

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

## GENERAL

### BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | March 6, 2006

The Board of Directors, Sports Car Club of America, Inc. met via teleconference March 6th, 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, Andy Porterfield, John Sheridan, Michael Sauce, and K.P. Jones. James Julow, President, Peter Lyon, Risk Management/General Counsel, and Jeff Dahnert, Vice President of Finance, also participated.

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

MOTION: To approve the Minutes of the February 1st, 2006 meeting. (Porterfield / Fairer)  
PASSED. Unanimous.

### FINANCE AND ADMINISTRATION

K. P. Jones presented an overview of the current Financial Report.

### PRESIDENTS REPORT

Jim Julow reported on the status of the strategic plan, National office staffing, and Regional Executive communications.

### CLUB RACING BOARD - Larry Dent

I met with the CRB on Sunday afternoon and Monday morning after convention. Many items and topics were discussed and acted upon, but the topic that seems to carry the most impact is the 24 class/race mandate from the BOD.

Basically, the only action taken was to remove the "Promoter's Option" from their last recommendation.

Once the wording for the Promoters Option was removed, considerable discussion was held about how to proceed from this point.

First, they discussed the definition of the 24 class/race desired at the Runoffs®. In other words, would 24 races with combined classes work for the BOD, or does each class get its own race, meaning we can have only 24 classes at the Runoffs.

If we only want 24 races, but would allow more than 24 National Classes, this can be accomplished in several ways.

1. Not all classes go to the Runoffs. This means some method has to be in place to decide which classes go. This is what was offered and received so much member flack.
2. Not all classes get their own race. This means we combine smaller classes into one race.
3. Combine classes into only 24 total at the start of the season (eliminate and/or consolidate).

On the other hand, if 24 classes for 24 races is the magic formula, then we must proceed with number 1 or number 3 as combining 2 classes into one race will not work.

The CRB also discussed in depth the need for two additional classes almost immediately, B Prod and D Prod. The cars are out there, but have no class in which to race.

I mention this, as future class additions will only make the 24 Runoffs rule; however, its final form will be more difficult to achieve unless a clear direction is established now.

First the 24 class conundrum needs solved as soon as practical.

### ROAD RALLY BOARD - Howard Allen

For 2006, introduce a GTA (Game-Tour-Adventure) (AKA Gimmick) Series at the National level. This is a 3rd National Sseries (tour and course are already the other two). This Series will count as a full Series in 2006. Since no current rules/Series were affected, we decided it was best to get a jump on this now and start the new Series this year. Therefore, this needs immediate approval to go forward. It is effectively a "trial" program this year, but we felt not using the trial name would give it some immediate legitimacy. The program rules will be more fully and formally developed for the 2007 season.

For 2007, include ALL rallies at ALL levels in the SCCA RoadRally Championship (effectively the new National Championship). The only rallies not counting would be very short events. This gives everyone, even the family running a local Friday night event, a chance to be a part of the

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National Championship Series. Hopefully, we can then move some of those folks over to run a few more events out of region, and really grow the program from the ground up. At least it should give more teams a stake in coming to the USRRC, which, while still not The National Championship, will have a potentially big role in determining the Series championship. This proposal is currently out for comment, and will probably be modified further before final presentation to the Board in late summer.

#### **SCCA FOUNDATION - Larry Dent**

I have finally gotten my feet enough on the ground to turn some time and attention to the SCCA Foundation.

I have spent several hours on the phone with Barb discussing various Foundation programs and a potential outside SCCA Board Member.

I think we all are aware of a donation of valuable books pending. Mrs. Rushin has indicated a willingness to donate 300 rare and valuable books, plus approximately \$2,000 for shelves and shipping, plus \$500 a year for 10 years for upkeep. She also has a complete inventory.

Since the books are more valuable than most we possess, some new shelving with locking fronts would seem apropos, and funding is available for that. After our discussion, Barb re-contacted Mrs. Rushin to make sure the collection is still available and it is. One minor sticking point, Mrs. Rushin has requested the library be named after her husband. My view is that the name is more valuable to us than this and the books should be designated the Rushin Collection and we should discuss the parameters of an overall name at some future time, perhaps when the library comes closer to a reality.

In looking at the Survive the Drive program presented to a few of us at convention, and being promoted by Peter Roberts, it seems he is looking for Foundation funding for his program of youth driver training. As desirable as such a program is, Barb and I feel that a better resource would be to pursue the willingness of The BMW Club to combine efforts to develop our own identity in a program our regions could use for safety awareness and brand enhancement with youth. We will proceed along that line.

The BoD needs to make an outside the BoD Board member appointment to the Foundation, and Barb and I have discussed this position with Mr. Douglas S. Kinsinger, CCE, President/CEO of the Greater Topeka Chamber of Commerce. He is very interested in working with us and I will ask that he be appointed to that position Monday night in the conference call. I have his complete resume and will be happy to forward it to anyone wishing to see it. I have talked with him by phone and am very impressed with the gentleman.

#### **OLD BUSINESS**

MOTION: That the Runoffs entry fee be set at \$350 for 2006. (Gordy/ Dent) FAILED. Voting YES, Fairer, Gordy, Dent and Introne. Voting NO, Engelke, Porterfield, Holtz, Jones, Clark, Sauce, Christian, Sheridan and Allen.

#### **NEW BUSINESS**

MOTION: Appoint Douglas S. Kinsinger to the Foundation Board of Directors. (Dent/ Allen) PASSED. Unanimous

MOTION: That the SCCA Board of Directors approve any and all dispersements to SCCA Pro Racing. (Porterfield / Sheridan) PASSED, Unanimous, Abstaining, K.P. Jones

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

Respectfully submitted,

Jim Christian, Secretary

## **CLUB RACING**

### **BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | March 7, 2006**

The Club Racing Board met by teleconference on March 7, 2006. Participating were John Martinsen, Chairman; Bob Dowie, Vice-Chairman; Stan Clayton, Brian Culbertson, 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; Steve Zink, T/SS Advisory Committee Chairman.

In addition to those items covered in Technical Bulletin 06-04, 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).

#### **Production**

**Item 1.** Effective 11/1/06: Reclassify the full prep Triumph Spitfire Mk I & II from GP to HP at the current GP weight.

#### **Grand Touring**

**Item 1.** Effective 11/1/06: Change section 17.1.2.D.8.a.10.B as follows:

The doors shall be pinned or otherwise positively fastened to prevent their opening in the event of an accident. Standard door hinges and latches

may be removed, but the doors shall remain capable of being opened or removed, unless the doors are integral to the remainder of the ~~removable~~ bodywork.

**Item 2.** Effective 11/1/06: Change section 17.1.2.F.4.b.7 as follows:

Doors shall be pinned or *otherwise positively fastened* to prevent their opening in case of an accident. Standard door hinges and latch mechanisms may be removed, but the doors shall be capable of being opened or removed *unless integrated into the* ~~removable~~ bodywork. Interior door panels may be removed and the door window slots may be covered. Pins or straps may be added to hood and deck lid to supplement or replace the latches. Hood and deck lid hinges may be removed.

#### **Spec Miata**

**Item 1.** Effective 11/1/06: Add a new subsection i to section 17.1.9.C.1 as follows:

*i. Cast iron cylinder liners (sleeves) may be installed to restore damaged or worn cylinder bores to the original dimension.*

**Item 2.** In order to clarify the intent of SM Item 1 of the January Fastrack, the CRB is replacing the recommendation with the following:

Effective 11/1/06: Add a second paragraph to 17.1.9.C.7.i as follows:

To improve driver exit through the window area, the driver vent window and vertical vent window support may be removed as a pair. If removed, ducting may be in the passenger side vent window only.

#### **Improved Touring**

**Item 1.** Effective 1/1/07: change section 17.1.4.D.9.i to read as follows:

Ballast may be used. All ballast shall be located in the front passenger footwell/seating area, aft of the firewall and any footwell angle, and forward of the *aft-edge of the forward-most passenger-door opening, unless otherwise specified on the vehicles IT specification line* ~~OEM front passenger seat location.~~

1. It shall be in segments no heavier than fifty (50) pounds, and shall be capable of being removed to be weighed apart from the car.
2. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5 or better, and shall utilize large-diameter, load-distributing washers.
3. Holes may be drilled in the front passenger footwell/*seating area* floor pan for purposes of mounting the ballast (only), and said floor pan may be reinforced as required for the same purpose.

#### **Formula**

##### **FV**

**Item 1.** Effective 11/1/06: Change section 17.1.6.C.5.31 as follows:

*Crankshaft pulley is unrestricted and may be fitted with an oil seal. The engine case may be machined to facilitate the installation of an oil seal.*

#### **RECOMMENDATIONS TO THE BoD**

None

#### **MEMBER ADVISORIES**

##### **Spec Miata**

The CRB and SMAC have received an increasing number of reports of differential failures in the early (90-93) cars. The reports do not seem to be wide spread and there aren't an overwhelming number at this time. Although no action is currently planned, we seek member input regarding the frequency of the problem, details of the failures, causes and mitigations, **regional location**, and potential changes to the rules. **Please be specific.**

##### **Formula/Sports Racer**

FA - The CRB would like input from the FA community about reducing the weight of composite chassis cars by 25 lbs or leaving the weight as currently specified.

FC/S2000 - The CRB is soliciting input from the FC and S2000 competitors on the use of an alternate aluminum cylinder head. Such a head would be commercially available and help to extend the life of the Pinto engine.

