

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED | February Addendum 2006

GENERAL

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | December 5, 2005

The Board of Directors, Sports Car Club of America Inc. met via teleconference on December 5th, 2005. The following members participated: Gary Pitts, Chairman, Howard Allen, Bob Burns, Mike Engelke, Kaye Fairer, Brian Holtz, Bob Introne, Andy Porterfield, John Sheridan, Michael Sauce, Bill Weston, and Jim Christian. The newly elected members present were: K P Jones, Larry Dent and R J Gordy.

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

MOTION: To approve the Minutes of the November 7th, 2005 meeting. (Fairer/Porterfield)
PASSED Unanimous.

Newly elected members of the Board were welcomed, two of which who served previously. They are KP Jones, Larry Dent and RJ Gordy.

New Business:

Motion: Waiver of GCR 3.17.2.E in order for the NEOhio and Mahoning Valley Regions to conduct a total of three National races at Nelson Ledges in 2006. (Burns/Holtz) PASSED Unanimous

Driver Advisory Council - Mike Sauce presented a proposal to the BOD to form a Driver Advisor Council to improve interactions between Stewards and Drivers. The Chairman appointed Mike Sauce to head the committee, to appoint members of the committee, and to report to the BoD at the first 2006 face-to-face meeting.

Liaison and Committee Reports:

Solo - Bob Introne - SEB has stated that they are looking for a calmer year in 2006 with fewer rule changes to bring more stability to the classes.

CRB - Bill Weston - Meeting was held at the PRI show in Orlando. They met with three manufacturers during which the T1/T2/T3, Showroom Stock and E Production classes were discussed. Discussion included establishing a written philosophy of each class within the SCCA and the future path of the CRB and the SCCA as to what the direction might be in the future. Letters received from the Production community were discussed.

Stewards - Brian Holtz - Brian hopes to have the Observer's Report for the Runoffs later this week for our review. Costa Dunias and Terry Ozment are working on the steward's meeting at the 2006 convention.

Rally - Howard Allen - Has been busy the second half of 2005, preparing to print a revised rulebook for 2006. With an eye toward cost reduction, they did not print one this year and plan to print a rulebook every other year. In 2006, they are planning on reinstating the "guest" divisional steward of the month for the conference calls to keep abreast of the strategic plans with the goal of building stronger regional and divisional programs. The RRB is considering term limits. Also, a topic under discussion is making the USRRC into a "Run-Offs" type event with a winner take-all format. To improve the bottom line, the RRB will propose an increase to the sanction fees by \$25. Pego Mack's employment at the national office has been a boost to the rally program and we expect great things to happen in Rally in 2006.

Court of Appeals - John Sheridan - A report was given.

Foundation - Bob Introne - Follow-up to the acquisition of a rare book collection is moving along. Donor agreed to donate \$7,000 to the Foundation to defray the expenses of moving the collection.

Southwest Montana Region #52 has requested a change of division. Bob Burns to research/review By-Laws and Ops Manual and Jim Christian will talk with the RE to make sure he fully understands the request he is making. Membership was at 67 for the month of October, 2005.

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

Respectfully submitted,

Kaye Fairer, Secretary

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The Board of Directors, Sports Car Club of America Inc. met via teleconference on December 15th, 2005. The following members participated: Howard Allen, Mike Engelke, Kaye Fairer, Brian Holtz, Bob Introne, Andy Porterfield, John Sheridan, Michael Sauce, Jim Christian, K. P. Jones, Larry Dent, and R. J. Gordy.

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

New Business

Director Appointments

Liaisons

Solo Events Board -Charlie Clark, Kaye Fairer

Club Racing Board - Mike Sauce, Larry Dent

Road Rally Board - Howard Allen

Enterprises - Andy Porterfield

Insurance - Larry Dent

Stewards - John Sheridan

COA - Howard Allen

SCCA Foundation - Larry Dent

Committees

B&F Committee - Jones (Chair), Engelke, Sheridan, Allen, Porterfield, Holtz

Compensation Committee - Gordy (Chair), Dent, Fairer, Jones

Insurance Committee - Dent, Sherrod, Case, Hill

Planning Committee - Sauce (Chair), Clark, Christian, Sheridan, Gordy

Race Track Committee - Holtz, Allen, Fairer, Dent

MOTION: To approve the following members of the Court of Appeals for 2006. (Sheridan/Allen). PASSED, Unanimous.

Roger Eandi, Chairman

Clyde Kiser

Steve Limbert

1st Alternate, Mike West

2nd Alternate, Angelo Gazzola

Sue Roethel Secretary

MOTION: To approve the Solo Events Board for 2006 as follows. (Engelke/Clark) PASSED, Unanimous.

Dick Berger - MIDIV

Ron Bauer-NORPAC

Jason Isley - SOPAC

Chris Dorsey - RMDIV

Andy Hollis - SOWDIV

Marcus Meredith - CENDIV - Chairman

Steve Hoelscher - SEDIV

Tina Reeves - NEDIV

MOTION: To approve the Road Rally Board for 2006, as follows. (Allen/Clark) PASSED, Unanimous.

Tim Craft (Chair)

Ron Ferris

Lois Van Vleet

Steve Gaddy

Richard Beatie

Kevin Poirier

Jessica Toney

MOTION: To approve the 2006 Divisional Road Rally Stewards as follows. (Jones/Gordy) PASSED, Unanimous.

Southeast - Bob Ricker

Southern Pacific - Jeanne English

Central - Mike Thompson

GLDiv - Mike Bennett

Northeast - Fred Mapplebeck

Midwest - Bruce Bettinger

Rocky Mountain - R. Dale Kraushaar

Northern Pacific - Matt Tabor

Southwest - Sasha Lanz

MOTION: To retain Costa Dunias as Chairman of the Stewards program for 2006. (Jones/Dent) PASSED.

MOTION: To approve the move of Southwestern Montana Region from Rocky Mountain Division, Area 8, to Northern Pacific Division, Area 13 effective January 1st, 2006. (Christian/Allen) PASSED Unanimous

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

Respectfully submitted,

Jim Christian, Secretary

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | January 2, 2006

The Board of Directors, Sports Car Club of America Inc. met in via teleconference on January 2nd, 2006. The following members participated: Bob Introne, chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Mike Engelke, Kaye Fairer, R.J. Gordy, Brian Holtz, K.P. Jones, Andy Porterfield, John Sheridan, Michael Sauce.

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

MOTION: To approve the Minutes of the December 5th and 15th, 2005 meetings. (Gordy/Clark). PASSED, Unanimous

Old Business

Motion: To appoint Angelo Gazzola Area 5 Executive Steward. (Jones/Sauce) PASSED, Voting NO, Dent.

It was noted that both the Central Carolinas Region and the North Carolina Region satisfied the Board with their reply submitted in November, 2005. As stated by Gary Pitts, "we will monitor closely your performance in 2006 with regard to this matter".

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

Respectfully submitted,

Jim Christian, Secretary

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | January 7, 2006

The Board of Directors, Sports Car Club of America Inc. met via e-mail the week of January 7th, 2006. The following members participated: Bob Introne, chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Mike Engelke, Kaye Fairer, R.J. Gordy, Brian Holtz, K.P. Jones, Andy Porterfield, John Sheridan, Michael Sauce.

MOTION: To approve the appointments and committee members as submitted. (Fairer/Dent). PASSED, Unanimous

Respectfully submitted,

Jim Christian, Secretary

CLUB RACING

CLUB RACING BOARD MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | December 13, 2005

The Club Racing Board met by conference call on December 13, 2005. Participating were Kurt Weiss, Chairman; Bob Dowie, Kevin Kloefer, Brian Culbertson, Craig Taylor, and John Martinsen. Also participating were Mike Sauce, BoD Liaison; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; Lauri Burkons, CRB Secretary; and guests Peter Keane and Stan Clayton.

In addition to those items covered in Technical Bulletin 06-02a, 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).

GCR

Item 1. Effective 11/1/06: Add the following to section 22.1 GLOSSARY for the definition of "Pickup (Suspension)" for clarification of the new paragraph suggested for section 17.1.1.D.5.b:

Pickup point (Suspension) - The location of attachment of a suspension component on the frame or structure of the car. *Pickup point is also referred to as "pivot axis."*

Production

Item 1. Effective 11/1/06: Add to section 17.1.1.D.6.d.7 as follows:

Pickup points may be reinforced, but not relocated. *The pivot axis of the suspension must be in the same axis as intended by the manufacturer. Offset bushings are allowed within the control arm as long as the pivot axis is not affected.*

Grand Touring

GT1

Item 1. Effective 11/1/06: Change the first paragraph of section 17.1.2.D.8.a.11.A to read as follows:

A front spoiler may be fitted. It ~~may shall not~~ protrude up to 2 inches beyond the overall outline of the car as viewed from above. ~~It shall not~~ protrude beyond the overall outline of the bodywork 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. Full width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

GTL

Item 1. Effective 11/1/06: Change section 17.1.2.F.4.c.12 to read as follows:

Wheels: Material is unrestricted, provided it is metal. *GTL cars may use any wheel up to a maximum size of 13"x7". Alternatively, any wheel up to 15"x7" may be used with a weight penalty equal to 4 percent of the car's weight as listed on the spec line. The minimum vehicle weight must be rounded to the nearest pound. The only authorized wheel size will be up to a 13 x 7 for all GT Lite vehicles, unless alternates are listed on vehicle specification line. All GT Lite cars listed with 15" diameter wheels, if prepared as tube frame car, shall use 13" diameter wheels.*

~~All tube frame cars, whether of factory tube frame construction or purpose built, shall comply with the tubeframe wheel size requirements by 1/1/03.~~

Improved Touring

The IT advisory committee and the CRB submit the following proposals to realign the cars in IT to ensure equalized performance in each class. The proposal provides performance adjustments only to those cars previously specified, but considered over- or underestimated. If the car is not on the list, we have no legitimate data showing a need for adjustment or the car is no longer run in SCCA events.

