STi from ESP to BSP reflect some of these situations. Additional reclassifications may be proposed as more information presents itself.

Fastrack 8/05

ITEM 3)

Mitsubishi Lancer Evolution (VIII)
From ESP to BSP
Subaru Impreza WRX STi
From ESP to BSP

Comment: This proposal is intended to keep open the possibility of reclassifying these models promptly, if it is deemed appropriate after a full year of data has been observed.

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STREET MODIFIED

ITEM 4)

Add new section 16.1.G as follows and renumber subsequent sections accordingly:

Cars that use subframes that bolt to the unit body/body-in-white to mount engines, transmissions, differentials, steering, or suspension components may replace those subframes with subframes of alternate construction, subject to the following limitations:

The interface between the new subframe and the body-in-white must retain the OE bolt configuration. No new attachment points may be created, and the OE attachment points on the body-in-white may not be modified in any manner. Bolt lengths may be changed, but not diameter or number.

Replacement subframes may not be tied in any fashion to any other subframe on the car beyond what attachments existed in the stock configuration.

Cars that use body-on-frame or ladder frame construction, such that the body of the car can be removed from the frame independently from the suspension on both ends of the car, may not make use of this allowance and must retain the OE frame unit.

The relocation of components carried by the subframe (engine, suspension, etc) and

the associated modifications to geometry (wheelbase, track, etc) provided by the alternate construction of the replacement sub-frame, if any, is allowed.

Any car making use of this allowance must add 15% to its minimum weight.

Comment: A non-standard "bolt-on" sub-frame fits the "bolt-on/bolt-in" concept of Street Modified and will permit more practical engine swaps and other permitted allowances.

Fastrack 10/04

REGION DEVELOPMENT

Barb Lundquist gave an update on the National Convention planning, and related activities.

CLUB RACING

Terry Ozment gave an overview of changes to the Runoffs tow fund, for 2006. She also gave an overview of proposed changes to the Time Trials rules, and she covered details of the SCCA Driver School Accreditation Program.

MOTION: To allow otherwise qualified Runoffs entrants, who enter after the entry deadline, to participate in the Runoffs tow fund. (Clark/Sauce) PASSED. Unanimous.

MOTION: To accept the Runoffs tow fund as follows. (Weston/Sauce) PASSED, Unanimous.

TOW FUND

- Reimbursed by straight mileage
 - o Determined by actual mileage from the drivers zip code to HPT, not zipcode/zone table map as in previous years
 - o Must be over 200 miles
 - o Capped at 2,100 miles
- Based on zip code of driver's permanent residence (as indicated by SCCA Membership system)
- Mileage taken from MapQuest so drivers can check their mileage ahead of time
- Payout after the event
- Claims deadline of Dec 15th, 2006 for disputes

ELIGIBILITY

- Top three drivers with the highest points total in each class from each division (over 200 miles) who enter on time and are accepted to participate
- Must have completed Registration and Tech Inspection and turned a wheel on the track
- Should not have been disqualified during the event

STRATEGIC PLANNING

Mike Sauce presented a number of potential programs intended to improve future operations.

MOTION: To direct the Club Racing Board to initiate the following change using existing processes.

The classes invited to participate in the Runoffs shall be determined based on participation levels. The 24 classes with the highest National race participation numbers shall be invited to the National Championship Runoffs the following year. (Sauce/Clark) PASSED. Unanimous.

CLUB RACING BOARD

MOTION: To approve the recommendation of the CRB regarding SRF tires as follows. (Porterfield/Weston) PASSED. Abstaining, Sauce, Clark, Christian, Allen.

SRF

Item 1. This change will require the Goodyear dry tire effective 1/20/06. The current Yokohama tire will be allowed for wet conditions.

Effective 1/20/06, change Section 17.1.5.C. Spec Racer Ford Specifications Chassis F. to read as follows: Tires: Dry: *Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. ~~Yokohama A008 Spec Racer, or Yokohama A048 Spec Racer,~~* Wet: Yokohama A008 Spec Racer, *Yokohama A048 Spec Racer,* or Yokohama A021; Size: Front: 185/60R13, Rear: 205/60R13.

Change section 17.1.5.C.24.f as follows:
f. All cars shall display three (3) official ~~Goodyear Yokohama~~ tire decals in the following locations: One (1) decal on the nose forward of the radiator outlets. One (1) large decal on each side of the vehicle on the vertical portion of the bodywork. All other tire decals shall be removed. All cars shall display three (3) official Ford decals in the following locations: One (1) large decal on each side of engine cover. One (1) small decal on nose section visible from directly in front of vehicle.

Delete section 17.1.5.C.12. in its entirety and renumber the subsequent sections.

C.12. Tires

~~a. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.~~

~~b. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.~~

~~c. If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.~~

~~d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.~~

Item 2. This change will require the Goodyear wet tire, effective 3/1/06. Note: the wet tire is not suitable for dry competition and we do not recommend a rain tire declaration rule. Since the Yokohama will have a performance advantage over the Goodyear the Club Racing Department will work with regions to include a rain tire declaration rule in the supplemental regulations until the Yokohama tire is no longer allowed.

Effective 3/1/06, change Section

17.1.5.C. Spec Racer Ford Specifications Chassis F. to read as follows: Tires: Dry: *Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. Wet: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2524. ~~Yokohama A008 Spec Racer, Yokohama A048 Spec Racer, or Yokohama A021;~~ Size: Front: 185/60R13, Rear: 205/60R13.*

STEWARDS PROGRAM

Costa Dunias presented an overview of the Stewards Program.

NEW BUSINESS

MOTION: To direct and authorize Peter Lyon to meet with the Solo Events Board, to review circumstances surrounding recent incidents. (Introne/ Clark), PASSED, Unanimous

MOTION: That the provisions of GCR Section 3.17.2.I be waived to allow Florida Region to conduct a one day, endurance / vintage, event the Saturday of the National Convention. (Weston/Fairer) PASSED, Unanimous.

MOTION: To approve the recommendation of the selection committee for the Woolf Barnato Award. (Pitts/Allen) PASSED, Unanimous.