#### **NEW CAR CLASSIFICATIONS**

GT3 - Porsche 944 2.4L

ITS - add 2000 model year Honda Civic Si

ITB - 98-92 Ford Probe GL/LX

## **REFERRED or TABLED**

### **Production**

1. P - Support for clarifying installation of bushings in stock rods (Flesher/Bartell/ Waldrop). Tabled for developing language.
2. P - Allow any DCOE carburetor (Wood). Tabled to obtain clarification of request.
3. GP - Classify the 1679cc engine with factory FI for the 914-4 Porsche (Fischer). Tabled to obtain VTS sheets.

### **Grand Touring**

1. GT - Classify the 13B PP with a 36.5 mm SIR for all rotary-powered Mazdas (Allen). Tabled for further research.
2. GT2 - Classify the 3.6L Porsche 911 unrestricted at 2,280 lbs (Rosenberg). Tabled for further research.
3. GTL - Allow an alternate wing position for hatchback, squareback, and station wagon vehicles (Fouse). Tabled for further research.
4. GTL - Opel input (Czacki). Tabled to confirm the specifications.

### **Touring/Showroom Stock**

1. T2 - Allow a transmission cooler, differential cooler, power steering cooler, alternate radiator, and accusump for the 2003 Mustang Mach 1 (Lipperini). We will consider the parts after it has been submitted per TCS section 17.1.8.C.7.
2. T2 - Allow the Pontiac GTO a cooling package (Buttermore). We will consider the parts after it has been submitted per TCS section 17.1.8.C.7.

### **Improved Touring**

1. ITA - Classify the 1996-98 Honda Civic Sedan with rear brake options (Stiffler). Tabled for further research.

## **NOT RECOMMENDED**

### **Production**

1. FP - Rescind the competition adjustment to the Porsche 914-4 (Foley/Madsen/ Cashman). We will monitor the performance of the car.
2. FP - Allow the dual 1.5" carburetor or a single 1.5" carburetor with a fabricated intake manifold (Griesinger). We will monitor the performance of the car.
3. GP - Reduce the weight of the Honda Civic 1200 to 1,710 lbs (Foreman). We have made changes to the car's specifications and wish to monitor the results.
4. GP - Add a single DCOE on a Y-type manifold to the spec line (Foreman). We have made changes to the car's specifications and wish to monitor the results.

### **Grand Touring**

1. GT1 - Allow fuel injection (Hasselgren). The GT1 philosophy remains with carburetors for the V8 engines.
2. GT1 - Allow the 2005 SCCA Trans-Am compliant cars in GT1 (Hasselgren). The cars may compete if they meet the current GT1 rules.
3. GT2 - Adjust the Porsche 3.8L to 2,220 lbs with no SIR, the 3.6L to 2,160 lbs with no SIR, and the 3.4L to 2,040 lbs with no SIR (Erion/Barnes). The weights are appropriate for the displacement. We are committed to the future of SIRs.
4. GT2 - Classify the 3.6L engine for the Acura NSX (Pim). Alternate strokes are not being used to increase engine size in GT2.
5. GT2 - Allow free transmission placement and transaxles on all GT2 cars (Finch). There is no proven need.
6. GT2 - Allow the GT3 Cup car wing for the GT2 Porsche 911 (Eastman). Based on member input, we are not allowing wings on existing GT2 cars. The Cup car is a specified car.
7. GT2 - Reduce the weight of all air cooled Porsche 911s (Jacalone). The weights are appropriate for the displacements.
8. GT2 - Allow late model stock cars with crate engines (400 hp or less) to run in GT2 (Vangaasbeck). The cars are appropriately classified in GT1.
9. GT2 - Classify all Porsche 911 GTs with 3.0L or less to GT3 (Jacalone). The engine displacement is beyond what we are currently classifying in GT3.
10. GT2 - Reduce the weight of the Porsche 988/944 3.0L to 2,130 lbs (Epps). We have made changes to the car's specifications and wish to monitor the results.
11. GT3 - Classify the Nissan 2380, 2565, and 2760 (Welling). We are not considering 6 cylinder 2.4L engines for the GT3 class until further data is collected with SIRs.
12. GT3 - Allow 16" wheels with a larger track on the Porsche 4 cylinder cars (Finch). The 16" wheels and 64" track are inconsistent with the GT3 philosophy.
13. GT3 - Classify the 2002 Nissan Sentra SE-R with the A12A engine with an A14 block unrestricted at 1,650 lbs (Burke). The proposed package is eligible in GTL.
14. GTL - Classify the 1998-present 1.8L, 20 valve 1788cc VW engine; allow the use of the 20 valve head on the current 1.6L engine; and allow the 16 valve aluminum cross-flow head with the 1.6L engine with a 24 mm SIR (Baumgartner). We are currently not allowing alternate cylinder head configurations in GTL.

15. GTL - Reduce the weight of the Fiat X1/9 by 50 lbs (Roberts). The weight is appropriate as specified.
16. GTL - Reduce the weight of the VW Rabbit by 50 lbs (Banha). The weight is appropriate as specified.
17. GTL - Classify the GM "World" 4-cylinder engine (Czacki). We are not currently classifying engines in excess of 1850cc.
18. GTL - Reduce the weights of all GTL cars (Zekert). The weights are set at an attainable level.

#### **Touring/Showroom Stock**

1. T2 - Add a restrictor to the Subaru and Evo (Schotz/Lipperini/Cooper). We have made changes to the specifications of these cars and wish to monitor the result.
2. T2 - If no restrictions are performed on the Subaru and Evo, all the F-body Camaro SS/WS6 hood, wheels, tires, and 1LE Suspension (Schotz). The Camaro SS is classified in T1.
3. T2 - Reinstate the restrictor for the F-body (Lipperini/Cooper). We have made changes to the specifications of these cars and wish to monitor the result.

#### **Spec Miata**

Allow an auxiliary differential reservoir (Prather). The CRB and SMAC are concerned about increasing reports of failures of early model differentials. It is not clear that an additional lubricant volume is an appropriate solution. We will continue to monitor this situation.

#### **American Sedan**

What is the valve stud girdle effective date (Wheeler)? This has already been submitted as a recommended rule change for the 2007 season.

#### **Sport Racing**

Require CSR and DSR to have reverse gears (Coy). The rules are adequate as written.

#### **Previously Addressed**

*Addressed in Technical Bulletin 06-03 or the March 2006 Fastrack:*

1. GP - Increase the Honda Civic choke size to 28 mm (Foreman).
2. SSB - Classify the 2003-04 Acura RSX Type S (Seeholzer).
3. IT - Clarify bushing material (Richards).

*Addressed in the February 2006 Fastrack Addendum:*

GTL - Classify the Honda 1797cc engine (Bunbury).

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

T2 - Model year confirmation on the BMW M3 (Koch).

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

GT2 - Allow updated spoilers for the Porsche 911 (Conner).

#### **No Action Required**

#### **Production**

1. P - Support for dry sumps in limited prep cars (Flesher). Thank you for your input.
2. P - Opposition to proposed roll cage language (various - 4 letters). Thank you for your input.
3. P - Opposition to dry sumps on limited prep engines (Miller/Morton). Thank you for your input.
4. P - Limited prep and roll cage input (Morton). Thank you for your input.
5. P - Do not allow another level of prep beyond the current limited prep (Wood). Thank you for your input.
6. P - I am still interested in being on the committee (Ahrens). The advisory committee would like to thank Mr. Ahrens for his interest in serving on the committee. We continue to seek members who will add technical expertise, general racing knowledge, and a regional perspective to their specialty. Currently, the committee is well represented by members from the east coast and mid-west. As the technical makeup of the committee requires new appointments, we will strive to maintain geographic diversity within the team.

## 2006 AUTHORIZED COMPETITION LICENSE ISSUING SCHOOLS

### **REGIONAL**

#### **AMERICAN RACING ACADEMY**

7055 Speedway Blvd, Ste E102  
Las Vegas, NV 89115  
702-643-2126, 1-888-Go-Derek,  
www.derekdaly.com

### **REGIONAL & NATIONAL**

#### **BERTIL ROOS RACING SCHOOL**

P.O. Box 221, Blakeslee, PA 18610  
800-722-3669, www.racenow.com

#### **BRIDGESTONE RACING ACADEMY**

C/O Mosport Driver Development Cntr.  
Box 373, Pontypool, Ontario L0A1K0  
905-983-1114, fax 905-983-1004  
www.race2000.com, info@race2000.com

#### **THE JIM RUSSELL RACING SCHOOLS**

Infineon Raceway  
29305 Arnold Dr, Sonoma, CA 95476  
707-939-7600, www.jimrussellusa.com

#### **PANOZ RACING SCHOOL**

5290 Winder Hwy, Braselton, GA 30517  
888-282-4872,  
www.panozracingschool.com

#### **PETTIFORD'S GO 4 IT RACING SCHOOLS**

374 N 96th St., Louisville, CO 80027  
303-666-4113, www.go4itservices.com **SKIP**

#### **BARBER RACING SCHOOL**

PO Box 1629, Lakeville, CT 06039-1629  
860-435-1300, www.skipbarber.com

### **REGIONAL ONLY**

#### **BOB BONDURANT SCHOOL**

P O Box 51980, Phoenix, AZ 85076-1980  
520-796-1111, www.bondurant.com

*For corrections or additions, contact  
Terry Ozment at 1-800-770-2055 or*

## Grand Touring

1. GT - Change the requirement for the front engine cars registered before January 1, 1990 (Muren). Section F.1 allows for the stock IRS without a weight penalty.
2. GT - Penalize cars with "no lift shift" by 1.25% (Zekert). Sequential transmissions carry a weight penalty.
3. GT - GT input (Mason). Thank you for your input.
4. GT2 - Opposition to the classification of the Competition Coupe and Corvette C6 Z06 (Damanski) Thank you for your input.