If the adjustments prove to have a demonstrated negative affect on the competitive balance of an IT class, the IT advisory committee and the CRB reserve the right to correct the classification using the PCA process.

The proposal includes the following classification changes, in addition to those listed in Technical Bulletin 06-02a

Item 1. Effective 11/1/06, reclassify the ITB Plymouth Horizon 1.7 (1978-79) to ITC at 2,050 lbs.

Item 2. Effective 11/1/06, reclassify the ITB Plymouth Horizon TC3 1.7 (1979-80) to ITC at 2,110 lbs.

Item 3. Effective 11/1/06, reclassify the ITS Mazda MX-3 V-6 to ITA at 2,510 lbs

Item 4. Effective 11/1/06, reclassify the ITS Toyota Celica GT Coupe & Liftback (1989-93) to ITA at 2,590 lbs.

Formula

FV

Item 1: Effective 11/1/06: Add the following sentence to the end of section 17.1.6.C.4.a:

Rear backing plates may be from any Type 1 model year.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

The CRB gratefully thanks Kevin Kloepfer and Kurt Weiss for their years of dedication to SCCA and the Club Racing Board as they retire from their CRB positions. The CRB welcomes Peter Keane and Stan Clayton, who officially join the CRB on January 1, 2006.

NEW CAR CLASSIFICATIONS

EP - Mazda Miata (94-97) as limited prep

REFERRED or TABLED

Production

P - Allow spherical bearing replacement for factory outer tie rod ends on LP cars (Brannon). Tabled for further research.

P - Give production cars with adequate stock brakes the option to upgrade to a spec aftermarket caliper and rotor (Church). Tabled to collect more information.

P - Classify the 1984 Mazda 626 in production (Reiter). Tabled for further research and vehicle specifications.

EP - Allow alternate front brakes for the Triumph TR6 (Halkias). Tabled to collect more information.

EP - Reclassify the B16A Civic del sol to FP (Schmitt). Tabled for further research.

EP - Classify the 2006 MX-5 Miata in EP as limited prep (Daniels). Tabled for further research.

EP - Reclassify the 1995-99 LP Dodge Neon to FP (Weisberg). Tabled for further advisory committee input.

FP - Classify the 1995-2002 Acura Integra LS in FP (Various - 5 letters). Tabled for further research.

Grand Touring

1. GT1 - Reclassify the Dodge Viper Competition Coupe in GT2 (Bejnarowicz). Tabled for further research.

2. GT1 - Do away with the door requirements (Paul). Tabled for further research and advisory committee input.

3. GT1 - Classify the 2005 Mustang GT (Lira). Tabled to contact the requester for more specifics.

4. GT1 - How do I address the rules that do not apply or conflict for a mid-engine car (Stone)? Tabled to collect information.

5. GT1 - Help the Viper Competition Coupe; allow World Challenge rules (Stark). Tabled for further research.

6. GT3 - Specify a larger SIR for the 2.4L engine or lower the weight (Grant). Tabled for further research on SIR size. The weight is appropriate as listed.

Formula

1. FA - Classify the street port Renesis 6-port 13B engine (Sanders). Tabled for further research.

2. FA - Classify the Formula Renault 2000 in FA (Reilly). Tabled to research specifications.

3. FA - Allow motorcycle engines in FA (Cottrill). Tabled for further research.

4. FM - Add weight to the Renesis engine cars (Trapp). Tabled for further research.

5. FM - Do not require Supertrapp plates (Magrath). Tabled for further research.

6. FV - Allow modification to the front crank outlet to accept an alternate oil seal (McCarthy/Davis). Tabled for input from the advisory committee.

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*For corrections or additions, contact
Bryan Cohn at 1-800-770-2055 or
bcohn@scca.com*

NOT RECOMMENDED

Production

1. P - Do not allow the removal of inner body panel of full prep suspension cars (Bennett). The rule is clear as written.
2. P - Classify the Toyota Corolla in limited prep HP (Mayes/Church). The car is already classified in GP.
3. P - Increase the track of the GP and HP VWs (Jones). The cars are competitive as specified.
4. EP - Reclassify the Lotus IV to FP with 40 lbs, single downdraft carburetor with 28 mm Venturis, and same wheels, brakes, and specs (Hinkle). The car is correctly classified.
5. EP - Reduce the weight of the EP second generation RX-7 by 50 lbs (Graham). The car is competitive at its current weight.
6. EP - Reduce the weight of the 1972 Datsun 240Z by 100 lbs (Ira). The car is competitive at its current weight.
7. EP - Allow the Datsun 240Z an alternate front brake (Ira). The car is competitive as specified.
8. EP - Remove the weight penalty from the 1999 Miata (Jesk). The car is competitive at its current weight.
9. FP - Reduce the weight of the Spitfire 1500 to 1,600 lbs (Hinkle). The car is competitive at its current weight.
10. FP - Reduce the weight of the 1275 Midget/Sprite to 1,570 lbs (Hinkle). The car is competitive at its current weight.
11. FP - Increase the weight of the Miata and the MGB by 100 lbs (Snow). The cars are not overly competitive at their current weights.
12. FP - Increase the weight of the Spitfire by 50 lbs (Snow). The car is competitive at its current weight.
13. FP - Remove 25 lbs from the Fiat X/19, increase the choke size from 34 to 38 mm, and allow the use of dual side down draft carburetors with 32 mm chokes (Snow). The car is competitive as specified.
14. GP - Increase the choke size of the 1.6L VW Scirocco to 32 mm (Coffin). The car is competitive as specified.
15. GP - Allow the Toyota Corolla to use the 1971-72 Corona II front brake rotors, hubs, and calipers (Church). The car is competitive as specified.
16. HP - Slow the Triumph Spitfire 1300/1500 (Brannon). The car is competitive as specified.
17. HP - Increase the size of the carburetor of the Nissan 510 to DCNF42 (Plush). The car has been given an increase in compression of 12:1. Refer to Technical Bulletin 06-02a.
18. HP - Allow porting of the intake manifold, and remove restrictions on the Nissan 510 camshaft (Plush). These changes are outside the constraints of the class.
19. HP - Increase the compression of the limited prep HP Midget to 12:1 (Jones). The car is competitive as specified.
20. HP - Increase the compression of the limited prep HP VW Rabbit to 12:1 (Jones). The car is competitive as specified.

Grand Touring

1. GT1 - Reclassify the Dodge Viper Competition Coupe to GT3 (Stark). The car exceeds the performance potential of GT3. See the tabled items above.
2. GT1 - Allow a 4-inch splitter on the Mazda RX-7 (Jung). The current rules are adequate at this time. We have recommended a change for the 2007 season.
3. GT2 - Allow brake-cooling ducts for the GT3 Cup car (Piera). Only limited modifications are permitted in this class for the Cup car.
4. GT2 - Allow the Mazda RX-7 1993-95 IMSA GTS-2 bodywork (Jung). The proposed bodywork exceeds the current GT rules, as it is not a silhouette of the stock bodywork.
5. GT2 - Reduce the weight of the Mazda 13B peripheral port motor to 1,930 lbs (Jung). We will continue to monitor the car's performance.

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6. GT3 - Reclassify the Triumph GT6 from GT3 to GTL (Schmidt). The car is appropriately classed, and we are not considering engines over 1850 cc for the GTL class.
7. GT3 - Allow any automotive-type carburetor for Toyotas (Maiké). The cars are competitive as specified.
8. GT3 - Add a carburetion option for the Nissan 2.0L, 4-valve motor (Allen). We are committed to single inlet restrictors for new engine classifications.
9. GTL - Classify the Nissan SR20DE engine in limited prep form with an SIR (Brown). We are currently not classifying engines beyond 1850 cc in GTL.

Formula

FA - Reclassify the FSCCA to FM (Various - 5 letters). Re-classifications of the FSCCA are not being considered at this time.

Previously Addressed

Addressed in Technical Bulletin 06-02 or the February 2006 FasTrack:

1. F500 - Transfer case input (Price/Knuteson).
2. F500 - Clarify the exhaust rule (Knuteson).

Addressed in Technical Bulletin 06-01 or the January 2006 FasTrack:

1. GCR - Clarify the intent of the Runoffs requirements (Willis).
2. GCR - Require that any special kits be available to everyone (Aquilante).
3. P - Opposition to the use of stock fuel tanks (Gilmore).
4. HP - Spec the 1275 full prep/limited prep Sprite between 1,700-1,775 lbs (Brannon).
5. GT1 - Allow a turbo on the Mazda RX-7 13B peripheral port motor at 1,930 lbs (Jung).
6. GT2 - Update the Porsche 911 rear spoiler to include 1994-98 body style (Erion).
7. GTL - Reduce the weight of the Honda Civic 1237 cc to 1,608 lbs (DeWitt).
8. T1 - Slow the Viper (Ingle).
9. SM - Correct the 1994-5 Miata compression ratio (Drago).
10. FC - Allow an alternate flywheel (Knapp).
11. FC - Opposition to the Zetec engine (Pollack).
12. FC - Support for the Zetec engine (Hutchison/Brenner).
13. S2000 - Opposition to the Zetec engine (Various - 14 letters).
14. S2000 - Support for the Zetec engine (Allison).