MOTION: To instruct Mr. Pitts to negotiate the availability of Sunday to be included in the Runoffs schedule, and that the entry fee be increased \$50 to partially offset the cost of that day. (Clark/Sauce) PASSED, Voting NO, Holtz and Introne

Board of Directors Officers for 2006

President - Bob Introne
Vice President - R. J. Gordy
Secretary - Jim Christian
Treasurer - K. P. Jones
Executive Committee Member - Brian Holtz
First Alternate Executive Committee Member - Mike Sauce
Second Alternate Executive Committee Member - John Sheridan

Club Racing Board - 2006

John Martinsen (Chairman)
Brian Culbertson
Russ McHugh
Lauri Burkons (Secretary)
Peter F. Keane (new)
Stanley Clayton(new)h
Craig Taylor
Bob Dowie

MOTION: To adjourn. (Gordy/Engelke) PASSED.

Respectfully submitted,
Jim Christian, Secretary

CLUB RACING

CLUB RACING BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC. December 2-4, 2005

The Club Racing Board met in Orlando, Florida, during the PRI Show, December 2-4, 2005. Participating were Kurt Weiss, Chairman; Bob Dowie, Kevin Kloepfer, Brian Culbertson, Craig Taylor, John

Martinsen, and Russ McHugh. Also participating were Bill Weston, BoD Liaison; 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 06-02, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board. All proposed rules changes are for next season (effective 11/1/06, unless otherwise noted).

Production

Item 1. Effective 11/1/06, change section 18.6.a.1.a as follows:

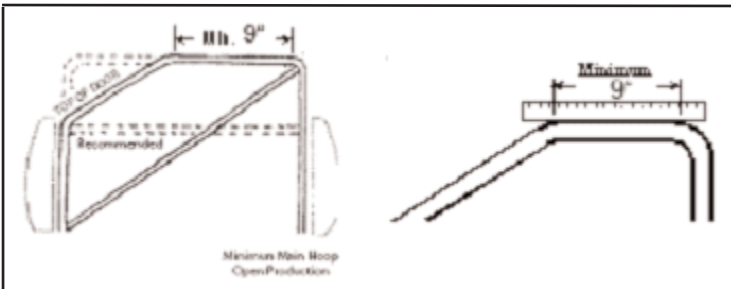
a. The main hoop shall be *continuous* and as near to the roof as possible ~~on closed automobiles.~~

Item 2. Effective 11/1/06, change section 18.6.a.2.a as follows:

a. The main hoop shall be *continuous* and not less than two (2) inches above the driver's helmet ~~on open automobiles,~~ with the driver seated normally and restrained by seat belt/shoulder harness as illustrated in Figure 7A.

Item 3. Effective 11/1/06, change section 18.6.a.2.b.1 as follows:

1. The main hoop shall be full height (over the driver) for ~~at least 50% of the width of the hoop~~ a minimum of 9 inches as illustrated in Figure 7A below. For measurement purposes, a flat ruler must have at least 9 inches in contact with the tube when placed on the flat, full height section over the driver's head.



Item 4. Effective 11/1/06, delete sections 18.6.b.1.e and f, and renumber g to e.

e. It is recommended the hoop extend to the belly pan. If not, it shall be attached to the chassis with gussets and triangulation in order to spread the loads.

f. It is recommended that the vertical bars of the front hoop be connected by a horizontal bar at a point above the driver's legs.

Item 5. Effective 11/1/06, delete the second paragraph of section 18.6.1. Bracing - Open and Closed Automobiles; and add a new paragraph to section 18.6.1.a as follows:

~~All main hoops shall incorporate a diagonal brace (same diameter and wall thickness as main hoop) to prevent lateral distortion of the main hoop. The brace shall either be in the plane of the main hoop or extend from the top of one rear brace (see Figure 7C) to the bottom of the opposite~~

~~brace. In the case of braces in the plane of the main hoop, the brace must be attached at both ends to the main hoop, span at least 50% of the main hoop, and a least 75% of the height of the main hoop.~~

a. Main Hoop Bracing:

Rear Braces: All main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top), *be outboard as much as possible*, and at an included angle of at least thirty (30) degrees. Rear braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

Diagonal Braces: All main hoops shall incorporate a diagonal brace to prevent lateral distortion of the main hoop. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (described above) to the bottom of the opposite rear brace. Automobiles with mid mounted engines can have the lower mounting point attach to the frame of the automobile within 6 inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50 percent of the width of the main hoop, and at least 75 percent of the height of the main hoop. Refer to the figure adjacent.

Formula

Item 1. Effective at a time to be determined by the BoD, add the following after the first paragraph of section 17.1.6.E.15:

Engines must be mounted forward, with the exhaust ports forward. Transfer cases are prohibited.

Sports Racer

Item 1. Effective 11/1/06, add the following to section 17.1.5.B.7 Brakes: Brake calipers and rotors must be ferrous. Brake system otherwise unrestricted.

CLUB RACING TECHNICAL BULLETIN

DATE: December 2-4, 2005

NUMBER: TB 06-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

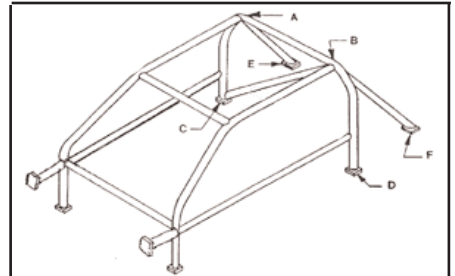
All changes are effective 1/1/06 unless otherwise noted.

EP

1. Classify Ford Mustang as limited prep in EP.

Add new spec line to PCS p. 30-31,

Ford Mustang 2.3 (79-93), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 96.0 x 79.4, Displ.(cc): 2301, Block Mat'l: Iron, Head / PN & Mat'l: Iron, Valves IN & EX(mm): 44.1(I) 38.1(E), Carb. No & Type: (1) Holley-Weber 5200 or original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm/in): 2550/100.4, Track(F/R)(in): 60.8 / 61.2, Wheels(max.): 15 x 7, Trans Speeds: 4 or 5, Brakes Std.(mm): (F) 256 Vented Disc (R) 229 Drum, Brakes Alt.(mm): Rear discs allowed per PCS section 17.1.1.D.7.a., Weight(lbs.): 2300, Notes: Comp. Ratio limited to 12:1, Valve lift limited to .500", Restricted Suspension. Limited Prep cylinder head. 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 balance, with a max.