## Touring/Showroom Stock

1. T - Support for reclassification of the Lotus to T2 and the Honda S2000 to T3 (Santos). Thank you for your input.
2. T2 - Reclassify the Lotus Elise to T2 (Price). Thank you for your input. We have proposed the reclassification for next season.
3. T/SS - Shock rewrite input (Zarra). Thank you for your input.
4. T/SS - Explain the combination process of SSB to T3 (Niffenegger). As we merge the SSB and T3 classes, the cars will be evaluated and adjustments, including reclassification, will be made.
5. T/SS - Support for reclassifying the Honda S2000 to T3 (Costello). Thank you for your input.
6. T/SS - Forced induction restriction input (Coalwell/Lipperini). Thank you for your input.
7. T - Classify the Audi RS 4 Sedan in Touring (Baker). We would consider classification for the 2007 season upon receipt of the VTS sheets.
8. T2 - Reclassify the 05-06 Mustang GT to T3 (Hille/Mars). We have made changes to the car's specs and wish to monitor the results.
9. T3 - Classify the 2005-06 Volvo S40 T5 AWD in SSC (Lipperini). We would consider classification in T3 for the 2007 season upon receipt of the VTS sheets.
10. SS - Opposition to eliminating Showroom Stock (various - 5 letters). Thank you for your input.
11. SSB - Reclassify the Ford Focus SVT to SSC (Slankard). Any reclassification would be for the 2007 season. We will continue to monitor the car.
12. SSC - Restrict the Mini Cooper S by 30% (Costello). We have made changes to the car's specifications and wish to monitor the results.

## Improved Touring

1. IT - Support for the ITAC efforts (Miller). Thank you for your input.
2. IT - Opposition to IT weight changes; request for publishing IT classification formula; and request to not implement weight changes until a process is established to appeal changes (Moser/Giovanis). Thank you for your input.
3. IT - Opposition to competition adjustments in IT (Webster). Thank you for your input.
4. IT - Opposition to spherical/cassette bearings (Amy). Thank you for your input.
5. ITA - Opposition to additional weight on the Acura Integra (Darling). Thank you for your input.
6. ITS - Opposition to restricting the BMW E36 (Clay). Thank you for your input.
7. ITS - Clarify the new rule placing restrictions on the BMW E36 325 (Zack). Thank you for your input.
8. ITS - BMW SIR comments (Wade/Clay). Thank you for your input.
9. ITS - Opposition to the BMW SIR (Shipman). Thank you for your input.
10. ITS - Mandate a 27 mm SIR for all cars (Morris). Thank you for your input. SIR/ restrictor technology is only used in extreme and rare circumstances, as per the PCA allowances stated in the ITCS.
11. ITS - I didn't request a weight reduction for the ITS 325i, but it should be considered (Baader). We apologize for the error in the March *Fastrack Minutes*.

## 2006 ACCREDITED DRIVER SCHOOLS

### DRIVING DYNAMICS

54 Birch Avenue, Little Silver, NJ 07739  
732-219-0404, [www.drivingdynamics.com](http://www.drivingdynamics.com)

### FAASST PERFORMANCE DRIVING SCHOOL

4771 Barnes Road  
Colorado Springs, CO 80917  
719-761-1372  
[www.faaasst.com](http://www.faaasst.com)

### THE MID-OHIO SCHOOL TrueSports Inc.

545 Metro Place So. Ste. 400, Dublin, OH  
43017-5367  
614-793-4615, [www.midohioschool.com](http://www.midohioschool.com)

### PRO DRIVE RACING SCHOOL

1940 N. Victory Blvd., Portland, OR 97217  
503-285-4449, [www.prodrive.net](http://www.prodrive.net)

### PROFORMANCE RACING SCHOOL

P.O. Box 791, Bellevue, WA 98009  
253-630-5130,  
[www.proformanceraceschool.com](http://www.proformanceraceschool.com)

### SLR UNLIMITED The Driving Experience

Contact: Mercedes-Benz Customer Assistance Center  
1-800-FOR-MERCEDES  
SLR Liasons: Kathy Troutman or Robert Daschil

### STARS & STRIPES MOTORSPORTS

PO Box 356, Foyil OK 74031  
Contact: Jim Elliott, 918-343-4452  
[www.starsandstripesms.com](http://www.starsandstripesms.com)

### TRACK TIME INC. DRIVING SCHOOLS

131 Adrian Street, Manchester, MI 48158  
734-428-2700, fax 734-428-2703,  
[www.tracktime.com](http://www.tracktime.com)

*For corrections or additions, contact Terry Ozment at 1-800-770-2055 or [tozment@scca.com](mailto:tozment@scca.com)*

## Spec Miata

1. Clarify "structural panel" and what driver/door bar distance is expected to be gained by only modifying the structural panel as opposed to removing the panel (Robertson). The rules allow the modification of the steel door panel for roll cage installation, including removing the portions necessary to route the door bars.
2. Support for auxiliary differential cooler (Nichols). Thank you for your input.
3. Opposition to auxiliary differential cooler (various - 3 letters). Thank you for your input.
4. Allow vent window to remain (Holmes). The proposal allows for the vent to remain in the driver's window provided the support channel is in place.
5. Opposition to vent window removal (Haywood). Thank you for your input.
6. Input for SM national status (Coalwell). Thank you for your input.

## Formula

1. FA - Support for Formula Renault 2000 in FA (various - 4 letters). Thank you for your input.
2. FA - Do not reduce the weight of the FA cars (Sideri). Thank you for your input.
3. FA - I support reducing the weight of the FA cars (various - 6 letters). Thank you for your input.
4. FF - Support for alternate distributors (Robinson). Thank you for your input.
5. FV - Request for Petronix ignition system (Fuchiwaki). Thank you for your input.
6. FV - Do not change the ignition rules (Deer/Galuardi). Thank you for your input.
7. FV - Support for electric ignition systems (Willmorth). Thank you for your input.
8. F500 - Support for unrestricted engine orientation (various - 38 letters). Thank you for your input.
9. F500 - Opposition to unrestricted engine orientation (various - 26 letters). Thank you for your input.
10. F500 - I do not support or oppose transfer cases (Schmidt). Thank you for your input.
11. F500 - Opposition to transfer cases, but support for any engine orientation (Robinson). Thank you for your input.
12. F500 - Transfer case input (Mackrodt/Wilson). Thank you for your input.
13. F500 - Equalize all F500 classified motors (Wilson). Thank you for your input. The F500 community is working on this.
14. F500 - Opposition to mandating engine direction (Davison). Thank you for your input.

## Sports Racing

1. S2 - Opposition to the Zetec motor (various - 14 letters). Thank you for your input.
2. S2 - Support for the Zetec motor (various - 6 letters). Thank you for your input.
3. S2 - Remove all brake material restrictions (Conrad). Thank you for your input.
4. S2 - Opposition to titanium rotors (various - 3 letters). Thank you for your input.
5. S2 - Support for titanium rotors (Michael/Correll). Thank you for your input.
6. S2 - Support for ferrous brake rotors (various - 13 letters). Thank you for your input.
7. S2 - Support for aluminum calipers (various - 10 letters). Thank you for your input.
8. S2 - Support for non-ferrous rotors (Moran). Thank you for your input.

## Resumes

1. F - Rennie Clayton - Thank you for your resume. We will keep it on file.
2. F - Bill Maisey - Thank you for your resume. We will keep it on file.
3. F - Fred Michael - Thank you for your resume. We will keep it on file.

## 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

BEAVERUN MOTORSPORTS COMPLEX  
Wampum, PA  
201 Pendale Road, Wampum, PA 16157  
724-535-1000, fax 724-535-0100  
admin@beaverun.com

BLACKHAWK FARMS RACEWAY  
Rockton, IL  
PO Box 347, Rockton, IL 61072  
815-389-2000, fax 815-389-3323

BUTTONWILLOW RACEWAY PARK  
Buttonwillow, CA  
24551 Lerdo Hwy, Buttonwillow, CA 93206  
661-764-5333, fax 661-764-5334

CAROLINA MOTORSPORTS PARK  
Kershaw, SC  
3662 Kershaw Camden Hwy, P. O. Box 366  
Kershaw, SC 29067, 803-475-2448

DAYTONA INTERN'L SPEEDWAY  
Daytona Beach, FL  
1801 W. International Speedway Blvd.  
PO Box 2801, Daytona Beach, FL 32114  
386-254-2700

FIREBIRD INTERN'L 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  
Grattan, MI  
7200 Lessiter, Belding, MI 48809  
616-691-7221, 616-453-4389

HALLETT MOTOR RACING CIRCUIT  
Hallett, OK  
2232 S. Nogales  
Tulsa, OK 74107-2286  
918-583-1134, 6, fax 918-583-1135

HEARTLAND PARK TOPEKA  
Topeka, KS  
P. O. Box 19228, Topeka, KS 66619  
785-862-4781, 785-862-7223,  
fax 785-862-2016

HOLTVILLE AERODROME INTERNATIONAL  
RACEWAY  
San Diego, CA  
c/o Aviation Concepts Enterprises  
6983 Belle Glade Lane, San Diego, CA 92119

HOMESTEAD-MIAMI SPEEDWAY  
Homestead, FL  
One Speedway Boulevard, Homestead, FL 33055  
305-230-5200, fax 305-230-5223  
www.homesteadmiamispeedway.com

INDIANAPOLIS RACEWAY PARK  
Indianapolis, IN  
10267 E. US Hwy 136  
Indianapolis, IN 46234  
317-291-4090

## CLUB RACING TECHNICAL BULLETIN

**DATE:** March 7, 2006

**NUMBER:** TB 06-04

**FROM:** Club Racing Board

**TO:** Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/06 unless otherwise noted.

### Production

#### EP

1. BMW 2002/2002tii, p. 26-27, change the specs to read as follows: Carb. No & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 38mm choke(s) on I.R. manifold, 32/36 DGV/DGAV, or original-type fuel injection.
2. BMW 318i & 320i, p. 26-27, change the specs to read as follows: Carb. No & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 38mm choke(s) on I.R. manifold, 32/36 DGV/DGAV, or original-type fuel injection.
3. BMW 325i/is (E30) (84-91), p. 26-27, change the first sentence of the Notes to read as follows: Comp. Ratio limited to 12.0:1, Valve lift limited to .400", Restricted Suspension.