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

1. GCR - Support for no other logos at the Runoffs (Haywood).
2. GCR - Opposition to national staff status at the track (Enriken).
3. GCR - Do not repeal the spousal membership for racers (Kogan/Creighton).
4. GCR - Opposition to limiting roll cage gussets (Miskoe).
5. GCR - Opposition to require two door bars for side protection (Warning).
6. SM - Support for suspension setting w/o modification, strut bars on 1999+, ballast installation language, no ducting of air to air filter, openings created by radiators not to be used for any other purpose, removal of heat shields, use of identical parts from sources other than OEM, use of upper radiator seal, use of one-piece wheels other than OEM, bypassing the heater coil, modification of pedals, 1.6L cars being able to adjust air flow meters (Haywood).
7. SM - Opposition to open alignment settings attainable by factory adjustments (Post).
8. SM - Allow any AFM position/orientation within the normal range of motion of the unmodified OE front air tube (Zimmerman).

MAJOR CIRCUIT

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9. SM - Allow all cars to remove door trim panel, door glass, and glass (Cutler).
10. SM - Allow the removal of shipping tie downs (Cutler).
11. SM - Opposition to any camber setting with the factory adjustments (Peterson).
12. SM - Mandate the spec tire for national and regional competition (Wilson/Drago).
13. FC - Opposition to adjustable camshaft sprockets (Pollock).

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

1. SM - Allow the spare tire to remain in the car (Holmes).
2. SM - Reverse the seat belt tower removal decision (Various - 5 letters).

Addressed in *Technical Bulletin 05-08* or the *August 2005 FasTrack*:

SM - Allow the removal of the horn and bracket (Cutler).

No Action Required

GCR

1. Post the trap speeds from the Runoffs (Jackson). Thank you for your input. We have posted the speeds that were taken at the 2005 Runoffs and are looking at data collection methods for the 2006 event.
2. Fuel input (Mead/Lipperini). Thank you for your input.

Production

1. P - Why are the Caterhams in Production (Graham)? Thank you for your input.
2. P - Support for D Production (Corso). Thank you for your input.
3. P - Support for the full prep chassis/limited prep engine concept (Wood). Thank you for your input.
4. P - Opposition to the full prep chassis/limited prep engine concept (Jones). Thank you for your input.
5. P - Opposition to the 1275 cc Bugeye (Jones). Thank you for your input.
6. P - Support for the limited prep FP Mustang/Capri (Jones). Thank you for your input.
7. EP - Support for the reclassification of the 2000 cc Alfa Romeo Spider, GTV, and Alfretta to FP (Wood). Thank you for your input.
8. HP - Do not allow the Spidgets a limited prep engine with full prep suspension (Aldred). Thank you for your input.
9. HP - Add 200 lbs to the limited prep 1300 Spitfire (Lutz). Thank you for your input.

Grand Touring

1. GT - Allow all GT cars registered before 1/1/90 to rebody without changing to LHD (Zekert). The current rules are adequate at this time. Re-bodying does not affect the registration date.
2. GT1 - Allow the V6 splayed valves without the weight penalty (Stone). Thank you for your input. Only the GM SB2 heads carry the weight penalty. It does not apply to the V6 engine.
3. GT1 - Proposal for tire and wheel rule (Patton). Thank you for your input. The measurements must be taken as the car is raced.

Touring/Showroom Stock

1. T1 - Opposition to higher weight of the Corvette C6 (Hund). Thank you for your input.
2. T1 - Input on the Corvette C5 and C6, and the Viper (Buttermore). Thank you for your input.
3. T2 - Do not penalize the BMW (Mitchell). Thank you for your input.
4. T3 - T3 input (Griffiths). Thank you for your input.
5. T3 - Support for T3 as a national class (Various - 11 letters). Thank you for your input. T3 is a national class in 2006.

MAJOR CIRCUIT CONTACTS

(continued)

INFINEON RACEWAY
Sonoma, CA
Highways 37 and 121, Sonoma, CA 95476
707-938-8448, fax 707-938-8430

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

LIME ROCK PARK
Lime Rock, CT
497 Lime Rock Road, PO Box 111,
Lakeville, CT 06039
800-RACE LRP, 860-435-5000

LONG BEACH GRAND PRIX ASSOC'N
Long Beach, CA
3000 Pacific Avenue, Long Beach, CA 90806
562-981-2600, fax 562-981-2616
www.longbeachgp.com

LOWES MOTOR SPEEDWAY
Concord, NC
5555 Highway US 29 No., Concord, NC
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MAZDA RACEWAY AT LAGUNA SECA
Monterey, CA
1021 Monterey Highway 68, Salinas, CA 93942
408-648-5111, 408-373-0533

MEMPHIS INTERNATIONAL MOTORSPORTS
PARK Millington, TN
5500 Taylor Forge Road, Millington, TN 38053
901-358-7223, fax 901-358-7274

MID-AMERICA MOTORPLEX
Pacific Junction, IA
19340 Jesup Road, Pacific Junction, IA 51561
712-662-8122, fax 712-622-8147
www.midamericamotorplex.com

MID-OHIO SPORTS CAR COURSE
Lexington, OH
7721 Steam Corners Road, PO Box 3108
Lexington, OH 44904
419-884-4000
Office: True Sports, Inc.
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Dublin, OH 43017-5367
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NELSON LEDGES ROAD COURSE
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440-548-8551

NEW HAMPSHIRE INTERNATIONAL SPDY
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tix 603-783-4931

PACIFIC RACEWAYS
Kent, WA
31001 144th SE, Kent, WA 98042
253-639-3002, Pacificraceways.com

PIKES PEAK INTERN'L RACEWAY
Fountain, CO
16650 Midway Ranch Road, Fountain, CO 80817
719-382-7223, fax 719-382-9180
www.ppir.com

6. T/SS - Opposition to converting SS to Touring rules (Hagerty). Thank you for your input.
7. SS - Keep Showroom Stock (Crites). Thank you for your input.
8. SSC - Give the membership more notification time (DuLude). Thank you for your input. We are always looking for improvements to our process.

Spec Miata

1. Remove 50 lbs and allow a 43 mm restrictor on the 1999+ cars (Various - 5 letters). Changes have been made in the January FasTrack. We will monitor the results.
2. Spec tire input (Various - 35 letters). Thank you for your input.
3. Opposition to blueprinting and balancing (Ott). Thank you for your input.
4. Support for non-ferrous clutches (Harper/Zwolle). Thank you for your input.
5. Opposition to non-ferrous clutches (Bonet/Messenger/Rucker). Thank you for your input.

Formula

1. F - Support for the F600 (Riekeberg). Thank you for your input.
2. FA - Opposition to reclassifying FSCCA to FM (Sideri). Thank you for your input.
3. FM - Opposition to the Renesis in FM (Beattie/Stephens/Savacool). Thank you for your input.

Resumes

T/SS - Rob Hines. Thank you for your resume. We will keep it on file.

CLUB RACING BOARD MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | January 3, 2006

The Club Racing Board met by conference call on January 3, 2006. Participating were John Martinsen, Chairman; Stan Clayton, Brian Culbertson, Bob Dowie, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were Larry Dent and Mike Sauce, BoD Liaisons; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 06-02a, 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).

GCR

Item 1. Effective 11/1/06: Add a new paragraph to section 16.4 to read as follows:

*The number of classes allowed in the Runoffs will not exceed 24. If there are more than 24 national classes in a given year, the classes eligible for Runoffs competition in the **following** year will be determined by the total entries per class over all divisions, and the class(es) with the least number of entrants will be determined to be ineligible for the following year. The SCCA reserves the right to include an ineligible class as a promoter's option and select the next lowest participation class as ineligible for Runoffs competition in the following year.*

Item 2. Effective 11/1/06: Add a new paragraph to section 13.4.2 as follows:

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.

Touring

Item 1. Effective 11/1/06: Reclassify the T2 Honda S2000 to T3 with 100 lbs added to the 2.0L model and 140 lbs added to the 2.2L model.

Item 2. Effective 11/1/06: Reclassify the T1 Lotus Elise to T2 at 2,190 lbs.

MAJOR CIRCUIT CONTACTS

(continued)

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Phoenix, AZ
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602-252-3833, fax 602-254-4622
RACEDAY 602-932-0777

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PUEBLO MOTORSPORTS PARK
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920-892-4576, fax 920-892-4550

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ROEBLING ROAD
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912-748-4205, fax 912-748-8038
www.roeblingroad.com

SEBRING INTERNATIONAL RACEWAY
Sebring, FL
113 Midway Drive, Sebring, FL 33870
863-655-1442, fax 863-655-1777
www.sebraingraceway.com

SPRING MOUNTAIN M'SPORTS PARK
Parhump, NV
3601 South Highway 160, Parhump, NV 89048

SUMMIT POINT RACEWAY
Summit Point, WV
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THUNDERHILL PARK
Willows, CA
PO Box 966, Willows, CA 95988
530-934-5588, track 530-934-4455
fax 530-934-7275

VIRGINIA INTERNATIONAL RACEWAY
Alton, VA
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WATERFORD HILLS
Clarkston, MI
4770 Waterford Road, Clarkston, MI 48016
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WATKINS GLEN INTERNATIONAL
Watkins Glen, NY
County Route 16, Watkins Glen, NY 14891
607-535-2481, fax 607-535-7508

WILLOW SPRINGS INT'L RACEWAY
Rosamond, CA
75th and Rosamond Boulevard, Rosamond,
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805-256-2471

For corrections or additions, contact Nancy McMaster Fritts at 303-443-1362, fax 303-442-9991 or nmcmaster@scca.com

Formula

Item 1. Revised wording for the recommendation in the December 2-4, 2005, CRB Minutes to follow the first paragraph of section 17.1.6.E.15:

The engine must be installed in the chassis so that the exhaust ports face to the front of the car. The engine may be inclined from vertical.