Diagonal brace may run BC, AD, BE, or AF.

undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Limited prep transmission. Competitor must be in possession of factory workshop manual at all competitions.

2. Classify Mercury Capri as limited prep in EP.

Add new spec line to PCS p. 38-39, Mercury Capri 2.3 (79-86), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 96.0 x 79.4, Displ.(cc): 2301, Block Mat'l: Iron, Head / PN & Mat'l: Iron, Valves IN & EX(mm): 44.1(I) 38.1(E), Carb. No & Type: (1) Holley-Weber 5200 or original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm/in): 2550/100.4, Track(F/R)(in): 60.8 / 61.2, Wheels(max.): 15 x 7, Trans Speeds: 4 or 5, Brakes Std.(mm): (F) 256 Vented Disc (R) 229 Drum, Brakes Alt.(mm): Rear discs allowed per PCS section 17.1.1.D.7.a., Weight(lbs.): 2300, Notes: Comp. Ratio limited to 12:1, Valve lift limited to .500", Restricted Suspension. Limited Prep cylinder head. 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 balance, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Limited prep transmission. Competitor must be in possession of factory workshop manual at all competitions.

GP

1. Honda CRX/Si (84-87), p. 68-69, change the specs to read as follows: Weight(lbs.): 1800 *1845 ** 1890, change the comp. ratio in the notes to 11.0:1.

2. Honda Civic/Si (84-87), p. 68-69, change the specs to read as follows: Weight(lbs.): 1800 *1845 **1890, change the comp. ratio in the notes to 11.0:1.

HP

1. Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV (948), p. 78-79, add to the specs as follows: Brakes Alt(mm): (F) 9.12 Disc #208715, calipers: #27H, 27H-4651.

2. Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV & 1500, p. 78-79, correct the specs to read as follows: Weight(lbs.): 1677.

3. Austin-Healey Sprite Mk I, II, III, IV / MG Midget (ALL) (1275), p. 78-79, change the specs to read as follows: Track(F&R)(mm): 50.2 / 48.7, Wheels(max): 13 x 6, Brakes Alt.(mm): (F) 9.12 Disc #208715, calipers: #27H, 27H-4651.

4. Austin-Healey Sprite Mk I, II, III, IV / MG Midget (ALL) (1098), p. 78-79, change the specs to read as follows: Track(F&R)(mm): 50.2 / 48.7, Wheels(max): 13 x 6, Brakes Alt.(mm): (F) 9.12 Disc #208715, calipers: #27H, 27H-4651.

GT

GT2

1. Toyota Celica (RWD only) (00-05), p. 49, change the specs to read as follows: Carburetion: Automotive-type sidedraft, 2995cc: 6 individual throttle bodies w/ 40mm choke(s), 3594cc: 36mm SIR.

2. Toyota Celica (RWD only) (94-99), p. 50, change the specs to read as follows: Carburetion: Automotive-type sidedraft, 3594cc: 36mm SIR.

3. Toyota Solara (00-), p. 49, change the specs to read as follows: Carburetion: Automotive-type sidedraft, 2995cc: 6 individual throttle bodies w/ 40mm choke(s), 3594cc: 36mm SIR.

GTL

The changes to GTL are effective 2/1/06.

1. Engines BLMI, p. 67, 1598cc engine, change the specs to read as follows: Fuel Induction: 24mm SIR.

2. Engines BMW, p. 68, 1573cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

3. Engines Dodge, p. 69, 1597cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

4. Engines Dodge, p. 698, 1715cc

engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

5. Engines Fiat, p. 71, 1438cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

6. Engines Fiat, p. 71, 1592cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

7. Engines Fiat, p. 71, 1608cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

8. Engines Fiat, p. 71, 1758cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

9. Engines Ford, p. 73, 1499cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

10. Engines Ford, p. 73, 1598cc OHV engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

11. Engines Fiat, p. 73, 1598cc SOHC engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

12. Engines Honda, p. 75, EW series engine, change the specs to read as follows: Fuel Induction: 30mm IR or 24mm SIR.

13. Engines Honda, p. 75, D15 series engine, change the specs to read as follows: Fuel Induction: 30mm IR or 24mm SIR.

14. Engines Honda, p. 75, D16 series engine, change the specs to read as follows: Fuel Induction: 30mm IR or 24mm SIR.

15. Engines Honda, p. 75, D16A series engine, change the specs to read as follows: Fuel Induction: 24mm SIR.

16. Engines Honda, p. 75, B16A series engine, change the specs to read as follows: Fuel Induction: 24mm SIR.

17. Engines Lotus, p. 76, 1558cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR*.

18. Engines Mazda, p. 77, 1597cc SOHC engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

19. Engines Mazda, p. 77, 1597 SOHC engine, change the specs to read as follows: Fuel Induction: 24mm SIR.

20. Engines Nissan, p. 79, A15 series engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

21. Engines Nissan, p. 79, E15 series engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

22. Engines Nissan, p. 79, E16 series engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

23. Engines Nissan, p. 79, L16 series engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

24. Engines Nissan, p. 79, SR16VE series engine, change the specs to read as follows: Fuel Induction: 24mm SIR.

25. Engines Opel, p. 80, 1897cc

engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

26. Engines Renault, p. 81, 1397cc engine, change the specs to read as follows: Fuel Induction: 45mm IR or 25mm SIR.

27. Engines Saab, p. 82, 1496cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

28. Engines Saab, p. 82, 1698cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

29. Engines Suzuki, p. 84, 1299cc engine, change the specs to read as follows: Fuel Induction: 30mm IR or 24mm SIR.

30. Engines Toyota, p. 85, 1452cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

31. Engines Toyota, p. 85, 4A-C/L/LC series engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

32. Engines Toyota, p. 85, 2TC series engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

33. Engines Toyota, p. 85, 3TC series engine, change the specs to read as follows: Fuel Induction: 25mm SIR.

34. Engines Volkswagen, p. 86, 1493cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

35. Engines Volkswagen, p. 86, 1584cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

36. Engines Volkswagen, p. 87, 1471cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

37. Engines Volkswagen, p. 87, 1588cc engine, change the specs to read as follows: Fuel Induction: 32mm IR or 25mm SIR.

T1

Competitors are reminded that the intro to the TCS and SSS sections state that mistakes or errors that occur in the SSS and TCS do not allow you to modify your vehicle to obtain the specific spec. The specs listed in the factory repair manual shall take precedent. The Technical Services Department has been working with GM to determine how their compression ratios are reported. In the case of GM the factory manual lists a nominal number, while the values in the VTS sheets (provided by GM) were based on a factory tolerance of stacked design specifications. Based on the current rules we are making the following changes to reflect the data provided in the service manual. We will continue to work with manufacturers to ensure the specs listed are as accurate as possible.