#### GP

1. Mini Cooper (02-04), p. 70-71, correct the specs to read as follows: Engine Type: 4 Cyl SOHC.
2. Mini Cooper (2005), p. 70-71, correct the specs to read as follows: Engine Type: 4 Cyl SOHC.

#### HP

1. Classify BLMI Austin/Morris Mini-Cooper w/ 1275cc LP engine.

Add new spec line to PCS p.78-79, BLMI Austin/Morris Mini-Cooper 1275, Engine Type: 4 Cyl OHV, Bore x Stroke(in): 2.78 x 3.20, Displ.(cc): 1275, Block Mat'l: Iron, Head / PN & Mat'l: Iron, Valves IN & EX(in): 1.31(I) 1.16(E), Carb. No. & Type: (2) 1.25" SU w/ no modifications, Wheelbase(in): 80.2, Track(F&R)(in): 52.0 / 52.0, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(in): 8.4 Disc(F) 7.0 Drum(R), Weight(lbs): 1650 Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Full prep suspension allowed.

#### GT

1. The GT advisory committee has become aware of duplicate, conflicting language that exists in the GTCS regarding roof materials, in order to clarify that the roof may be of alternate materials change the second paragraph of 17.1.2.F.4.b. to read as follows:

Restrictions regarding external body shape and use of belly pans are aimed at preventing attempts to obtain ground effect or streamlining. Provisions in the rules permit one-off chassis and frames, to reduce the cost of building and repairing GT cars, not to permit high technology (streamlining and/or ground effects). ~~The original roof, windshield pillars, and angle of the windshield shall be maintained unless alternate components and/or specifications are specifically authorized in the GTCS.~~ Semi-monocoque or monocoque construction is prohibited.

#### GT1

1. Section 17.1.2.E.1.c. Mazda RX-1, change the 13B engine specs to read as follows: Weight = 1800 lbs.

## 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  
28026-0600  
704-455-3200, fax 704-455-2547

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.  
545 Metro Place South, Suite 400  
Dublin, OH 43017-5367  
614-793-4600, fax 614-793-4621  
www.midohio.com

MOROSO MOTORSPORTS PARK  
Palm Beach, Gardens, FL  
17047 Beeline Hwy.  
Palm Beach Gardens, FL 33410  
516-622-1400

MOSPORT INTERNATIONAL RACEWAY  
Markam, Ontario, CANADA  
PO Box 36, Pontypool, Ontario LOA1K0,  
CANADA  
705-277-1077, www.race2000.com

NELSON LEDGES ROAD COURSE  
Garrettsville, OH  
10342 St. Rt. 305, Garrettsville, OH 44231  
440-548-8551

NEW HAMPSHIRE INTERNATIONAL SPDY  
Loudon, NH  
Route 106, PO Box 7888, Loudon, NH 03301  
603-783-4744, fax 603-783-9691  
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

## GT2

1. Acura NSX, p. 42, change the specs to read as follows: Carburetion: Automotive type w/ 40mm choke(s), Notes: The fuel cell(s) may be relocated to the front trunk area.
2. Acura RSX 3.0/3.2, p. 42, change the specs to read as follows: Carburetion: Automotive type w/ 40mm choke(s), Weight(lbs): 3.0 @ 2280, 3.2 @ 2330.
3. Mazda Miata MX-5 (1990-), p. 44, change the specs to read as follows: Notes: 12A peripheral/bridge/street port @ 1980. Engine setback from the front spindle centerline to the front spark plug is 4.5". Windshield and hardtop required. 12A street port w/ 40mm choke(s) @ 1880 lbs. 13B(bridge and street) @ 1980. 13B peripheral port w/ unrestricted choke(s) @ 2080 lbs. Street port Renesis w/ 44mm choke(s) @ 1980 lbs. 20B (street port only) @ 2280.
4. Mazda RX-7 (13B / 20B), p. 44, change the specs to read as follows: Notes: 13B peripheral port w/ unrestricted choke(s) @ 2080 lbs. Street port Renesis w/ 44mm choke(s) @ 1980 lbs. 20B street port only.
5. Mazda RX-8, p. 45, change the specs to read as follows: Notes: 12A peripheral/bridge/street port @ 1980. Engine setback from the front spindle centerline to the front spark plug is 4.5". Windshield and hardtop required. 12A street port w/ 40mm choke(s) @ 1880 lbs. 13B(bridge and street) @ 1980. 13B peripheral port w/ unrestricted choke(s) @ 2080 lbs. Street port Renesis w/ 44mm choke(s) @ 1980 lbs. 20B (street port only) @ 2280.
6. Porsche 996 GT3 Cup (98-05), p. 48, clarify the specs by adding as follows: Notes: Side window glass must be removed and windshield clips must be installed per GCR section 17.

## GT3

1. Mazda MX-5 / Miata (-05), p. 55, correct the last sentence of the Notes to read as follows: Bridgeport allowed w/ 38mm choke(s).
2. Nissan/Datsun 200-SX / S10 (77-79), p. 57, add to the specs as follows: Notes: alt. engine L20 w/ Z22 block (87.0 x 86.0, 2045cc) head # 11041-N7120 / 22010 / U0600A / V9182, w/ 50mm venturis @ 1900 lbs.
3. Nissan/Datsun 200-SX / S11, (80-83), p. 57, add to the specs as follows: Notes: alt. engine L20 w/ Z22 block (87.0 x 86.0, 2045cc) head # 11041-N7120 / 22010 / U0600A / V9182, w/ 50mm venturis @ 1900 lbs.
4. Nissan/Datsun 200-SX / S12, (84-88), p. 57, add to the specs as follows: Notes: alt. engine L20 w/ Z22 block (87.0 x 86.0, 2045cc) head # 11041-N7120 / 22010 / U0600A / V9182, w/ 50mm venturis @ 1900 lbs.
5. Nissan 200-SX SER, (95-97), p. 57, add to the specs as follows: Notes: alt. engine L20 w/ Z22 block (87.0 x 86.0, 2045cc) head # 11041-N7120 / 22010 / U0600A / V9182, w/ 50mm venturis @ 1900 lbs.
6. Nissan 240-SX / S13, p. 57, add to the specs as follows: Notes: alt. engine L20 w/ Z22 block (87.0 x 86.0, 2045cc) head # 11041-N7120 / 22010 / U0600A / V9182, w/ 50mm venturis @ 1900 lbs.
7. Nissan 240-SX / S14, p. 57, add to the specs as follows: Notes: alt. engine L20 w/ Z22 block (87.0 x 86.0, 2045cc) head # 11041-N7120 / 22010 / U0600A / V9182, w/ 50mm venturis @ 1900 lbs.
8. Nissan 350Z, p. 58, add to the specs as follows: Notes: alt. engine L20 w/ Z22 block (87.0 x 86.0, 2045cc) head # 11041-N7120 / 22010 / U0600A / V9182, w/ 50mm venturis @ 1900 lbs.
9. Nissan/Datsun 710, p. 58, add to the specs as follows: Notes: alt. engine L20 w/ Z22 block (87.0 x 86.0, 2045cc) head # 11041-N7120 / 22010 / U0600A / V9182, w/ 50mm venturis @ 1900 lbs.
10. Nissan/Datsun PL510, p. 58, add to the specs as follows: Notes: alt. engine L20 w/ Z22 block (87.0 x 86.0, 2045cc) head # 11041-N7120 / 22010 / U0600A / V9182, w/ 50mm venturis @ 1900 lbs.

## MAJOR CIRCUIT CONTACTS

(continued)

PHOENIX INTERNATIONAL RACEWAY  
Phoenix, AZ  
PO Box 13088, Phoenix, AZ 85002  
602-252-3833, fax 602-254-4622  
RACEDAY 602-932-0777

POCONO INTERNATIONAL RACEWAY  
Long Pond, PA  
PO Box 500, Long Pond, PA 18344-0500  
717-646-2300

PORTLAND INTERN'L RACEWAY  
Portland, OR  
1940 Victory Blvd., Portland, OR 97219  
503-823-5895, tape 503-823-7223  
fax 503-823-5896

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, fax 920-892-4550

ROAD ATLANTA  
Gainesville, GA  
5300 Winder Highway, Braselton, GA 30517  
770-967-6143, 770-967-2668,  
www.roadatlanta.com

ROEBLING ROAD  
Bloomington, GA  
1135 Roebling Road, Bloomington, GA 31302  
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  
Route 13, PO Box 190, Summit Point, WV 25446  
304-725-8444  
info@bsr-inc.com  
www.summitpoint-raceway.com

TEXAS WORLD SPEEDWAY  
College Station, TX  
PO Box 10070, College Station, TX 77842  
409-690-2500, fax 409-690-0575

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  
1245 Pine Tree Road, Alton, Virginia 24520  
434-822-7700, fax 434-822-8033  
www.virclub.com, e-mail: info@virclub.com

WATERFORD HILLS  
Clarkston, MI  
4770 Waterford Road, Clarkston, MI 48016  
248-623-0070, fax 248-623-0589

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,  
CA 93560  
805-256-2471

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

11. Nissan Sentra SER Spec V, (2002), p. 58, add to the specs as follows: Notes: alt. engine L20 w/ Z22 block (87.0 x 86.0, 2045cc) head # 11041-N7120 / 22010 / U0600A / V9182, w/ 50mm venturis @ 1900 lbs.