FF

Item 1. Effective 11/1/06: Change section 17.1.6.D.2.r to read as follows:

Electrical Equipment - Distributor: Distributors are unrestricted provided the original drive, location, and housing (standard Motorcraft, Bosch, or Lucas) are retained. The distributor is defined as the component that triggers the LT current and distributes the HT current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute, or time the ignition. Standard Motorcraft (Autolite), Bosch, or Lucas, *or alternate Mallory #4558101*. The vacuum advance mechanism may be removed, and the distributor advance plate may be secured by soldering or welding or by suitable fasteners. The advance curve and advance springs are unrestricted. Generator/ Alternators: not required. All other electrical components are unrestricted.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

Formula Mazda

The CRB is looking for proposals to allow retaining the existing carburetor on the Renesis motor. We would consider a tested production proposal, certified by the approved SCCA engine builder, for a kit that is available to everyone.

NEW CAR CLASSIFICATIONS

T2 - BMW M3 add the 06 model year

REFERRED or TABLED

Grand Touring

1. GT2 - Classify the 2006 Corvette C6 Z06 in GT2 (Buttermore). Tabled for further evaluation.
2. GT2 - Adjust the Porsche 3.8L to 2,220 lbs with no SIR; the Porsche 3.6L to 2,160 lbs with no SIR; and the Porsche 3.4L to 2,040 lbs with no SIR (Erion/Barnes). Tabled for further information.
3. GT2 - Classify the Porsche 2.7L, allow an alt. 2.8L, allow interchange of the water-cooled heads (Finch). Tabled for further input from the advisory committee.

Touring

1. T - Allow the removal of catalytic converters (Lux/White). Tabled for further research.
2. T1 - Allow an alternate suspension kit for the Porsche GT3 (Boden). Tabled to verify part number and availability of kit.
3. T2 - Allow a suspension kit for the SRT-4 (Biskup/Wilson). Tabled for further evaluation.
4. T3 - Allow an alternate intercooler for the Mazdaspeed Miata (Tanner). Tabled for advisory committee input.

NOT RECOMMENDED

Grand Touring

1. GT - Allow SIRs to be constructed of Delren plastic (Stead). Aluminum provides consistency in measurement.
2. GT2 - Remove the chokes and change the weight to 1,950 lbs for the 13B engine (Tambourine). The car is correctly classed as specified.
3. GT3 - Classify the Nissan 2380, 2565, and 2760 (Welling). At this time, only the 2.4L will be considered for GT3.
4. GTL - Allow a larger SIR with a 100-pound penalty across the board (Gough). This might be considered in the future after we collect more on-track SIR data.

Touring/Showroom Stock

1. T - Allow open suspension modifications (Boden). Unlimited suspension modifications are not within the class philosophy.
2. T - Reclassify the BMW Z3 3.0L to T3 (Shanfeld). As the car is not currently classified, the CRB cannot "re"-classify it to T3.
3. T1 - Allow an alternate serpentine belt tensioner for the Corvette (Croyle). Changing engine components is not within the class philosophy.
4. T1 - Allow an alternate gear shifter knob for the Corvette (Ingle). There is no proven need.

5. T1 - Increase the restrictor size to 55 mm and reduce the weight to 3,500 lbs on the SRT-10 Viper (White). The restrictor size has been specified at 53 mm and the weight will remain the same.
6. T1 - Mandate a 6800 rpm limit on C5 Corvettes (White). It is unnecessary to put an arbitrary rev limiter on cars.
7. T1 - Allow the removal of interior components in the Porsche GT3 (Boden). Class philosophy requires that interior components remain installed.
8. T1 - Allow an alternate flywheel for the Porsche GT3 (Boden). Engine modifications are not allowed in the Touring classes.
9. T1 - Remove 100 lbs from the Corvette C6 (Buttermore). The weight is appropriate for this car.
10. T1 - Re-examine the Dodge Viper restrictor plate size (various - 4 letters). The car is competitive as specified. The CRB will continue to monitor the car's performance.
11. T2 - Allow alternate brake components for the Dodge SRT-4 (Biskup/Wilson). Alternate brake components are not allowed in Touring classes.
12. T2 - Allow a larger intercooler on the Dodge SRT-4 (Biskup/Wilson). The car is competitive as specified.
13. T2 - Allow a suspension kit for the Pontiac GTO (Brannon). Bushings are not within the allowable changes in the Touring classes. We will consider the springs and bars pending receipt of the parts by the National Office.
14. T2 - Restrict the Subaru and the Mitsubishi Evo (Brecht/Cie Chanski). The cars are appropriately specified.
15. T2 - Allow a cold air intake for the Pontiac GTO (Brannon). Such as change is not allowed in the Touring classes.
16. T2 - Allow an optional 18"x9.5" wheel and the sport appearance package for the 2006 Pontiac GTO (Buttermore). Springs and bars have been recommended. The CRB will continue to monitor the car's performance.
17. T2 - Allow an alternate radiator for the Camaro and Firebird (Cie Chanski/ Buttermore). This would cause performance levels outside the parameters of T2.
18. T2 - Allow the Dodge SRT-4 to update and backdate, and allow an ACR suspension (Meindl). We are considering an alternate suspension request.
19. T2 - Disallow the suspension kit for the BMW M3 (Meindl). We will continue to monitor the car's performance.
20. T2 - Allow the removal of interior components (Brannon). Class philosophy requires that interior components remain installed.
21. T2 - Allow a 90 mm cold air kit on the 2005-06 Mustang GT (Slankard). This is not allowed in the Touring classes.
22. T2 - Reclassify the 2005 Mustang GT to T3 (Mars). The car is appropriately classed. We would consider a suspension package.
23. T2 - Allow alternate OEM springs for the CTS-V (Buttermore). We will monitor the car's performance.
24. T3 - Classify the 2006 MX-5 in T3 with MX-5 Cup components (Sanders). As the car runs without the hardtop and with aftermarket components, classification of this car in T3 would be outside the class philosophy parameters.
25. SSB - Reclassify the BMW Z4 to T2 (Crites). The car is competitive as specified. The CRB will continue to monitor the car's performance.
26. SSB - Reclassify the Ford Focus SVT to SSC (Slankard). We will monitor the car's performance in SSB.
27. SSB - Allow alternate wheels on the Solstice (Buttermore). Alternate size wheels are not allowed in Showroom Stock.
28. SSB - Allow a variance for the track measurement (Buttermore). The shop manual and published specifications (VTS sheets/MVMA forms, etc.) are adequate.
29. SSB - Allow updating and backdating for the Sentra SER Spec V (St. Clair). Updating and backdating are not allowed in the Showroom Stock classes.
30. SSB - Slow the BMW Z4 (Manning). The car is competitive as specified. The CRB will continue to monitor the car's performance.
31. SSC - Help the second generation Dodge Neons (Andrews). The specifications are appropriate for this car.
32. SSC - Allow an alternate speedometer gear for the 2004 Mazda 3 (Mars). The CRB will continue to monitor the car's performance.
33. SSC - Reduce the weight of the 2001 Protégé MP3 to 2,730 lbs (Ebben). The weight is appropriate as listed.
34. SSC - Equalize the competition in SSC (Eli). We have made changes and will continue to monitor the results.
35. SSC - Reclassify the Mini (various - 4 letters). We have made changes and will continue to monitor the results.

Previously Addressed

Addressed in Technical Bulletin 06-02 or the February 2006 FasTrack:

1. GTL - Classify the Mazda 1800 cc with a 26 mm SIR at 1,970 lbs (Fouse).

2. T - Subaru classification input (Han).
3. T - Classify the Chrysler Crossfire (Grover).
4. T - Compression ratio input (Harlan/Buttermore).
5. T3 - Supports T3 as a national class (Wood).
6. T3 - Opposes T3 as a national class (Jeffords).
7. SSB - Classify the Pontiac Solstice (Buttermore).
8. SSB - Supports 2006 Mazda MX-5 in SSB (Daniels).
9. SSB - Classification input (Buttermore).
10. SSC - Classify the 2005-06 Ford Focus ST (Slankard).
11. SSC - Keep the Mini in SSC (Taylor).
12. CSR - Allow larger restrictors for the 12A bridgeport (Drummond).