1. Chevrolet Corvette C6 Coupe, p. 13, correct the specs to read as follows: Bore X Stroke(mm) / Displ.(cc): 101.68 x 920/ 5967, Comp. Ratio: 10.9.

T2

1. Cadillac CTS-V (04-05), p. 20, correct the specs to read as follows: Bore x Stroke(mm) / Displ.(cc): 99.0 x 92.0 / 5665, Comp. Ratio: 10.5.

2. Cadillac CTS-V (2006), p. 20, correct the specs to read as follows: Comp. Ratio: 10.9.

3. Classify Infiniti G35 Coupe in T2.

Add new spec line to TCS p. 22, Infiniti G35 Coupe (03-06), Bore x Stroke(mm) / Displ.(cc): 95.5 x 81.4 / 3498, Valves (IN&EX)(mm): 37.3(I) 31.5(E), Comp. Ratio: 10.3, Wheelbase(mm): 2850, Wheel Size(in): 19 x 8(F) 19 x 8.5(R), Tire Size: 225/40(F) 245/40(R), Gear Ratios: 3.79, 2.32, 1.62, 1.27, 1.0, 0.79, Final Drive: 3.54, Brakes(mm): (F) 324 Vented Disc (R) 322 Solid Disc, Weight(lbs.): 3268, Notes: Updating and backdating within model years listed in this classification is permitted.

4. Pontiac GTO (04-06), p. 24, correct the specs to read as follows: Comp. Ratio: 10.5, 10.9.

T3

1. Chevrolet Cobalt SS (05-06), p. 26, correct the specs to read as follows: Comp. Ratio: 9.5.

2. Classify Chrysler Crossfire Coupe in T3.

Add new spec line to TCS p. 26, Chrysler Crossfire Coupe (2004), Bore x Stroke(mm) / Displ.(cc): 89.9 x 84.1 / 3199, Valves (IN&EX)(mm): 36.0(I) 41.0(E), Comp. Ratio: 10.0, Wheelbase(mm): 2400, Wheel Size(in): 18 x 7.5(F) 19 x 9(R), Tire Size: 225/40(F) 255/35(R), Gear Ratios: 4.46, 2.61, 1.72, 1.25, 1.00, 0.84, Final Drive: 3.27, Brakes(mm): (F) 300 Vented Disc (R) 277 Vented Disc, Weight(lbs.): 3350.

3. Classify Pontiac G6 GTP Coupe in T3.

Add new spec line to TCS p. 27, Pontiac G6 GTP Coupe (2006), Bore x Stroke(mm) / Displ.(cc): 99.0 x 84.0 / 3900, Valves (IN&EX)(mm): 47.6(I) 38.8(E), Comp. Ratio: 9.8, Wheelbase(mm): 2852, Wheel Size(in): 18 x 7, Tire Size: 225/50, Gear Ratios: 3.77, 2.04, 1.36, 1.05, 0.85, 0.71, Final Drive: 3.55, Brakes(mm): (F) 296.5 Vented Disc (R) 270.5 Solid Disc, Weight(lbs.): 3600.

4. Subaru Legacy GT Sedan / Wagon (2005), p. 27, add the 04 and 06 model years.

5. Subaru Impreza WRX (02-04) p. 27, add the 05 model year.

6. Classify 2006 Subaru Impreza WRX TR in T3.

Add new spec line to TCS, p. 27, Subaru Impreza WRX TR (2006), Bore x Stroke(mm) / Displ.(cc): 99.5 x 79.0 / 2457, Valves (IN&EX)(mm): 36.0(I) 32.0(E), Comp. Ratio: 8.4, Wheelbase(mm): 2525, Wheel Size(in): 17 x 7, Tire Size: 215/45, Gear Ratios: 3.17, 1.88, 1.30, 0.97, 0.74, Final Drive: 4.11, Brakes(mm): (F) 292 Vented Disc (R) 287 Vented Disc, Weight(lbs.): 3310

SSB

1. Classify Pontiac Solstice in SSB.

Add new spec line to SSS p. 12, Pontiac Solstice (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): 2415, Track F&R(mm): 1543(F) 1561(R), Wheel Size(in) / Mat'l: 18x8 / Alum, Tire Size(stock): 245/45, Gear Ratios: 3.75, 2.26, 1.37, 1.00, 0.73, Final Drive: 3.91, Brakes(mm): 296 Vented Disc(F) 278 Solid Disc(R), Weight(lbs.): 2850, Notes: Detachable hardtop GM part # PCS-0664 shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Limited slip differential (G80) allowed.

2. Mazda MX-5 (2006), p. 11, correct the specs to read as follows: Weight(lbs.): 2750.

3. Subaru Impreza (non-turbo) (04-05), p. 12, add the 06 model year.

SSC

1. Mazda3 s (04-05), p. 16, add the 06 model year.

2. Mini Cooper S (02-04), p. 18, change the specs to read as follows: Weight (lbs.): 2875, Notes: Throttle restrictor between throttle body and plenum is mandatory: .06" flat steel plate with one (1) 50.0mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way.

3. Mini Cooper S (05-06), p. 18, change the specs to read as follows: Weight (lbs.): 2875, Notes: Throttle restrictor between throttle body and plenum is mandatory: .06" flat steel plate with one (1) 50.0mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Limited slip and convertible not allowed.