12. Classify Porsche 944 2.4L in GT3.

Add new spec line to GTCS p. 59, Porsche 944, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 100.0 x 78.9, Displ.(cc): 2478, Head Type: Alum, Crossflow, Valves per Cyl.: 2, Carburetion: 33mm SIR, Wheelbase(in): 94.5, Track(max)(in): 60, Wheels 7" wide: 13/14/15, Weight(lbs): 2215, Notes: Alt. 4 valve head #944 104 013 03.

## **GTL**

1. Classify Alfa Romeo 1508cc engine in GTL.

Add new spec line to GTCS, Engines - Alfa Romeo, p. 64, Engine Type: DOHC, Bore x Stroke(mm): 80.0 x 75.0, Displ.(cc): 1508, Head Type: Alum, Crossflow, Valves/Cyl: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1850.

2. Engines BLMI, p. 67, W10B16 series engine, correct the specs to read as follows: Engine Family: SOHC.

3. Honda CRX 88-91, p. 74, add to the specs as follows: Notes: 15" wheels allowed w/ 4% weight penalty.

4. Nissan 200SX SE-R (B14), p. 78, add to the specs as follows: Notes: 15" wheels allowed w/ 4% weight penalty.

5. Nissan/Datsun PL510, p. 78, add to the specs as follows: Notes: 15" wheels allowed w/ 4% weight penalty.

6. Classify Toyota 4AG series engine in GTL.

Add new spec line to GTCS, Engines - Toyota, p. 85, Engine Family: 4AG, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 81.0 x 77.0, Displ.(cc): 1587, Head Type: Alum, Crossflow, Valves/Cyl: 4, Fuel Induction: 24mm SIR, Weight(lbs): 1900.

7. Classify Volkswagen 1715cc engine in GTL.

Add new spec line to GTCS, Engines - Volkswagen, p. 87, Engine Family: Water cooled, Engine Type: SOHC, Bore x Stroke(mm): 79.5 x 86.4, Displ.(cc): 1715, Head Type: Alum, non-crossflow, Valves/Cyl: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1950.

8. Classify Volkswagen 1780cc engine in GTL.

Add new spec line to GTCS, Engines - Volkswagen, p. 87, Engine Family: Water cooled, Engine Type: SOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Head Type: Alum, non-crossflow, Valves/Cyl: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1950.

9. Classify Volkswagen 1780cc engine in GTL.

Add new spec line to GTCS, Engines - Volkswagen, p. 87, Engine Family: Water cooled, Engine Type: DOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Head Type: Alum, Crossflow, Valves/Cyl: 4, Fuel Induction: 24mm SIR, Weight(lbs): 1950.

## **Touring**

### **T1**

1. Porsche 911 GT3 (03-04), p. 17, add to the specs as follows: Notes: H&R springs (F) HRF 200-60-100, (R) HRF 140-70, tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed.

### **T2**

1. BMW M3 (01-06), p. 19, change the specs to read as follows: Weight(lbs): 3500.

2. Chevrolet Camaro Z-28 (98-02), p. 21, change the specs to read as follows: Weight(lbs): 3630. Add to the specs as follows: Ron Davis radiator 11-16CA0002E allowed.

3. Ford Mustang Mach 1 (2003), p. 22, correct the specs by changing the third sentence of the Notes as follows: The following parts are allowed: Steeda springs (F) 223-121-1000, (R) 223-SAM350RSR, Rear sway bar 006-470, front sway bar bushings 122-4-5135-G, strut brace 555-5714, clutch cable 555-7041 and 555-7025, Kenny Brown performance brake duct kit # KBP-71200.

4. Ford Mustang Coupe GT (05-06), p. 22, add to the specs as follows: Notes: Ford springs (F) M-5300-KF, (R) M-5300-KR, sway bar (F) M-5490-AF, (R) M-5490-AR, sway bar kit M-5490-HWK, struts (F) M-1800-AF, (R) M-1800-AR allowed.

5. Mitsubishi Lancer Evolution Evo 8 / RS / GSR / MR (03-06), p. 22, change the specs to read as follows: Weight(lbs): 3480.

6. Pontiac Firebird Formula & Trans-Am (98-02), p. 23, change the specs to read as follows: Weight(lbs): Formula = 3630 Trans-Am = 3730. Add to the specs as follows: Ron Davis radiator 11-16CA0002E allowed.

7. Pontiac GTO (04-06), p. 24, add to the specs as follows: Notes: Pratt & Miller brake duct kit GTO-K-004, trans. cooling kit GTO-K-001, diff. cooler GTO-K-002, oil cooler GTO-K-003 allowed. Pedders springs (F) 2142 and (R) 7643 allowed.

8. Subaru Impreza WRX STI (03-06), p. 24, change the specs to read as follows: Weight(lbs): 3480.

### **T3**

1. Chevrolet Cobalt SS (05-06), p. 26, correct the Notes by changing the pulley number as follows: pulley # 17803229.
2. Chrysler Crossfire Coupe (2004), classified in TB 06-02, correct the specs to read as follows: Weight(lbs): 3180.
3. Ford Mustang GT (01-04), p. 26, add to the specs as follows: Notes: Kenny Brown performance brake duct kit # KBP-71200 allowed.
4. Saturn Ion Redline (04-06), p. 27, correct the Notes by changing the pulley number as follows: pulley # 17803229.

### **Improved Touring**

#### **ITS**

1. Effective 5/1/05: 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. 29mm SIR required and must comply with GTCS section 17.1.2.F.4.i.10.
2. Honda Civic Si (1999), p. 18, Add the 2000 model year, change the specs to read as follows: Weight(lbs): 2580.
3. Honda Civic Del Sol VTEC (94-96), p. 18, change the specs to read as follows: Weight(lbs): 2580.
4. Nissan 300 ZX 2+2 (1986), p. 20, correct the specs as follows: Gear Ratios: 3.35, 2.06, 1.38, 1.00, 0.78, or 3.32, 1.90, 1.31, 1.00, 0.76, Brakes Std.(mm): (F) 274 Disc (R) 290 Disc, Weight(lbs): 2725.
5. Porsche 944 2.7L (1989), p. 21, change the specs to read as follows: Weight(lbs): 2635.

#### **ITA**

1. BMW Z3 1.9 (96-98), p. 24, change the specs to read as follows: Weight(lbs): 2600.

#### **ITB**

1. Classify Ford Probe GL in ITB.

Add new spec line to ITCS p. 35, Ford Probe GL/LX 2.2L (non-turbo) (89-92), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm) / Displ.(cc): 86.0 x 94.0 / 2184, Valves IN & EX(mm): 32.5(I), 34.0(E), Comp. Ratio: 8.6, Wheelbase(in): 99.0, Wheel Dia(in): 14, Gear Ratios: 3.31, 1.83, 1.23, 0.91, 0.71, Brakes Std.(mm): (F) 264 Vented Disc, (R) 228.6 Drum, Weight(lbs): 2530.

2. Toyota Celica I 2.2 (74-77), p. 39, change the specs to read as follows: Weight(lbs): 2300.
3. Volkswagen Jetta III (93-97), p. 41, correct the specs as follows: Engine Type: 4 Cyl SOHC.

### **Sports Racer**

#### **SRF**

1. The BoD minutes in the March FasTrack contained incorrect specs for the SRF optional bodywork modification. The correct specs can be found in Technical Bulletin 06-03 of the March FasTrack.

### **Formula**

#### **FV**

1. Section 17.1.6.C.5.f, p. 35, change the section to read as follows: Connecting rods with bolts and small end bushing - minimum weight = 425.0 grams
2. Section 17.1.6.C.5.35, p. 41, correct to read as follows: In addition to the original VW manufactured valve, any mass produced, replacement intake valve may be used provided the material, profile and finish remain essentially identical to the original VW valve, including the prominent lip at the inner edge of the valve seat. The valve must also meet the following dimensions: stem diameter: 0.305 inches minimum, measured just below the keeper grooves; head diameter: 1.24 inches maximum; length: 4.450 inches maximum; valve face width: 0.090 inches minimum; distance from combustion chamber face to seat surface (including any chamfer at valve head): 0.020 - 0.090 inches; stem diameter within 1.25 inches of the combustion chamber face of the valve: 0.293 inches minimum.

#### **FM**

1. Section 17.1.6.F.1.e.4.D, p. 67, correct the section to read as follows: Only the factory fuel injection can be used with the Renesis motor. A restrictor plate supplied by the engine builder must be utilized in the throttle body. The plate shall measure .250" thick and contain one 44.0mm hole centered in the plate with no radiusing. No air shall bypass the restrictor.