Addressed in Technical Bulletin 06-01 or the January 2006 FasTrack:

1. T1 - Classify the 2006 Corvette C6 (Buttermore).
2. T1 - All an alternate cooling fan on the Dodge Viper (Aquilante).
3. T2 - Classify the 2006 Pontiac GTO (Buttermore).
4. T2 - Classify the 2006 Cadillac CTS-v (Buttermore).
5. T2 - Classify the 2006 Nissan 350Z (St. Clair).
6. T2 - Allow alternate sway bars and springs on the BMW E46 M3 (Turner).
7. T2/T3 - Classify the 2006 Chevrolet Cobalt SS supercharged, 2006 Saturn Ion Redline, and allow kits to be used in T2 and T3 (Buttermore).
8. SSB - Classify the 2006 MX-5 Miata (various - 3 letters).
9. SSB - Classify the 2003-06 Nissan Sentra (St. Clair).
10. SSC - Classify the 2006 Chevrolet Cobalt SS (Buttermore).
11. F500 - Readdress the 50-lb weight penalty on the Rotax 493 engine (Knuteson). The CRB will monitor the performance of cars with the 493 engine.
12. SRF - Allow a new SRF tire (various - 3 letters).
13. SRF - SRF spec tire language revision (Skirmants).

No Action Required

Grand Touring

1. GT2 - Delay the implementation of the SIRs on engines larger than 2.9 liters (Damanski/Rosenburg). Thank you for your input. Implementation of SIRs on larger engines has been delayed.
2. GT2 - SIR input (Sanda). Thank you for your input.
3. GT2 - Classify the Nissan VQ35 at 2,280 lbs with the same restrictor as the Toyota 3.6L (Howard). Thank you for your input. All new engines must use SIRs.

Touring/Showroom Stock

1. T - Can shocks be mounted upside down (Knupp)? Shock orientation is not specified within the rulebook.
2. T2 - Addition to previous letter (Rosenkrantz). Thank you for your additional information.
3. T2 - Allow 17"x9" front wheels and 255/40/17 front tires on the 2005-06 Mustang GTO (Slankard). These are already allowed.
4. T2 - Allow the Torsen differential (Slankard). This is already allowed.
5. SS - Opposition to converting Showroom Stock to Touring rules (Husting). Thank you for your input.
6. SS - Z4 and Mini input (Mead). Thank you for your input.

Formula

1. FA - Reclassify FSCCA to FM (Cunningham). Thank you for your input.
2. FA - Support for the Renault 2000 (Puderbach/Wolfer). Thank you for your input.
3. FC - Support for the Zetec proposal (Thomson). Thank you for your input.
4. FM - Opposition to the Renesis in FM (various - 18 letters). Thank you for your input.
5. FM - Which way is the shock supposed to be installed (Fling)? Shock orientation is not specified within the rulebook.
6. FV - Support for an alternate backing plate and machining of the engine case to accept a pulley seal (Lepetich). Thank you for your input.
7. FV - Opposition to electronic pointless ignition systems (McCarthy). Thank you for your input.
8. F500 - Opposition to transfer cases (various - 3 letters). Thank you for your input.
9. F500 - Support for transfer cases (various - 4 letters). Thank you for your input.

Sports Racer

1. CSR - Duratec 2.3 engine dyno results (Rushforth). Thank you for your input.
2. S2 - Opposition to the Zetec engine (various - 5 letters). Thank you for your input.
3. S2 - Support for the Zetec engine (Ferguson). Thank you for your input.
4. S2 - Allow ferrous brake rotors only (various - 5 letters). Thank you for your input.

Resumes

Carl Wassersleben - Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE December 13, 2005 and January 3, 2006
NUMBER TB 06-02a
FROM Club Racing Board
TO Competitors, Stewards, and Scrutineers
SUBJECT Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 2/1/06 unless otherwise noted.

GCR

1. Section 22. Glossary, p. 156, clarify by changing to read as follows: Valve - A reciprocating engine component, consisting of a head and a stem, which may be opened or sealed in phase with crankshaft rotation, so as to control the induction of fuel/air mixtures or the exhaust of products of the combustion process.
2. Section 22. Glossary, p. 156, add new definition as follows:

Valve head - the portion of the valve that is larger than the stem.

Production

EP

1. Classify 94-97 Mazda Miata as limited prep in EP.

Add new spec line to PCS p. 36-37, Mazda MX-5 / Miata (94-97), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 83.0 x 85.0, Displ.(cc): 1840, Block Mat'l: Iron, Head/PN & Mat'l: Alum, Valves IN & EX(mm): 33.1(I) 28.2(E), Carb. No. & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm): 2266, Track(F/R)(in): 58.4 / 59.4, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F) 235 Vented Disc (R) 231 Solid Disc, Brakes Alt.(mm): (F) 254 Vented Disc (R) 251 Solid Disc, Weight(lbs): 2050 *2101 **2153, Notes: Comp Ratio limited to 12.0:1. Limited Prep cyl head. Valve lift: .500" max. Restricted suspension preparation only. OEM hardtop allowed. Limited Prep Transmission.

FP

1. Porsche 914-4, p. 60-61, change the specs to read as follows: Carb. No. & Type: (2) Solex PII-4, (2) weber 40 IDF, (2) Del'Orto 40mm. 34mm choke(s) req'd.

HP

1. Fiat X-1/9 & Bertone 1500, p. 80-81, change the specs to read as follows: Weight(lbs): 1900 *1948 **1995.

2. Fiat X-1/9 1300, p. 80-81, change the specs to read as follows: Weight(lbs): 1800 *1845 ** 1890.

3. Nissan/Datsun PL510, p. 82-83, add to the specs as follows: Carb. No. & Type: (1) 36mm DCNVH. Change the first sentence of the Notes as follows: Comp. Ratio limited to 12.0:1, Vavle lift limited to .450", Restricted Suspension.

GT

GT1

1. Section 17.1.2.E.1.c. General Motors Corporation - Pontiac, p. 24, add to the specs as follows: GM V-6 bow tie block # 10051141 may be used.

2. Section 17.1.2.E.1.c., p. 24, add the (03-06) Mazda RX-8 to the approved bodywork list:

Mazda RX-8, wheelbase: 102".

GT2

1. Nissan 350Z, p. 46, add to the specs as follows: Engine type: V-6 DOHC, Bore x Stroke(mm): 95.5 x 81.4, 85.0 x 73.3, Displ.(cc): 3498, 2495, Carburetion: 3498cc: 36mm SIR 2495cc: 35mm SIR, Weight(lbs.): 3498 @ 2280, 2495 @ 2130. Change the last sentence of the Notes to read as follows: Nismo cyl. heads allowed on VQ30 and VG25, part # 11040RRZ30 and 11090RRZ30.

2. Pontiac Sunfire GT (Cavalier Z-24), p. 47, add to the specs as follows: Engine Type: DOHC, 92.2 x 85.09, 90.0 x 94.0, Displ.(cc): 2272, 2392, Valves per Cyl.: 4, Carburetion: 2272cc: Two (2) 48mm w/ 38mm choke(s), 2392cc: 35mm SIR, Weight(lbs.): 2272 @ 2080, 2392 @ 2080.

3. Porsche 944, p. 48, change the second sentence of the Notes to read as follows: Alternate engine: 4 cyl, DOHC, 2981cc (104.0 x 88.0) 4-valve 968 engine w/ unrestricted choke(s) @ 2180 lbs.

4. Porsche 968, p. 48, change the second sentence of the Notes to read as follows: Alternate engine: 4 cyl, DOHC, 2981cc (104.0 x 88.0) 4-valve 968 engine w/ unrestricted choke(s) @ 2180 lbs.

5. Toyota Celica (RWD only) (00-05), p. 49, add to the specs as follows: Carburetion: V-6 (2995cc): 6 individual throttle bodies w/ 40mm choke(s) or 36mm SIR.

6. Toyota Solara (2000-), p. 50, add to the specs as follows: Carburetion: V-6 (2995cc): 6 individual throttle bodies w/ 40mm choke(s) or 36mm SIR.

GT3

1. Mazda MX-5 (2006), p. 55, add to the specs as follows: Engine Type: 4 cyl. DOHC, Bore x Stroke(mm): 87.38 x 83.06, Displ.(cc): 1999, Head Type: Alum, Crossflow, Valves per Cyl.: 4, Carburetion: 1999cc: 29.5mm SIR, Weight(lbs.): 1999 @ 2080.

2. Nissan 240-SX / S13, p. 57, change the specs to read as follows: Carburetion: (2) 45mm w/ 34mm choke(s), DOHC: 33mm SIR.

3. Nissan 240-SX / S14, p. 57, change the specs to read as follows: Carburetion: (2) 45mm w/ 34mm choke(s), DOHC: 33mm SIR.

4. Nissan 350Z, p. 58, change the 2389cc engine specs to read as follows: Carburetion: (2) 45mm w/ 34mm choke(s), DOHC: 33mm SIR.

5. Saab 900 (1979-), p. 59, add to the specs as follows: Engine Type: DOHC, Valves/Cyl.: 4, Carburetion: DOHC: 29.5mm SIR.

6. Toyota Celica (00-05), p. 60, change the specs to read as follows: Carburetion: 45mm w/ 42mm choke(s), 2438: 33mm SIR.

7. Toyota Celica (94-99), p. 60, change the specs to read as follows: Carburetion: Automotive-type sidedraft w/ 36mm choke(s), 1587cc: 45mm w/ 42mm choke(s), 2438: 33mm SIR.

8. Toyota Corolla (2000-), p. 60, change the specs to read as follows: Carburetion: 45mm w/ 42mm choke(s), 2438: 33mm SIR.

GTL

1. Classify Honda B18 series engine in GTL.

Add new spec line to GTCS Engines - Honda, p. 75, Engine Family: B18, Engine Type: DOHC, Bore X Stroke(mm): 81.0 x 87.2, 81.0 x 89.0, Displ.(cc): 1797, 1834, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 1950.