4. Classify Ford Focus ZX4 ST in SSC.

Add new spec line to SSS, p. 15, Ford Focus ZX4 ST (05-06), Bore x Stroke / Displ.(cc): 87.38 x 93.98 / 2300, Valves (IN & EX)(mm): 35.0(I) 30.0(E), Comp. Ratio: 9.9, Wheelbase(mm): 2614, Track (F&R)(mm): 1496 / 1491, Wheel Size(in.) / Mat'l: 16 x 6 Alum, Tire Size(stock): 205/60, Gear Ratios: 3.42, 2.14, 1.45, 1.03, 0.77, Final Drive: 3.82, Brakes(mm): (F) 278 Vented Disc (R) 251 Solid Disc, Weight(lbs.): 2750.

ITS

The changes made in the January 2005 TB were incorrectly placed in the 2006 GCR. The following corrects this error.

1. BMW 325i/is (87-91), p. 17, correct the notes by deleting except for the first sentence.

2. BMW 325i/is (2 & 4 door) (92-95), p. 18, correct by adding to the notes as follows: Throttle restrictor between throttle body and plenum is mandatory: .06" flat steel plate with one (1) 56mm hole. A .250" (max) thick steel plate or aluminum spacer is permitted between the throttle body and the throttle restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.). Throttle body spacer bore shall be no larger than the stock throttle bore diameter at the gasket surface, and shall not be radiused in any way.

CSR

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

FV

1. Section 17.1.6.C.2., p. 33, correct the track specs to read as follows: Track, Front: Standard VW - Maximum 52.5" (No Spacers), Track, Rear: 49 13/16" +7/8" -5/8".

CLUB RACING TECHNICAL BULLETIN

DATE: December 5, 2005

NUMBER: TB 06-01a

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

Per the provisions found in GCR section 1.2.2.A, and consistent with what was put out for member input, please find the following item approved by the Club Racing Board, effective 1/1/06:

AS

1. Section 17.1.7.D.5.i correct the first sentence by adding the following: The following front brake calipers are allowed with up to four pistons per caliper.

JUDGEMENT OF THE COURT OF APPEALS

Alex Smith vs. SOM

COA Ref. No. 05-07-RO (COA 05-21-RO)

November 29, 2005

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the S2000 race on Friday, September 23, 2005, at the SCCA Runoffs Presented by Kohler held at Mid-Ohio Sports Car Course, Assistant Chief Steward Bob Burns filed an RFA naming John Fergus, driver of car #00. The RFA also indicated involvement of

car #92 (Alex Smith) and car #9 (Marc Walker). The RFA alleged violation of GCR 9.1.1.A, B. (physical contact, racing room) and 9.1.2. (passing) at turn 5 on the first lap, but it placed no fault. The Stewards of the Meet (SOM) Steven Harris, Earl Hurlbut, and Gary Meeker, Chairman, investigated the incident and found only Mr. Smith at fault and in violation of GCR 9.1.1.A, B., 14.1.4. (reckless and dangerous driving), and 14.1.7. (unsportsmanlike conduct). While the SOM investigation was going on, Mr. Smith filled out a witness statement, submitted it to Competitor Services Center (CSC), stated he had a plane to catch, and left the track. As a result of its investigation (in Mr. Smith's absence), the SOM suspended Mr. Smith's competition license until August 1, 2006 and assessed him six (6) penalty points.

The Supplementary Regulations for the Runoffs limit the time for appeal to one hour after the SOM decision. However, Mr. Smith is appealing that decision under a special time extension granted by the Board of Directors (BOD) of the SCCA.

DATES OF THE COURT

The Court of Appeals (COA) Clyde Kiser, Michael West, and Roger Eandi, Chairman, met on October 27, and November 22 and 29, 2005 to hear, review and render a decision on the appeal. Steve Limbert, regular member of the Court, was recused because he was a competitor at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Alex Smith.
2. SOM Report and related documents and 3 videos, including a SPEED video of the incident viewed by the SOM.
3. On-air SPEED video clips not available to the SOM.
4. E-mail from Gary Meeker, Chairman SOM, at the Runoffs.
5. E-mail from Earl Hurlbut, SOM.
6. E-mail from Gloria Dickerson, Chief of Runoffs Competitor Services Center (CSC).
7. E-mail from Dick Cole, CSC staff member.

FINDINGS

Alex Smith was sent to CSC relative to the RFA filed by Bob Burns. He was given a radio by which he could be contacted to appear before the SOM, and a witness statement to fill out describing the incident at turn 5.

Sometime later, Mr. Smith returned to CSC and submitted his written witness statement. He then turned in his radio stating he had a plane to catch and could not wait to be paged to testify before the SOM. He conversed with the officials at CSC and left.

When Mr. Smith received a letter dated October 3, 2005 from the SOM Chairman of the Runoffs hearing, stat-

ing the penalties levied against him and informing him that the appeal time had expired, he sought relief from the BOD. In his statements to the BOD he claimed that he had been misinformed by an official of the SCCA (CSC) and did not know that he would lose his appeal rights by leaving the track. He further claimed that he had not been given due process under GCR 13.5. (hearing a protest). The BOD, based on mitigating circumstances, granted him an extension of 10 days to file an appeal. Consequently, Mr. Smith's appeal is considered timely. The COA hearing was conducted the same as if it had been received at the track on September 23, 2005.

Mr. Smith provided no new evidence in his appeal. However, the on-air SPEED version of the S2 race provided a different perspective of the incident from those provided to the SOM at the track. The COA, after extensive review, determined that although driver error occurred, there was no clear evidence that the body contacts were intentional. Therefore, based on new evidence, the penalties imposed on Mr. Smith were not commensurate with the violation.

This COA decision was delayed considerably due to the availability of only one pre-production copy of the SPEED video from the track, and the unwieldy distribution process necessary for all Court members to view it. Please note the pre-production SPEED videotape could not be reproduced due to various copyright statutes.

DECISION

The COA modifies the penalty assessed to Mr. Smith and places him on Probation per GCR 14.9. for 3 National Race weekends, and assesses him the 3 automatic penalty points required by GCR 14.14.D. His suspension is removed along with the 6 penalty points previously imposed on him. The SCCA National office shall retain his current competition license and issue Mr. Smith an appropriate probationary license. Mr. Smith's appeal is well founded and his appeal fee, less the amount retained by the SCCA, shall be returned.