#### **FF**

1. Section 17.1.6.D.2.e, p. 48, correct the bowl diameter for the CP Piston to 2.50".

# JUDGMENT OF THE COURT OF APPEALS

Brad Rampelberg vs. SOM, COA Ref. No. 06-06 & 07-SP

Bob Stretch vs. SOM, COA Ref. No. 06-08 & 09-SP

Mario Cheng vs. SOM, COA Ref. No. 06-10-SP

Clark Gilhart vs. SOM, COA Ref. No. 06-11-SP

Marc Hoover vs. SOM, Ref. No. 06-13-SP

February 9, 2006

## PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 5 Race for Spec Miata (SM) at the Double National Race at Phoenix International Raceway on Sunday, January 15, 2006, Mike Higgins, Chief Scrutineer, filed an official report with JoAnne Jensen, Event Chief Steward, stating that SM #12, driven by Brad Rampelberg, and SM #3, driven by Bob Stretch, were equipped with an anti-roll bar of a diameter larger than specified in Spec Miata Category Specifications (SMCS). Ms. Jensen issued a Chief Steward's Action (CSA) disqualifying cars #12 and #3 as non-compliant. Mr. Rampelberg and Mr. Stretch each protested the CSA. The Stewards of the Meet (SOM) Jack Brabban, Jim Malone (SIT), Irene Wells, and Anne Christian, Chairman, conducted a hearing and disallowed both protests. The SOM confirmed the disqualification penalty for each driver, but imposed no penalty points.

On Monday January 16, 2006, following the second SM race of the Double National at Phoenix, Chief Scrutineer, Mike Higgins, filed an official report with Chief Steward, JoAnne Jensen, reporting that Mr. Rampelberg (SM #12), Mr. Stretch (SM #3), Mario Cheng (SM #81), Clark Gilhart (SM #39) and Marc Hoover (SM #40) had anti-roll bars of a diameter larger than specified in the SMCS. Chief Steward Jensen issued a CSA to each of the five drivers disqualifying them from the race. Each driver protested the CSA. The SOM, Jack Brabban and Irene Wells, delegated Chairman of a second Court appointed by Anne Christian, conducted a hearing and disallowed all of the protests. The SOM confirmed the disqualification penalty for each driver, but they imposed no penalty points. Mr. Rampelberg, Mr. Stretch, Mr. Cheng, Mr. Gilhart and Mr. Hoover each appealed the decision(s) of the SOM.

## DATES OF THE COURT

The National Court of Appeals (COA), Steve Limbert, Clyde Kiser and Roger Eandi, Chairman, met on February 9, 2006 to hear, review and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Brad Rampelberg and accompanying documents.
2. Appeals from Bob Stretch, Mario Cheng, Clark Gilhart and Marc Hoover.
3. Official Observers Report and related documents.
4. Memo from Jeremy Thoennes, Technical Manager, Club Racing, dated January 25, 2006 which includes an immediate rule change for SM cars. (TB 06-02b)

## FINDINGS

While at impound following the Group 5 SM race on Sunday of the Double National event, the diameter of the front anti-roll bars on cars SM #12 and SM #3 were measured. The recorded diameter was 27mm per the official report from the Chief Scrutineer.

Mr. Rampelberg's and Mr. Stretch's cars are 1999 Mazda Miatas. On page 4 of the SMCS, paragraph 17.1.9.C.4.a.4. lists the MAZDASPEED "Spec Miata Kits" that are allowed to be used on the SM class cars. When these kits are installed they must be used in their entirety and no substitution of parts is allowed. For model years 1999-up, the kit number listed is K-SPEC-M5-SUS9. The front bar included with this kit is specified as "26mm non-Adjustable".

Based on the official report of the front bar on cars #12 and #3 having a larger diameter than allowed per SMCS, the Chief Steward disqualified Mr. Rampelberg and Mr. Stretch. Using the same criteria, the SOM disallowed each driver's protest of the Chief Steward's Action, upheld the disqualification, but assessed no penalty points.

On Monday, January 16, at impound following the SM National race, the same situation as Sunday's was repeated with the cars of Mr. Rampelberg and Mr. Stretch. In addition, the 1999 SMs of Mr. Cheng (#81), Mr. Gilhart (#39) and Mr. Hoover (#40) were found non-compliant in the same manner. All were disqualified by CSAs issued by the Chief Steward. Each driver protested the CSA pertaining to his car, the SOM disallowed all of the protests, and upheld the disqualifications. The SOM did not assess penalty points to any of the drivers.

Jeremy Thoennes, Technical Manager, Club Racing, investigated the Mazda documents that provided the specification for the diameter of the front bars listed in the SMCS. It was determined that these documents did in fact contain the wrong diameter for the front bars as supplied by Mazda. On January 25, 2006, Mr. Thoennes issued TB 06-02b to immediately correct the rules to specify the front bar supplied in the MAZDASPEED kit for 1999-up SMs (K-SPEC-M5-SUSP9) is 27mm in diameter.

Since the recorded diameter of the front bar on cars #12, #3, #87, #39 and #40 are the same as the diameter specified in the rule revision reported by TB 06-02b, those cars are determined to be compliant.

## **DECISION**

Based on errors and omissions in the 2006 GCR, the Court of Appeals overturns the SOM decisions on non-compliance of the SM anti-roll bars. For both the Sunday (1/15) and Monday (1/16) SM races, the finishing positions of Mr. Rampelberg (SM #12) and Mr. Stretch (SM #3) shall be reinstated. Also, for the Monday (1/16) SM race, the finishing positions of Mr. Cheng (SM #81), Mr. Gilhart (SM #39) and Mr. Hoover (SM #40) shall be reinstated. The appeals from all five named drivers are considered well founded and their appeal fees, less the amount retained by SCCA, will be returned.

## **SOLO**

**SOLO EVENTS BOARD | SPORTS CAR CLUB OF AMERICA, INC. |** *February 22, 2006*

### **SOLO EVENTS BOARD**

The Solo Events Board met by conference call February 22nd. Attending were SEB members Marcus Merideth, Jason Isley, Andy Hollis, Dick Berger, Chris Dorsey, Ron Bauer, Steve Hoelscher, and Tina Reeves; Kay Fairer of the BOD; and Doug Gill and Tasha Goodale Marlow of the National Staff. These Minutes are presented in topical order rather than in the order of discussion.

### **STREET TOURING CATEGORY**

- The SEB has approved the addition of Kevin McCormick and Brian Fitzpatrick to the STAC. The Board thanks Vince Bly and Heyward Wagner for their service to the Club on this committee.

### **STREET PREPARED CATEGORY**

- Per the SPAC, the following class change proposal is submitted for member comment: Effective 1/1/2007, move the Spec Miata from DSP to FSP (as allowed in the 7th paragraph of 15.0), and remove all references to Divisional rule sets as well as the last sentence of that paragraph.

- The following class change proposal is submitted for member comment: Effective 1/1/2007, remove from ASP the Mini "Works" Package listing. NOTE: this will allow all JCW package Mini Cooper S models to be covered by the Cooper S listing in DSP (see Tech Bulletin below).

### **PREPARED CATEGORY**

- Per the PAC, the following class change proposal is submitted for member comment: Effective 1/1/2007, move the listing for the Turner 1500 from DP to GP. The specifications are as follows: Min. weight 1550#, Max. wheels 14x6, Max. valve sizes 1.45i/1.20e, Max. track width 49/49, Carburetion-(1) 28/36 DCD 22, (1) 32/36 DGN, (1) 36 DCFN w/30mm choke(s), (1) 40 DCFN w/ 30mm choke(s), (2) Weber DCOE on I.R. manifold w/ 30mm choke(s). (ref. 05-233)

- Per the PAC, the following rule change proposal for class XP is submitted for member comment: Remove from XP "Displacement is rounded to the nearest whole liter" and add "All weights are calculated based on displacement as listed per Appendix A, 10.a. For example: weight for a 1837cc RWD car is  $1200 + (1.837 * 200) = 1567\#$ " (ref. 06-012)

- The issue of the OE wheel size allowances has been referred back to the PAC for further study (ref. 06-015)

### **FORMULA JUNIOR AND F125**

- The FJB restrictor requirement for World Formula engines which was withdrawn last year due to supplier issues has been reinstated, with a deadline for competitor conformance of April 24th. The contact information for the supplier is as follows: Eric Nelson, Seventh Gear, work phone: 888-717-7223; URL: [www.seventh-gear.com](http://www.seventh-gear.com); E-Mail: [sales@seventh-gear.com](mailto:sales@seventh-gear.com); US Mail Address: 125 Santa Clara St., Unit 6, Arcadia, CA 91006

- The SEB approved the addition of Vernon Head and Andy Bell to the KAC.

### **ITEMS REFERRED TO THE APPLICABLE COMMITTEES**

- ST bearings/bushings (ref. 06-013)

### **MEMBER ITEMS NOT RECOMMENDED**

- Impreza 2.5 RS classing (ref. 05-263)

- Integra 90-93 classing (ref. 05-258)

- Neon classing (ref. 05-254)

- Heat shield modifications in ST (ref. 06-010)

## SOLO TECHNICAL BULLETINS

1. Stock: The following new listings, effective immediately upon publication, have been added per the SAC:

Audi 2006 A3 (FWD)	GS
VW 2005-1/2, Jetta (2.5L gas, 1.9L TDI)	HS
VW 2006 Jetta 2.0T and GLI 2.0T	GS

2. Add to Appendix H. III.A: For sanctioning requirements the minimum age is 12 years old. However, the minimum age may be reduced to 8 years old for any SCCA Region which requests and is approved for an exception. Approval may be granted only after the Region submits the name of its youth steward and a written description of how the jr. drivers will be administered. Additionally, the youth steward will be required to contact the youth steward in an experienced pilot program region to learn of their experiences and methods. The remaining section needs to be renumbered as this paragraph was deleted in error.