2. Correct item 19 from the TB 06-02 as follows: Engines Mazda, p. 77, 1597 DOHC engine, change the specs to read as follows: Fuel Induction: 24mm SIR.

3. Engines - Mazda, p. 77, change the 1839cc specs to read as follows: Weight(lbs): 1950.

4. Engines - Nissan, p. 79, add to the specs as follows: Notes: Alt. head: #11040-1N591.

Touring

T1

1. Ferrari 360 Modena (00-02), p. 15, clarify the listing by adding the Challenge model to the classification.

T2

1. BMW M3 (01-05), p. 19, add the 06 model year.

Showroom Stock

SSB

1. Nissan Sentra SER Spec-V (02-06), p. 12, correct the classification by separating the 02-04 model years from the 05-06 years.
2. Nissan Sentra SER Spec-V (05-06), p. 12, add to the specs as follows: Notes: Factory optional Brembo brakes allowed.
3. Pontiac Solstice (2006), classified in TB 06-02, correct the specs by adding to the Notes as follows: Factory ABS, option code JL9 allowed.

IT

ITS

1. BMW 325i/is (2 & 4 door) (92-95), p. 18, change the specs to read as follows: Notes: Trunk mounted fuel cell with no larger capacity than stock. 27mm SIR required and must comply with GTCS section 17.1.2.F.4.i.10.
2. Ford Contour V-6 (non-SVT) (1995), p. 18, change the specs to read as follows: Weight(lbs.): 2730.
3. Mazda RX-7 (13B) (84-85), p. 19, change the specs to read as follows: Weight(lbs.): 2350.
4. Nissan/Datsun 260-Z (73-74), p. 20, change the specs to read as follows: Weight(lbs.): 2480.
5. Nissan/Datsun 280-Z (75-78), p. 20, change the specs to read as follows: Weight(lbs.): 2505.
6. Nissan/Datsun 280-ZX 2+2 (79-83), p. 20, change the specs to read as follows: Weight(lbs.): 2530.
7. Nissan/Datsun 280-ZX (79-83), p. 20, change the specs to read as follows: Weight(lbs.): 2530.
8. Nissan 200-SX V-6 (1987), p. 20, change the specs to read as follows: Weight(lbs.): 2725.
9. Nissan 300-ZX (84-88), p. 20, change the specs to read as follows: Weight(lbs.): 2725.
10. Nissan 300-ZX 2+2 (1986), p. 20, change the specs to read as follows: Weight(lbs.): 2725.
11. Porsche 924-S (86-88), p. 21, change the specs to read as follows: Weight(lbs.): 2575.
12. Porsche 944 (2V) (83-88), p. 21, change the specs to read as follows: Weight(lbs.): 2575.
13. Toyota Supra (82-85), p. 22, change the specs to read as follows: Weight(lbs.): 2750.

ITA

1. Acura Integra 1.6 (86-89), p. 23, change the specs to read as follows: Weight(lbs.): 2200.
2. Acura Integra (90-93), p. 23, change the specs to read as follows: Weight(lbs.): 2595.
3. Acura Integra (GS/LS/RS (3 door) (94-00), p. 23, change the specs to read as follows: Weight(lbs.): 2620.
4. BMW 318 (E36) (92-94), p. 23, change the specs to read as follows: Weight(lbs.): 2600.
5. BMW 318ti & Club Sport (1995), p. 23, change the specs to read as follows: Weight(lbs.): 2600.
6. BMW 318ti Sport (96-99), p. 23, change the specs to read as follows: Weight(lbs.): 2600.
7. BMW 325e/es (2 & 4 door) (84-87), p. 23, change the specs to read as follows: Weight(lbs.): 2550.
8. Honda Civic Si (88-91), p. 26, change the specs to read as follows: Weight(lbs.): 2250.
9. Honda CRX Si (88-91), p. 26, change the specs to read as follows: Weight(lbs.): 2250.
10. Mazda MX-5 / Miata (90-93), p. 27, change the specs to read as follows: Weight(lbs.): 2255.
11. Mazda Protégé LX (90-93), p. 27, change the specs to read as follows: Weight(lbs.): 2280.
12. Mazda Protégé ES (95-98), p. 27, change the specs to read as follows: Weight(lbs.): 2280.
13. Mazda RX-7 (12A) (79-85), p. 28, change the specs to read as follows: Weight(lbs.): 2280.
14. Mitsubishi Eclipse (95-98), p. 28, change the specs to read as follows: Weight(lbs.): 2600.
15. Nissan 240-SX / S13 (89-90), p. 28, change the specs to read as follows: Weight(lbs.): 2630.
16. Plymouth Laser / Eagle Talon / Mitsubishi Eclipse 2.0L, p. 29, change the specs to read as follows: Weight(lbs.): 2500.
17. Pontiac Fiero GT & Formula V-6 2.8 (1988), p. 29, change the specs to read as follows: Weight(lbs.): 2600.

18. Toyota Celica GTS (86-88), p. 30, change the specs to read as follows: Weight(lbs.): 2500.
19. Toyota Corolla GTS (84-85), p. 30, correct the model years to 84-87.
20. Toyota Corolla GTS (86-89), p. 30, correct the model years to 88-92, change the specs to read as follows: Weight(lbs.): 2300.
21. Toyota MR-2 1.6L (85-89), p. 30, change the specs to read as follows: Weight(lbs.): 2270.
22. Volkswagen Jetta GLI (1991), p. 31, add the 92 model year.

ITB

1. Ford Mustang 2.3 (79-93), p. 34, change the specs to read as follows: Weight(lbs.): 2550.
2. Mazda MX-6 (88-91), p. 36, change the specs to read as follows: Weight(lbs.): 2530.
3. Toyota Celica III 2.4 (83-85), p. 40, change the specs to read as follows: Weight(lbs.): 2350.
4. Toyota Celica III GTS (83-85), p. 40, change the specs to read as follows: Weight(lbs.): 2425.
5. Volkswagen Rabbit GTI (83-84), p. 41, change the specs to read as follows: Weight(lbs.): 2080.
6. Volkswagen Scirocco II 8V (83-88), p. 41, change the specs to read as follows: Weight(lbs.): 2130.

Sports Racer

CSR

1. Section 17.1.5.A.2.a, CSR engine table, line S, p. 11, change the specs to read as follows: Carburetion or Fuel Injection: unrestricted.

Formula

FA

1. Classify the Fran-Am 2.0 Liter car in FA.

Add new spec line section 17.1.6.A.1.a.2, p. 9, as follows: Car: Ex Fran-Am 2000, Engine: Renault 2.0 liter with Magneti-Marelli Renault Sport Formula Renault 2000 ECU, Wheel Width +/- 0.060": Front = 8" Rear = 10", Aerodynamics: See current FA rules, Transmission: Renault Sport Formula 2000 6 speed sequential transmission with limited slip differential. Gear ratios unrestricted, Weight(lbs): 1250, Notes: Must have a roll bar meeting the requirements of GCR section 18.5. Must use Formula Renault or Fran-Am engine seals on the cam cover, oil pan and crankshaft pulley bolt as applied by an approved engine builder. Fuel shall meet the requirements for IT cars per GCR section 17.4.1. An SIR will be required at a time to be determined by the CRB.

JUDGEMENT OF THE COURT OF APPEALS

Brian Hornkohl vs. SOM
COA Ref. No. 05-23-NE
December 8, 2005

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On Saturday October 15, 2005, after the end of the "Last Chance Enduro," held at Watkins Glen International Race Track (The Glen), the Enduro Chief Steward Tim Meddaugh filed a Request For Action (RFA) with the Stewards of the Meet. The RFA alleged Brian Hornkohl, driver/entrant of ITE car #19 violated GCR14.1.5 (Failure to obey a direction or order of an Official) and 14.1.7 (Unsportsmanlike Conduct). Also Mr. Hornkohl was cited for operating an ATV in a restricted area and improper use of the ATV per the Supplemental Regulations for the event. The SOM were not able to conduct a hearing at the event due to circumstances beyond their control and, therefore, agreed to hold the hearing at a later date. On October 30, 2005 the SOM, Lew Giesy, Mike Connolly and Dean Croucher, Chairman, held a hearing and upheld the Chief Steward's RFA, finding Mr. Hornkohl in violation of the cited GCR sections and the Supplemental Regulations. The SOM penalized Mr. Hornkohl by placing him on probation for 6 races. Mr. Hornkohl is appealing their decision.

DATES OF THE COURT

The Court of Appeals (COA) Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, met on November 22, December 1, and December 8, 2005, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Hornkohl
2. Observers report and related documents
3. Witness Statement from Mr. Hornkohl, dated October 17, 2005

4. Chairman Croucher's letter to Mr. Hornkohl. Dated November 2, 2005
5. Witness Statements from The Glen personnel (security, fire/rescue, and tow truck operator)

FINDINGS

With approximately 10 minutes remaining in the Enduro the driver of car #19 stopped on the outside of the track near turn 10 and radioed his crew that he had been "punted" from the track. Without checking with any officials, the crew of car #19 (car owner, lead mechanic, and Mr. Hornkohl, co-driver/entrant) went to the disabled car on an ATV.

When the race was completed, Mr. Hornkohl went on the track and attempted to prevent the track personnel from loading car #19 onto a flatbed truck. According to witness statements submitted by the track personnel, Mr. Hornkohl used profane language in his exchanges with them and they considered his demeanor to be abusive. After repeatedly advising Mr. Hornkohl that the car would be correctly transported it was loaded and safely returned to the paddock.