JUDGEMENT OF THE COURT OF APPEALS David Donovan vs. SOM COA Ref. No. 05-08-RO (COA 05-22-RO) December 1, 2005

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On Saturday, September 24, 2005 at impound following the Formula Mazda (FM) race at the SCCA Runoffs Presented by Kohler held at Mid-Ohio Sports Car Course, Ed Maklenburg, an event scrutineer, filed an official report stating that car # 65 driven by David Donovan was found to have carburetor chokes which exceeded the maximum diameter allowed by the GCR. Morris Hamm, Assistant Chief Steward for Tech, issued a Chief Steward's Action

(CSA) that disqualified car #65 from the event. Mr. Donovan filed a protest on the CSA. The Stewards of the Meet (SOM) Steven Harris, Earl Hurlbut, and Gary Meeker, Chairman, conducted a hearing and disallowed the protest.

The Supplementary Regulations for the Runoffs set the time limit for appeal to one hour after the SOM decision. No appeal was filed by Mr. Donovan during the remainder of the event. However, at a meeting of the Board of Directors (BOD) of SCCA on November 7, 2005, the decision was reached to grant Mr. Donovan a ten-day window of opportunity, beginning November 8, 2005, to file an appeal. Mr. Donovan availed himself of this opportunity and filed an appeal. The Court of Appeals (COA) will hear the appeal.

DATES OF THE COURT

The Court of Appeals Clyde Kiser, Angelo Gazzola, and Roger Eandi, Chairman, met on November 22, & December 1, 2005 to hear, review and render a decision on the appeal. Steve Limbert, regular member of the Court, was recused because he was a competitor at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from David Donovan.
2. SOM Report and related documents.
3. Witness statement from Daryl Drummond.
4. Witness statement from Kent Williamson.
5. E-mail from Gary Meeker, Chairman, SOM Court at the Runoffs.
6. E-mail from Earl Hurlbut, SOM.
7. E-mail from Steve Harris, SOM.
8. Memorandum from Jeremy Thoennes, Technical Services Manager, SCCA.

FINDINGS

Following qualifying on Thursday, September 22, 2005 Mr. Donovan was directed to report to tech with his car. At this time a number of inspections were performed on car #65 which included checking the diameter of the chokes, without removal, using an inside divider. Upon completion of all checks, car #65 was released from tech with no actions filed. At this time Mr. Donovan believed his car to be compliant.

Mr. Donovan finished in first position in the FM race on Saturday and was therefore directed to impound for post race inspection. During this inspection, the chokes were removed from the car. The chokes were checked using both a "go no-go" gauge and digital micrometer, and were determined to be larger than the maximum dimension permitted per the GCR. Ed Maklenburg, the tech inspector performing both post qualifying and post race inspections, filed an official report of the discrepancy. Morris Hamm, Assistant Chief Steward for Tech disqualified Mr.

Donovan from the event due to the car being non-compliant. Mr. Donovan protested the disqualification citing the difference in measurement methods used following qualifying and the post race impound.

The SOM Court hearing the protest at Mid-Ohio reached the following conclusions:

- The post race measurement methods were both accurate and repeatable.
- There was no way to determine if the chokes on the car following qualifying were the same ones on the car post race.
- The car was non-compliant as raced.
- A non-compliant car could not finish ahead of a compliant car.
- The protest was disallowed.

All members of the SOM Court provided statements to the COA that Mr. Donovan was encouraged to call witnesses on his behalf and to appeal the decision per the event supplementary regulations, but he declined to do either. The COA is now reviewing the appeal filed during the extension granted by the BOD of SCCA.

The COA hearing was conducted, to the extent possible, the same as if it had been received at the track on September 24, 2005. Mr. Donovan provided no new evidence in his appeal, nor did he dispute the accuracy of the post race measurements. The COA accepts the choke measurements taken at post race impound as being correct since there was no evidence of inaccuracy presented and no parts in custody to measure to confirm the dimensions. Therefore, the chokes were judged to be larger than permitted and car #65 was non-compliant as raced. The COA cannot award a national championship race to a car not in compliance with rules mandated by the GCR.

It is not within the purview of the COA to set policy. However, the Court very strongly recommends a review of the procedures used at national championship events to avoid the perception of unjustly penalizing competitors.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Donovan's appeal is well founded and his appeal fee, less the amount retained by SCCA will be returned to him.

SOLO

SOLO EVENTS BOARD SPORTS CAR CLUB OF AMERICA, INC. November 30, 2005

The Solo Events Board met by conference call November 30th. Attending were SEB members Marcus Merideth, Andy Hollis, Dick Berger, Chris Dorsey, Ron Bauer, Steve Hoelscher, Mari Clements, and Tina Reeves. These minutes are presented in topical order rather than in the order of discussion.

GENERAL

- The SEB made selections for various awards including Driver of Eminence, Solo Cup, Divisional of the Year, Rookie of the Year, and Driver of the Year. These awards will be presented at the SCCA National Convention in February.

- The SEB approved Todd Farris as the new Southwest Division Solo Steward. The board thanks Wally Strzelec for his service to the club in this position and as a member of the KAC.

- The SEB made preliminary selections, pending notification and confirmation, for the new ad hoc Event Operations Committee.

STREET PREPARED CATEGORY

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

PREPARED CATEGORY

- The SEB approved the addition of Tracy Sandberg, Myron Steere, and Dave Whitworth to the PAC. The board thanks all of the members who submitted applications to fill openings on this committee.

MODIFIED CATEGORY

- The SEB approved the addition of Dan Wasdahl, Don Kline, and Bruce Dickey to the MAC. The board thanks Scott McQueen for his service to this committee.

- The SEB and MAC have noted that the B Modified class did not meet the participation requirements of 4.8 in 2005, and it is hoped that participation will improve in 2006.

F125/FORMULA JUNIOR

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

SOLO EVENTS TECH BULLETINS

1. Street Touring: The 2006 Mini S equipped with factory-installed John Cooper Works (JCW) option package is legal for STX. In addition, the dealer-installed JCW packaged Mini S which was previously allowed only in supplemental class STU is now classed in STX.