3. Add to the current Appendix H. III.B to the first sentence: For classing purposes . . .

4. Street Touring, errors and omissions: The STS2 displacement limit is 1.9L, not 1.8L.

5. Street Prepared: 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.

6. Street Prepared: The '06+ Mini Cooper S JCW factory option package is covered by the current listing for the Mini Cooper S in DSP. The '05 and previous (dealer-installed) JCW package is the one covered by the current ASP listing. Per Street Prepared update/backdate allowances, a pre-'06 can be updated to the '06+ package specs and thus be a DSP car.

7. Street Modified: Per the SMAC, 16.1.F.1 is clarified as follows: "Steering components, including the steering rack and/or box, tie rods, idler arms, power assist devices, and related components, may be replaced, added, moved, or removed. The steering column, within the passenger compartment, is specifically excluded from this allowance." SMAC Comment: This was the original intent of the rule to allow for the installation of larger motors, as the steering componentry tends to be in the way. The clarification also addresses the steering column to be that which is within the passenger compartment.

8. Street Modified: Per the SMAC, sections 16.1.F. and 16.1.N. say the same thing and one or the other will be removed from the rule book.

9. Prepared: The following new listing, effective immediately upon publication, has been added per the PAC:

Chevrolet Corvette ('05+) BP

10. Prepared: In conjunction with the above, the current listing for the Corvette ('97+) in BP is clarified to read: "Corvette ('97-'04)"

11. Add rule 15.2.N: Sunroof-equipped cars may be converted to a solid-roof configuration provided a model without a sunroof is listed on the same line in Appendix A.

## SOLO JUDGMENT OF APPEALS

### JUDGMENT OF THE NATIONAL APPEALS COMMITTEE

Robert Carpenter GS #99 vs. Sunday Course

Fort Myers National Tour

February 19, 2006

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

On February 19th at 10:00 AM following the running of first heat, Robert Carpenter, GS #99 protested the course for compliance to section 2.1.A of the National Solo Rules. The Protest Committee determined the course to be in violation of section 2.1.A of the National Solo Rules and threw out all Sunday runs.

### Dates of the Court

The National Appeals Committee, Tina Reeves, Andy Hollis, Ron Bauer, Jason Isley and Marcus Merideth, Chairman, met on March 6, 2006 to hear, review and render a decision on the appeal.

### Documents and Other Evidence Received and Reviewed

1. Letter of Appeal from Barbara Beecher - Co-Chief Steward of the 2006 Fort Myers National Tour.
2. Letter from Jeff Jacobs - Co-Chief Steward of the 2006 Fort Myers National Tour
3. Letter from Steve Hoelscher - Chief of Protest of the 2006 Fort Myers National Tour
4. Discussions with Solo Safety Committee
5. Letter from Howard Duncan
6. Various letters from concerned members

## Findings

The Committee upholds the Appeal and reinstates the Sunday runs for the following reasons:

- 1) The course could not be determined decisively to exceed 2.1.A.
- 2) Use of "unprepared car" and "speed in a turn" in the National Solo Rules are not clear. This will be reviewed by the Solo Events Board for future clarification.
- 3) The National Solo Rules do not provide for a direct protest of a course. Event Officials and competitors may be protested per the rules. Protests of courses may only be achieved through protest of the actions of the appropriate officials as stated in 5.3.C.
- 4) The Chief Safety Steward or other designees as defined in Appendix E .X.B, has the final on-site determination on course safety and that action is not protestable. Alternative means exist to challenge safety decisions after-the-fact (Solo Safety Committee) Safety Stewards are concerned with course safety such as course and near-course hazards and not to design philosophy. Competitors are reminded that common sense, course layout and site conditions drive the determination on a safe event. It is quite possible to set up a course on which speeds do not exceed 45 mph but which is more hazardous than another course on which 60 mph is attainable.

## ROADRALLY

ROADRALLY BOARD MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | February 3-5, 2006

The RoadRally Board (RRB) met at the SCCA National Convention in Kansas City, Missouri on February 3-5, 2006.

Attending were: Tim Craft, Chairman; Steve Gaddy, Secretary; members Rick Beattie, Ron Ferris, Kevin Poirier, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Pego Mack, National Office. Mike Thompson, Rules Committee and Sasha Lanz, SouthWest Division RoadRally Steward, were also present for the official meeting.

Jessica Toney was unable to attend.

Chairman Craft called the official meeting to order at 8:04 am CST on Sunday, February 5, 2006.

The final version of the January 2006 Minutes was accepted (Ferris/Poirier).

### Proceedings

#### 1. RRB Assignments

Discussion: A variety of positions were formally accepted by Board members. Rick will be the liaison to, and chairman of the Rules Committee. Lois will be the liaison to safety stewards. Steve will be liaison to the 5 easternmost divisional stewards (Northeast, Southeast, Great Lakes, Central, Midwest), while Kevin will be liaison to the 4 westernmost stewards (Southwest, Rocky Mountain, Southern Pacific, Northern Pacific). Liaisons were also confirmed for all events on the national schedule.

#### 2. Documents

Discussion: A formal review of all SCCA documents (forms, guides, rules, etc) is necessary. The first document to be updated will be the RRB Policies and Procedures manual, which currently exists as a scattering of printed documents and electronic files. Rick will lead this task, aided by Lois and Ron, with the goal being one final MS Word document that can easily be used and modified by both the current board members, as well as those in the future. The other pending document update is that of the Safety Steward Manual. Lois will work with Ron on updates already in progress to arrive at the final document.

Meanwhile, Steve will catalog the remaining documents, and then work with the rest of the Board to complete the updates to all SCCA documents during the 2006 season. The documents section of the SCCA website will also be updated throughout this process.

#### 3. SCCA website

Discussion: The SCCA website needs some review and modifications to best represent the sport of Rally. Steve will work with Pego on addressing these issues over the next few months.

#### 4. Safety Steward Certification

Discussion: Procedures were clarified for the certification of safety stewards and safety steward instructors. New licenses will generally be passed through a divisional rally safety steward as they are issued. This is usually the divisional rally steward, but they may delegate this task to another individual in the division as they see fit. Once a year, the RRB liaison to safety stewards will perform an audit of stewards, in consultation with the divisional rally safety stewards.

#### 5. RallyCross awards

Discussion: Pego wishes to remind competitors that RallyCross awards will be presented beginning with the 2006 season. No awards were made at this convention as the program was in a transition year to a fully recognized discipline within the SCCA.

## 6. 2006 USRRC

Discussion: Planning for the 2006 event in Topeka has taken a leap ahead at this convention, as Mike and Ron explored the roads and began writing instructions during the week leading up to our meetings. The schedule has been finalized, and a publication-quality flyer created. This flyer was available to members at the convention, and will appear on the website shortly, as well as in a future edition of *SportsCar*. All events will be shorter than traditional national events. The course rally will start around noon on Friday to allow morning arrival for some contestants, and will be timed to end well before dark. The tour rally for Saturday will start mid-to-late morning, and end by mid-afternoon. The GTA rally is planned for Sunday morning, with an early afternoon awards ceremony. SCCA staff will be available to work the event, particularly on Friday when other workers can be hard to come by. Pego will train them during the year by organizing a staff rally.

Kevin also suggested that if both Heartland Park and Forbes Field could be utilized in addition to SCCA HQ, the event would tie in nicely with the other major SCCA championships held in Topeka. Attempts to utilize Heartland Park as part of the event have thus far proven difficult (due to scheduling conflicts), but Pego will continue to work to see if a solution can be found that can tie all three facilities into the events.

Proposal: In order to promote more regional participation in the USRRC, sanction the Challenge as both 3 national events, as well as 3 regional events. Offer a reduced entry fee for the regional events. Offer one free entry per region, available to anyone who has not entered a national rally in more than one region during the year. Offer an award to the top team in the regional class at the Challenge.

Vote: Passed 6-0.

Proposal: In order to spur inter-divisional competition, offer a divisional award to the top placing division, based upon results of all national and regional entries from that division.

Vote: Tabled, pending further discussion of proposed scoring details. Kevin will work on a proposed method for determining the award winning division.

## 7. 2006 SCCA GTA RoadRally Championship Series

Discussion: There has been discussion about how to count the USRRC GTA event in this year's national series, since there, as of yet, is no GTA series. Arguments were made to count it as a tour, or to count it as a course event, or to leave the choice to the competitor. A proposal then surfaced to count some GTA-like events on the current course and tour schedule (those based mainly on something other than driving at a known CAST to arrive at unknown control locations on time), as part of a trial GTA national series, to demonstrate the viability of the series for 2007. This then led to the final proposal to officially create the series this year, using stand-alone GTA events.

Proposal: Establish an SCCA GTA RoadRally Championship Series, effective in 2006. Scoring will utilize the rules from the 2007 SCCA RoadRally Series Proposal, outlined below and in the attached memo, except that there shall be only one class in 2006. Qualifying events shall be those that meet next year's proposed rules for inclusion in the RoadRally series. Such events must be sanctioned as GTA events, and meet two of the following three criteria: (1) Minimum of 4 checkpoints, (2) Minimum of 3 hours, (3) Minimum of 60 miles. Points will be awarded based upon regional or national status, per the sanction fee. Full National events (counting for double points) will follow the RRRs, though sanction exceptions will be liberally granted as necessary. No lifetime points will be earned for any event in this series in 2006. A formal update will be needed to the 2007 RRRs to accommodate this series, mainly because of the volume of rules that will NOT apply to GTAs. Very few rules will need to be added for GTA events, which will take many different unique forms as defined by the individual event rules.