Shortly after the above cited incident a track official informed Mr. Hornkohl that he was in violation of track rules that did not allow ATVs to operate in certain areas. These non-ATV access areas were clearly stated in the supplemental regulations.

Mr. Hornkohl's conduct was reported to the Chief Steward by various race officials and track personnel. As a result, the Chief Steward determined sufficient evidence existed to warrant a full investigation and issued the RFA in order for the SOM to accurately determine the facts and render a proper ruling.

Mr. Hornkohl and the crew of ITE car #19 were removed from The Glen property prior to the Stewards of The Meet (SOM) receiving the RFA. Therefore, no SOM hearing took place at the event.

On the Tuesday after the event Dean Croucher, Chairman of SOM at The Glen, informed Mr. Hornkohl's wife that a special SOM hearing to review and render a decision on the RFA would be held at the Nelson Ledges event scheduled for October 30, 2005. Mr. Croucher advised her that Mr. Hornkohl needed to complete a witness statement and submit it prior to the hearing. He also explained that if other witnesses were available they also needed to send witness statements. Chairman Croucher provided his address and phone number to Mr. Hornkohl's wife.

The SOM, Lew Giesy, Mike Connolly, and Dean Croucher Chairman, held a hearing on the weekend of October 30, 2005 at Nelson Ledges. Witness statements from Mr. Will Hornkohl (crew member of car #19), Mr. Brian Hornkohl (driver/entrant), the safety steward, and five track personnel were reviewed. The SOM determined that Mr. Hornkohl was in violation of GCR14.1.5 & 14.1.7 and also the supplemental regulations covering the use of an ATV on the Watkins Glen property. They assessed Mr. Hornkohl a six race probation penalty which automatically resulted in three penalty points on his competition license.

DECISION

The Court Of Appeals upholds the decision of the SOM in its entirety. Mr. Hornkohl did not provide any new evidence and his appeal is not considered well founded. His appeal fee shall be retained by the SCCA.

JUDGEMENT OF THE COURT OF APPEALS

Devins, Staudacher, Clayton request under GCR 13.9.
December 24, 2005
Revision

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On November 27, 2005 the First Court received a request under GCR 13.9. (Rules Interpretation) from Mike Devins, Jim Staudacher, and Stan Clayton (Devins et al.), relative to the application of SRCS !7.1.5.A.2.d.2. (The flat bottom rule.) The Director of Stewards, Costa Dunias, appointed a First Court per the provisions of GCR 13.9. The First Court, Bob Fox, Rob Walker, and Jim Rogaski, Chairman, reviewed the request, and determined that the maximum total deviation allowed in a longitudinal section of the floor pan is 1" up vertically from the lowest part of the floor pan section.

Per GCR 13.9, the decision of the First Court was submitted to the SCCA Court of Appeals for final review.

DATES OF THE COURT

The National Court of Appeals (COA), Steve Limbert, Clyde Kiser and Roger Eandi, Chairman, met on December 22, 2005 to review the First Court decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of request from Devins, Staudacher, and Clayton
2. First Court report and related documents

FINDINGS

The Court of Appeals carefully and completely reviewed the First Court documents including the request, and the research of the First Court.

The First Court did a complete review of the Devins et al. request. The First Court submitted a satisfactory work product relative to his request.

The First Court did not make any procedural errors.

The First Court operated within its designated authority.

The decision of the First Court was appropriate in consideration of their findings.

The decision of COA is relative to the 2006 GCR and competitions sanctioned under its authority.

The First Court and the COA are judiciary bodies and not legislative in nature. Therefore, any suggestions or recommendations for changes in the rules are not to be construed as mandates but suggestions for the SCCA legislative body, the Competition Racing Board (CRB), to review.

It is the opinion of The First Court that for a longitudinal section "the measurement of the amount of deviation shall occur within the 45% minimum area and shall start at the lowest point of chassis floor (of the longitudinal section...COA note) and be in a unilateral direction upwards to the maximum amount of deviation that occurs within the 45% minimum area. The maximum deviation shall not exceed one inch."

DECISION

The Court upholds the decision of the First Court in its entirety. The request fee from Mr. Devins et al will be retained by the SCCA.

SOLO

SOLO BOARD MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | January 4, 2006

SOLO EVENTS BOARD

The Solo Events Board met by conference call January 4th. Attending were SEB members Marcus Merideth, Dick Berger, Chris Dorsey, Ron Bauer, Steve Hoelscher, Jason Isley, and Tina Reeves. Also attending were Doug Gill of the National Staff and Charlie Clark of the BOD. These Minutes are presented in topical order rather than in the order of discussion.

GENERAL

The ad hoc Event Operations Committee was approved by the SEB with the following membership: Bob Tunnell, Lindsay Wilson, Bill Goodale, Kevin Youngers, Kathy Barnes, Roger H. Johnson, and Mark Sirota. Andy Hollis and Chris Dorsey will be the SEB liaisons.

Jason Isley has been approved by the BOD as the new SEB member from the Southern Pacific Division. The board thanks Mari Clements for her service to the Club as an SEB member.

SAFETY AND INSURANCE

The first two paragraphs of Section 1.4 in the Introductory Section of the Solo Rules should be replaced with the following:

"Insurance Requirements - Refer to Introductory Section 10 of these Rules.

In accordance with SCCA insurance guidelines, all competing and non-competing participants over the age of majority in the state in which the event is being conducted must sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement (form MS1.) Those under the age of majority must have a completed Minor Release and Waiver of Liability and Indemnity Agreement (form MS2 or MS2A) on file with the Registrar/Region. All competitors, except participants in the Junior Driver program, must also have a valid driver's license.

For competitors, the Minor Waiver form must be signed by both parents/legal guardians. For non-competitors, the form may be signed by only one parent/legal guardian on a per-event basis. If signed by both parents/legal guardians, the form is valid at all Solo events held in that Region for the remainder of that calendar year unless otherwise notified.

All parent/legal guardian signatures must be witnessed by an adult SCCA member. The Region may, at its discretion, require that any form completed off-site be signed and witnessed in the presence of an adult SCCA member or a Notary.

Copies of the original Minor Waiver form may be used at individual events or a Minor Photo ID card may be issued by the Region. Minors may not attend non-spectator events without a properly completed waiver."

The following rule change proposal, effective 1/1/2007, is being submitted for member comment: Add to Introductory Section 1.4 the following new subsection: "(Q) Any areas of the event site designated for refueling of vehicles there will be at least one 10 pound minimum Class B fire extinguisher available in the event of a fire during refueling."

STREET PREPARED

The SEB has approved the addition of Dan Popp to the SPAC.

PREPARED

The SEB thanks the ad hoc A Prepared Committee for their work in developing the new XP class. The PAC will be assuming responsibility for the ongoing maintenance of the XP rules.

The following listing change proposal, effective 1/1/2007, is submitted for member comment:

Combine Datsun SRL310 and 311 Roadster listings onto one line in DP.

STREET MODIFIED

The following new members have been approved by the SEB for addition to the SMAC: Bob Kasprzyk, Eric Stemler.

The following previously-published proposal, planned for 1/1/2007, was erroneously published as having been approved and is being submitted for further member comment:

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 subframe, if any, is allowed.

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

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

MEMBER ITEMS NOT RECOMMENDED

Sports cars in STX, STU (ref. 05-244)

ST classing of VW/Audi models (ref. 05-245)

SOLO TECHNICAL BULLETINS

1) Stock: The following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:

Dodge Ram 1500 SRT10	FS
Dodge Magnum SRT8	FS
Honda Civic ('06)	HS
Porsche Cayman S ('06)	SS
Mazdaspeed 6	DS

2) Stock, Errors and Omissions: The Honda S2000 listing in BS has been superseded by listings in AS and should be removed.

3) Street Touring: The following wording was inadvertently not explicitly published as a rule change proposal, and thus was not incorporated into the Solo Rules. These paragraphs should appear as Sections 14.11 and 14.13, and the STX section should be renumbered to 14.12.

"14.11 STS2

This class is considered optional for Regional events and will be offered as a supplemental class at all National Tour and Pro Solo events. STS2 follows the STS rule set, but the eligible cars will be restricted to two-seaters with engine displacements of 1.8 liters or less. This class includes a number of popular vehicles, including the Honda CRX and del Sol, Mazda Rx-7 (non-turbo, '79-'92) and Miata ('90-'97), Toyota MR2 ('85-'89), as well as other similar vehicles. STS category rules 14.1 to 14.10 apply. Further, as in STS, only original equipment viscous limited slip differentials are legal in STS2. Excluded vehicles include Lotus (all), Mazda Miata (99+), and Toyota MR2 ('91-'95 and '00+)."

"14.13 STU

This class is considered optional for Regional events and will be offered as a supplemental class at all National Tour and Pro Solo events. STU follows the STX rule set, but raises the displacement limit for otherwise STX-legal vehicles to 3.1 liters for forced induction and to unlimited displacement for natural aspiration. Restrictions on wheel width are lifted and the maximum tire width is increased to 275 for front or rear wheel drive vehicles (but remains at 245 for AWD vehicles). Other than these limited exceptions, the STX rule set as described in 14.12 applies. This class extends the Street Touring concept to cars including the Audi S4, BMW M3 (E36), Chevrolet Camaro, Dodge Neon SRT-4, Ford Mustang, Mazda RX-8, Mitsubishi Lancer Evo 8, Pontiac Firebird, Pontiac GTO, Subaru WRX STi, Volvo S60 R, and Toyota Supra. Excluded vehicles include the E46 M3 and the E39 M5."