ROADRALLY

MEMORANDUM

TO: RallyCross Participants
SUBJECT: RallyCross Board
DATE: December 8, 2005

It is expected that in the near future the SCCA Board of Directors (BOD) will approve the formation of a RallyCross Board (RXB). The RXB will be tasked

with rules and procedures development, as well as general oversight of the RallyCross program.

Any SCCA member that is interested in serving on the RXB should send a letter of interest, that includes relevant experience and why they would like to serve, to the SCCA National Office, Rally Department, at PO Box 19400, Topeka, KS, 66619 or email to Pego Mack at pmack@scca.com.

REGIONAL SCHEDULES

REGIONAL SOLO

CENDIV

Feb 4	Saginaw Bay, Linwood, MI	989-249-8664
Feb 18	Saginaw Bay, Linwood, MI	989-249-8664
Mar 4	Saginaw Bay, Linwood, MI	989-249-8664
Mar 11	Saginaw Bay, Linwood, MI	989-249-8664
Apr 1	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907
Apr 22-23	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907
May 20-21	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907
Jun 9-11	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907
Jul 1-2	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907
Jul 15-16	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907
Aug 19-20	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907
Sept 2-4	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907
Sept 23-24	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907
Oct 21-22	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907
Nov 18-19	Rantoul Aviation Ctr, Rantoul, IL	217-351-1907

SOPAC

Feb 5	Hawaii Raceway Park, Kapolei, HI	808-262-5987
Feb 26	Hawaii Raceway Park, Kapolei, HI	808-262-5987
Apr 2	Hawaii Raceway Park, Kapolei, HI	808-262-5987

REGIONAL RALLY

SEDIV

Feb 18	Rally 201	804-266-3135
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NATIONAL ROADRALLY

Mar 4	NC	Desert Sands	Arizona Border	John Sears 520-529-4115 rdjrally@aol.com
Mar 4	NT	Desert Sands	Arizona Border	Dave Jameson 859-781-6705
Mar 5	NT	Great Canyon	Arizona Border	Karl Broberg Tucson, AZ
Aug 12	NC	Scenic View	Oregon	Monte Saager 503-260-9472 monte@saaervision.com
Aug 13	NC	Beaver Cleaver		Portland, OR
Sept 2	NT	Appalachian	Steel Cities	Bruce Gezon 412-833-9308 billhawk@adelphia.net
Sept 3	NT	Ohnoodo	Pittsburgh, PA	
Sept 4	NC	Steel Haul		Chuck Larouere
Sept 16	NC	Oktoberally	LOL	Mike Thompson mike@themacguys.com
Sept 17	NT	Badger Trails	Trempealeau, WI	John Emmons 608-582-4386 jaemmons@cs.com
Oct 20	GTA	TBA	National Office	Pego Mack 800-770-2055 ext 360 pmack@scca.com
Oct 21	NC	TBA	Topeka, KS	
Oct 22	NT	TBA		
Nov 4	DT	Covered Bridge	NER	Ted Goddard 802-263-5678 tedgcb@aol.com



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										
BoD	Admin	Club Racing	Club Racing	Solo	Regions	Admin	Club Racing	Tech Services	Solo	Regions	RoadRally/RallyCross					
7:00						7:00										
7:30	BoD Meeting (Closed) 7:00 - Noon Shawnee					7:30	Breakfast 7:30 - 8:00 Century C									
8:00						8:00						Keynote Speaker - Herb Fisher 8:00 - 8:30 Century C				
8:30						8:30										
9:00	CRB w/BoD 9:00 - 10:00 Shawnee					9:00	Break 10:00 - 10:15									
9:30						9:30						Panel: Grassroots Motorsports Growth 10:15 - 12:15 Liberty				
10:00	Exec Stewards w/BoD 10:00 - 11:00 Shawnee		National Administrators at Heartland Park 9:00 - 12:00 Heartland Park Topeka			10:00	Break 12:15 - 12:30									
10:30						10:30						Rally and Solo Awards Luncheon 12:30 - 2:00 Century C				
11:00	BoD Meeting Cont Shawnee		Exec Stew w/CRB 11:00 - 12:00 Liberty			11:00	Break 2:00 - 2:15									
11:30						11:30						How To/Who To/What For Part I 2:15 - 3:00 Liberty				
12:00	Lunch Break On Own 12:00 - 1:30					12:00	Site Acquisition Part I 2:15 - 3:00 Shawnee									
12:30															12:30	Region Academy Returning REs Part I 2:15 - 3:00 Mission
1:00						1:00	Marketing's Role in Rally 2:15 - 3:00 Pershing East									
1:30						1:30						Break 3:00 - 3:10				
2:00	Regional Executives and BoD Q & A 1:45 - 3:15 Shawnee/Mission		Stewards - Open Town Hall 1:45 - 3:15 Liberty	NAs w/CRB 2:00 - 2:30 Independence	Region Solo Program Best Practices 1:45 - 3:15 Pershing East	Regional Executives and BoD 1:45 - 3:15 Shawnee/Mission	Break 3:00 - 3:10									
2:30	Break 3:15 - 3:30					2:30						How To/Who To/What For Part II Marketing Targeted at Club Racing 3:10 - 4:00 Liberty				
3:00						BoD Annual Meeting/Town Hall 3:30 - 4:45 Century C					3:00					
3:30	Break 4:45 - 5:00										3:30	Site Acquisition Part II 3:10 - 4:00 Shawnee				
4:00						Break 4:20 - 4:30					4:00					
4:30	Risk Management 5:00 - 6:00 Pete Lyon Shawnee/Mission										4:30	RallyCross/RallySprint/CircuitRally Discussion Group 3:10 - 4:20 Pershing East				
5:00						Stewards - Open "How to...all of your questions answered." 5:00 - 6:00 Liberty					5:00					
5:30	On Line Registration 4:10 - 6:00 Liberty										5:30	How To/Who To/What For 4:10 - 5:00 Shawnee				
6:00						SCCA Welcome Reception - Union Station Union Cafe 7:30 - 10:00					6:00					
6:30											6:30	Marketing Solo 5:15 - 6:00 Shawnee				
7:00											7:00					
7:30											7:30	Road Rally Safety Steward Training 5:00 - 6:00 Pershing East				
8:00											8:00					
9:00											9:00					
10:00											10:00					