4) Street Prepared: The following new listing, effective immediately upon publication, has been recommended by the SPAC and approved by the SEB:

Lotus Exige ASP (same line as Elise)

5) Prepared: The PAC has provided the following corrections to the new Appendix A listings for DP:

Delete Alfa Romeo Junior Z, it stays in EP, does not move to DP.

Fiat 124 induction allowances should be for the 1600 & 2000 engines only.

Delete MGB-GT; it is only classed in GP.

TVR, delete vacuum brake booster allowance.

6) Prepared: The PAC has provided the following corrections to the new Appendix A listings for GP:

There is no minimum track requirement for GP; Section 17.8.B.7 does not apply.

Porsche 1300, delete duplicate listing.

Delete listing for Alfa Romeo GTV (NOC), it does not move to GP.

7) Prepared: The following new listing, effective immediately upon publication, has been recommended by the PAC and approved by the SEB (ref. 05-257):

Subaru SVX ('92-'97) FP

Modified, Errors and Omissions: The Appendix A references to minimum weights for DM and EM should be updated to reflect the MAC's changes to 18.1, as follows: DM minimum weight should be 1280 lbs, weight when using 4WD/AWD should be 1480. EM minimum weight when using 4WD/AWD should be 2000 lbs.

ROADRALLY MEMO

RoadRally sanctions for National Events are increased to \$200.00, all others remain the same. The initial sanction fee of \$10.00 for all events other than National Events must be received at least 14 days prior to the event.

RallyCross sanctions for Regional Events are increased to \$3.00 per car minimum of \$30.00. The initial sanction fee of \$30.00 remains the same.

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
April 1	Rantoul Aviation Center, Rantoul, IL	217-351-1907
April 22-23	Rantoul Aviation Center, Rantoul, IL	217-351-1907
May 20-21	Rantoul Aviation Center, Rantoul, IL	217-351-1907
June 9-11	Rantoul Aviation Center, Rantoul, IL	217-351-1907
July 1-2	Rantoul Aviation Center, Rantoul, IL	217-351-1907
July 15-16	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Aug 19-20	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Sept 2-4	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Sept 23-24	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Oct 21-22	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Nov 18-19	Rantoul Aviation Center, Rantoul, IL	217-351-1907

NEDIV

Mar 26	FedEx Field, Landover, MD	410-465-1533
Apr 23	FedEx Field, Landover, MD	410-465-1533
May 14	FedEx Field, Landover, MD	410-465-1533
Jun 11	FedEx Field, Landover, MD	410-465-1533
Jul 16	FedEx Field, Landover, MD	410-465-1533
Jul 30	FedEx Field, Landover, MD	410-465-1533
Aug 13	FedEx Field, Landover, MD	410-465-1533
Sept 3	FedEx Field, Landover, MD	410-465-1533
Oct 8	FedEx Field, Landover, MD	410-465-1533

NORPAC

Mar 5	Oakland Coliseum, Oakland, CA	650-599-2615
Apr 2	Marina Airport, Marina, CA	650-599-2615
Apr 16	Marina Airport, Marina, CA	650-599-2615

SEDIV

Mar 5	ADESA Knoxville, Lenoir City, TN	865-692-0067
Mar 11-12	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Mar 18-19	Brooksville Airport, Brooksville, FL	813-986-5722
Mar 19	Homestead Miami Speedway, Homestead, FL	954-772-3002
Mar 26	Deland Airport, Deland, FL	321-268-2940
Apr 2	Gainesville Raceway, Gainesville, FL	813-986-5722
Apr 8-9	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Apr 23	Deland Airport, Deland, FL	321-268-2940
May 6-7	Brooksville Airport, Brooksville, FL	813-986-5722
May 13-14	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
May 21	Deland Airport, Deland, FL	321-268-2940
Jun 10-11	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Jun 25	Deland Airport, Deland, FL	321-268-2940
Jul 8-9	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Jul 15-16	Brooksville Airport, Brooksville, FL	813-986-5722
Jul 23	Deland Airport, Deland, FL	321-268-2940
Aug 5-6	Brooksville Airport, Brooksville, FL	813-986-5722
Aug 12-13	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Aug 27	Deland Airport, Deland, FL	321-268-2940
Sept 9-10	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Sept 24	Deland Airport, Deland, FL	321-268-2940
Oct 14-15	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Oct 28	Deland Airport, Deland, FL	321-268-2940
Nov 4-5	Brooksville Airport, Brooksville, FL	813-986-5722
Nov 11-12	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Nov 19	Deland Airport, Deland, FL	321-268-2940
Oct 8	Gainesville Raceway, Gainesville, FL	813-986-5722

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
Mar 26	Maui Raceway Park, Kihei, HI	808-283-1705
Apr 30	Maui Raceway Park, Kihei, HI	808-283-1705
May 21	Maui Raceway Park, Kihei, HI	808-283-1705
Jun 25	Maui Raceway Park, Kihei, HI	808-283-1705
Jul 30	Maui Raceway Park, Kihei, HI	808-283-1705
Aug 27	Maui Raceway Park, Kihei, HI	808-283-1705
Sept 24	Maui Raceway Park, Kihei, HI	808-283-1705
Oct 29	Maui Raceway Park, Kihei, HI	808-283-1705

REGIONAL SCHEDULES CONTINUED

Nov 26	Maui Raceway Park, Kihei, HI	808-283-1705
Dec 17	Maui Raceway Park, Kihei, HI	808-283-1705

SWDIV

Mar 5	Gulf Greyhound Park, La Marque, TX	281-217-5310
Mar 26	Gulf Greyhound Park, La Marque, TX	281-217-5310
May 7	Gulf Greyhound Park, La Marque, TX	281-217-5310
Jul 2	Gulf Greyhound Park, La Marque, TX	281-217-5310
Aug 6	Gulf Greyhound Park, La Marque, TX	281-217-5310
Sept 3	Gulf Greyhound Park, La Marque, TX	281-217-5310
Oct 8	Gulf Greyhound Park, La Marque, TX	281-217-5310
Nov 5	Gulf Greyhound Park, La Marque, TX	281-217-5310
Dec 3	Gulf Greyhound Park, La Marque, TX	281-217-5310

REGIONAL RALLY

Feb 25	RR	Route of all EVO II	Finger Lake	Karl Haltiner	585-425-4569 haltiner.km@aol
Feb 18		Rally 201			804-266-3135
Mar 3	SR	March Friday Niter	Cal Club	Joanna Paden	
Mar 4	RR	Keweenaw Winter Rally	Lake Superior	Scott Carlborn	906-482-6992 906-482-0302 scarlborn@up.net
Mar 11	RR	Meet in the Middle	Kansas	Rich Bireta Albert Weaver	rbireta@us.ibm.com alfabert@yahoo.com
Mar 11	RR	Quick & Dirty II	Finger Lake	Curt Braun	585 223 1347 cbraun@frontiernet.net
Apr 7	SR	April Friday Niter	Cal Club	Joanna Paden	
May 5	SR	May Friday Niter	Cal Club	Joanna Paden	
Jun 2	SR	June Friday Niter	Cal Club	Joanna Paden	
Mar 4	RR	Keweenaw Winter Ra	Lake Superior	Scott Carlborn	906-482-0302
Mar 18	RR	Frost Heaves	New England	Scott Beliveau	
Apr 8	GTA	Cape Cod Old Timers	New England	Mary Anne Rhodes	
May 12	GTA	Where Am I?	New England	Ted Goddard	802-263- 5678
Jun 24	RR	Big Lap	New England	Scott Beliveau	
Aug 5	RR	Hurdle	New England	Jon Lamkins	
Aug 25	CH	RAL	New England		
Sept 8	CH	Cruisin with St Joe's	New England	John Riter	
Nov 4	RR	40th Covered Bridge	New England	Ted Goddard	802-263- 5678
Mar 11	RR	Meet in the Middle	Kansas	Rich Bireta/Albert Weaver	

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	
May 20	NCR	Steel Haul	Steel Cities	Chuck Larouere Bill Hawkins	chuck660@nb.net
Jun 10	NC	Chippewa Trails	LOL	Dave Fuss	
Jun 10	NT	Chippewa Trails	LOL	Dave Fuss	

REGIONAL SCHEDULES CONTINUED

Jul 8	NTR	Golden West	San Francisco	Peter Soper	psoper@therallyeclub.org
Aug 12	NC	Scenic View	Oregon	Monte Saager	503-260-9472 monte@saaervision.com
Aug 13	NC	Beaver Cleaver	Portland, OR		
Sept 2	NT	Applachian	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 Treails	Trempealeau, WI	John Emmons	608-582-4386 jaemmons@cs.com
Oct 20	NC	Oz has Spoken	Naional Office	Pego Mack	800-770-2055 ext 360 pmack@scca.com
Oct 21	NC	Over the Rainbow	Topeka, KS		mkrally@charter.net
Oct 22	NT GTA	Yellow Brick Road Yellow Brick Road			fe2@mindspring.com
Nov 4	DT	Covered Bridge	NER		Ted Goddard 802-263-5678 tedgch@aol.com
Nov 11	NC	TBA	Old Dominion	David Head	rally2xs@att.net
Nov 12	NC		Richmond, VA		
Sept 17	NT	Badger Trails	Trempealeau, WI	John Emmons	608-582-4386 jaemmons@cs.com