Registration/Cars/KC Information
9:00 - 7:00
Pam Valley Poyer

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						
	Admin	Club Racing	RoadRally/RallyCross	SCCA-U	Solo		BoD	Club Racing	Club Racing	RoadRally/RallyCross	Solo	
7:00												
7:30												
8:00												
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	Registration/Cars 8:00 - 12:00 Century Foyer						
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												
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		Break 2:30 - 2:45										
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												
5:30						Registration 5:00 - 6:00						
6:00	Reception Grand Foyer and Garden Terrace 6:00 - 7:00											
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											

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

Solo
Events
Board
8:00 - 6:00
Pershing
West

BoD
(Closed)
7:00 - 5:00
Shawnee

Club Racing
Board
(closed)
1:00 - 5:00
SCCA National
Office
Training Center
Topeka

Exec
Stewards
(Closed)
1:00 - 5:00
SCCA National
Office
Topeka

Heartland Park Trip
Exec Stewards and CRB
9:00 - 12:00

Road Rally Board Meeting
8:00 - 3:00
Westport

MAJOR CIRCUIT CONTACTS

ARROYO SECO MOTORPLEX

Fairacres, NM
P. O. Box 199
Fairacres, NM 88033
(505) 523-6192 - (505) 526-5891 (fax)
www.arroyo-seco.com

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(724) 535-0100 (fax)
admin@beaverun.com

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Rockton, IL 61072
(815) 389-2000 office
(815) 389-3323 fax

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24551 Lerdo Highway
Buttonwillow, CA 93206
(661) 764-5333
(661) 764-5334 (fax)

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P. O. Box 366
3662 Kershaw Camden Highway
Kershaw, SC 29067
(803) 475-2448

DAYTONA INTERNATIONAL SPEEDWAY

Daytona Beach, FL
1801 W. International Speedway Blvd.
PO Box 2801
Daytona Beach, FL 32114
(386) 254-2700

FIREBIRD INTERNATIONAL RACEWAY PARK

Chandler, AZ
20000 North Maricopa Road at I-10
PO Box 5023
Chandler, AZ 85226
(602) 268-0200

GATEWAY INTERNATIONAL RACING

Madison, IL
700 Raceway Boulevard
Madison, IL 62060
(618) 482-5501
(618) 482-5595 (fax)

GINGERMAN RACEWAY

South Haven, MI
61414 CR 388
South Haven, MI 49090
(616) 253-4445

GRATTAN RACEWAY

Grattan, MI
7200 Lessiter
Belding, MI 48809
(616) 691-7221 (616) 453-4389

HALLETT MOTOR RACING CIRCUIT

Hallett, OK
2232 South Nogales
Tulsa, OK 74107-2286
(918) 583-1134, 6
(918) 583-1135 (fax)

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Topeka, KS
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Topeka, KS 66619
(785) 862-4781
(785) 862-7223
(785) 862-2016 (fax)

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One Speedway Boulevard
Homestead, FL 33055
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ww.homesteadmiamispeedway.com

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Indianapolis, IN
10267 East US Highway 136
Indianapolis, IN 46234
(317) 291-4090

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Sonoma, CA
Highways 37 and 121
Sonoma, CA 95476
(707) 938-8448
(707) 938-8430 (fax)

LAJUNTA RACEWAY

LaJunta, CO
PO Box 321
LaJunta, CO 81050
(719) 384-8052 (after 9 pm)

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Lime Rock, CT
497 Lime Rock Road
PO Box 111
Lakeville, CT 06039
(800) RACE LRP
(860) 435-5000

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Long Beach, CA 90806
(562) 981-2600
(562) 981-2616 (fax)
www.longbeachgp.com

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5555 Highway US 29 No.
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(704) 455-3200
(704) 455-2547 (fax)

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Salinas, CA 93942
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(408) 373-0533

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(614) 793-4621 (fax)
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Pontypool, Ontario LOA1KO
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(705) 277-1077
www.race2000.com

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10342 St. Rt. 305
Garrettsville, OH 44231
(440) 548-8551

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PO Box 7888
Loudon, NH 03301
(603) 783-4744
(603) 783-9691 (fax)
(603) 783-4931 (ticket hotline)

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31001 144th SE
Kent, WA 98042
(253) 639-3002
Pacifiraceways.com

PIKES PEAK INTERNATIONAL RACEWAY

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16650 Midway Ranch Road
Fountain, CO 80817
(719) 382-7223
(719) 382-9180 (fax)
www.ppir.com

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Phoenix, AZ
PO Box 13088
Phoenix, AZ 85002
(602) 252-3833 (admin)
(602) 932-0777 (race days)
(602) 254-4622 (fax)

POCONO INTERNATIONAL RACEWAY

Long Pond, PA
PO Box 500
Long Pond, PA 18344-0500
(717) 646-2300

PORTLAND INTERNATIONAL RACEWAY

Portland, OR
1940 Victory Blvd.
Portland, OR 97219
(503) 823-7223 (recording)
(503) 823-5895 (voice)
(503) 823-5896 (fax)

PUEBLO MOTORSPORTS PARK

Pueblo, CO
524 Santa Fe
Pueblo, CO 81003
(719) 543-7747

ROAD AMERICA

Elkhart Lake, WI
N 7390 Highway 67
Elkhart Lake, WI 53020
(920) 892-4576 (920) 892-4550 (fax)

ROAD ATLANTA

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Braselton, GA 30517
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(770) 967-2668
www.roadatlanta.com

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Bloomington, GA 31302
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Sebring, FL
113 Midway Drive
Sebring, FL 33870
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(863) 655-1777 (fax)
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Summit Point, WV 25446
(304) 725-8444

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PO Box 10070
College Station, TX 77842
(409) 690-2500
(409) 690-0575 (fax)

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Willows, CA
PO Box 966
Willows, CA 95988
(530) 934-5588 (office)
(530) 934-4455 (track)
(530) 934-7275 (fax)

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Alton, VA
1245 Pine Tree Road
Alton, Virginia 24520
(804) 822-7700
(804) 822-8033 (fax)
e-mail: info@virclub.com
www.virclub.com

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Clarkston, MI
4770 Waterford Road
Clarkston, MI 48016
(248) 623-0070
(248) 623-0589 (fax)

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Foyil OK 74031
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