Vote: Passed 6-0.

## 8. SCCA RoadRally Series Season and Relation to the USRRC

Discussion: The Board feels strongly that the USRRC should stand out as the SCCA's premier RoadRally event, and culmination of all rally activity during a season.

Proposal: beginning in 2007, the season shall begin on the day following the previous year's USRRC, and end on the final day of the current year's USRRC. Also, no national events shall be sanctioned on the weekend before, or the weekend after the USRRC.

Amendment: Since 2006 rules and schedules have already been finalized, the events already scheduled for the weekend after this year's challenge will be allowed. Furthermore, all national events occurring after the 2006 USRRC and before December 31, 2006 will qualify for both the 2006 and 2007 RoadRally Championship Series.

Vote: Passed 5-0-1.

## 9. 2007 SCCA RoadRally Championship Series Proposal

Discussion: At the RoadRally Town Hall, Bruce Gezon again presented his proposal for the new SCCA RoadRally Championship Series, intended to replace the current SCCA RoadRally National Series. The board took this proposal as a concept, and voted on several modifications to mold it into a final proposal to officially present to membership. The voting details appear below, and the final proposal is presented in an attached memo, available for member comment. A vote on the final proposal for presentation to the BoD will be made this Summer, after receiving final comments from members.

Worker Points: Arguments for worker points were made based upon recognition of the enormous work required to put on an event, as well as an incentive for some to put on events that they otherwise would not. Arguments against included the administrative issues associated with worker points from over 100 events, as well as the spirit that competition on the road should be the only factor in a championship series.

Proposal: Include worker points in the new scoring system.

Vote: Defeated 4-2.

Competition Classes: Although an alternative to a class structure based upon lifetime points is desired, at the current time these points are the best measure we have of rally experience at a universal level. Other methods will likely be available within 5 years of the program's inception, that will better account for different classes, as well as those that compete mainly at the regional level. Given that lifetime points will be used to determine the championship classes, and that awards would not be given in all seven possible classes (based upon the current names of lifetime award levels), there was much discussion about the best dividing points. A side note-names are still needed for these new classes.

Proposal: Classes of 0-24, 25-50, 51-199, and 200 or greater.

Vote: Defeated 4-2.

Proposal: Classes of 0, 1-24, 25-199, and 200 or greater.

Vote: Passed 4-2.

Proposal: Allow a member in a lower class to win an award in a higher class if they defeat a member in that class in the overall standings.

Vote: Defeated 3-2-1.

Qualifying Events: The concept is to include all regional and national level events that provide a fair competition in the championship series. As such, minimums must be established that allow common forms of competition into the series (such as evening events), while excluding those that have no place in a competitive series (such as social events). This results in three types of RoadRally events: (1) Non-series events, (2) Series events, (3) Double series events (again, better names may be determined later).

Proposal: Require a minimum of 2 of the following 3 criteria on all events counting for points in the SCCA RoadRally Championship Series: (1) Minimum of 4 checkpoints (timed or otherwise), (2) Minimum of 3 hours, (3) Minimum of 60 miles. By definition, Social Rallies will not count toward the series.

Vote: Passed 6-0.

USRRC: There has been great debate about the status of the USRRC in this new RoadRally Series. While discussion has continued about the possibility of a runoff, or winner-take-all event, the board feels the time is not right for this approach. Building both the series and the challenge are higher priorities at this time. The USRRC, however, is still our premier event, and deserves elevated status within the series.

Proposal: Count the events of the USRRC as triple points in the RoadRally Championship Series (as compared with double points for other national-level events).

Vote: Passed 6-0.

Proposal: The USRRC shall serve as the primary tiebreaker to the SCCA RoadRally Championship Series. Final points, including the triple points earned at the challenge, shall be computed, and any ties that remain shall be broken by order of finish at the USRRC. In the event a tie still exists, the tied competitors shall count points from all events run during the course of the year (even beyond the 100-point limit) in an attempt to break the tie.

Vote: Passed 6-0.

Official Results: Organizers or their regions will be responsible for reporting results to the national office for inclusion in the series standings. SCCA official result forms need not be used, but the results should clearly state the classes of competition, and the full names of all competitors. An affirmation that the rally conforms to the minimum series qualification requirements is also necessary, and a signature on the sanction and audit forms shall serve as that validation.

Proposal: In order to qualify for the SCCA RoadRally Championship Series, events must be calendared with the SCCA national office no later than 14 days prior to the event.

Vote: Passed 6-0.

Proposal: Any results not received by the due date of the audit form (45 days after the event) will not be included in the SCCA RoadRally Championship Series. Also, any event occurring before the USRRC for which results are not received by the national office until after the USRRC commences shall not be considered for the SCCA RoadRally Championship Series.

Vote: Passed 6-0.

#### **Action Items**

- Liaisons: Make introductory contact with organizing committees

- Rick, Ron, Lois: Re-write of the RRB rules and procedures manual
- Ron, Lois: Re-write of the Safety Steward Manual
- Steve: Catalog all SCCA RoadRally documents
- Steve: Work with Pego on website issues
- Lois: Perform initial audit of safety stewards
- Kevin: Create a proposed scoring system for USRRC Divisional Award

### **Next meeting**

March 1, 2006, at 8:30 pm CST via conference call.

The meeting was adjourned at 11:00 am CST by acclamation.

Submitted by Steve Gaddy, RRB Secretary

### **ROADRALLY BOARD MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | February 4, 2006**

The RoadRally Board (RRB) conducted a Town Hall at the SCCA National Convention on February 4, 2006.

Presiding were: Tim Craft, Chairman; Steve Gaddy, Secretary; members Rick Beattie, Ron Ferris, Kevin Poirier, and Lois Van Vleet. Participating were many SCCA members, plus SCCA staff and a member of the Board of Directors.

Chairman Craft called the meeting to order approximately 8 am CST. A variety of topics were discussed.

Questions were raised about the role of the new rally department. Four disciplines are currently included in this department: RoadRally, RallyCross, RallySprint, and CircuitRally. RoadRally, of course, has a long and established history within the SCCA. RallyCross has grown quickly in the recent past, and now has a defined board, as well as an official rulebook for the 2006 season. RallySprint and CircuitRally programs will be the next to be developed in this process.

Communication was a hot topic as usual. The board has been hit-and-miss when it comes to communications with its members. Use of the SCCA forums has been ignored, perhaps due to a perceived lack of use by the membership. The Board does need to be more proactive in funneling more traffic to this medium, and will use it for major announcements in the future, in addition to the official medium of *FasTrack*, and the unofficial SCCA Road Rally newsgroup.

The use of electronic versus print communication was also discussed. While most involved in the sport recognize that electronic media is valuable for widespread announcements and last-minute updates, print media are vital for those whose only exposure is through a venue such as *SportsCar* magazine. The removal of *FasTrack* from *SportsCar* makes this point even more vital. Since much of the RoadRally schedule has traditionally been placed in *FasTrack*, as opposed to the body of the magazine, these schedules will not be readily available to those members. The SCCA staff in attendance plan to work with the Board and the publisher to get RoadRally schedules into the body of the magazine.

The corollary to this is the burden that falls on organizers to take advantage of the publication of event schedules. Organizers at all levels should attempt to get events scheduled and calendared at least 3 months in advance, and be sure to include a contact phone and, if possible, e-mail. Thus the event will be published in the magazine, and a contact will be available should someone need to check on its status at the last minute. It was noted that the sanction form is NOT required to calendar the event. Only the \$10 calendar fee is required, while the sanction can follow at a later date.

Some questioned whether this additional promotion in *SportCar* is really an effective way to get more regional people involved in rallying, compared to local advertising (flyers, newspaper, etc). While we all agreed that those methods are important, and without a doubt more effective at the local level, a listing in *SportCar* is not only free, but spreads the word to surrounding areas, potentially increasing attendance. Some noted that getting a national competitor to stop in for a local event (depending upon the competitor) can often be a draw for the locals to come out and "measure up". Perhaps most importantly, however, publication in *SportsCar* promotes the strength of the program. It was documented that last year over 150 events took place across the country, and the listing of those events in the calendar would be a first step toward bringing more attention to the successes of the regional rally programs across the county. This, in turn, is a step toward attracting more sponsorship, both at the local and national levels.

This led into a brief discussion about marketing. The board continued to reiterate that we have struggled to reach into the SCCA marketing department, and one participant made the link between the above topic (coverage in *SportsCar*) and the current topic (marketing and sponsorship opportunities).

This course of discussion ended with a summary of the MADD rally program. These two events last year were vastly successful by all measures, whether it be attendance, moneys raised, or promotion in both MADD and the SCCA. Several events are scheduled around the county this year. It was noted that these event are handled through the SCCA Special Events Department, not the rally department, and thus

are not on the calendar. Regions, however, are free to apply for an additional sanction with the rally department in order to have the event calendared on the rally schedule, and promoted as an SCCA RoadRally.

The last topic of the meeting was a discussion of Bruce Gezon's proposal for a new national rally series beginning with the 2007 season, a proposal that was first discussed at the 2005 USRRC town hall meeting.

Thus far, mainly positive responses have been received about the proposal as a whole, though there have been some differing comments about the details. The Board also noted a positive attitude about the proposal, but stressed the need to work out the details in meetings this weekend. The result of these discussions is the final proposal to membership, which can be found in the February Minutes, and associated memo.

A few notable comments included queries for the name of the series. There is a feeling that the term "national" has a stigma attached to it that perhaps should be eliminated. One possible name is the SCCA RoadRally Championship Series. In the long run, we all hoped that a title sponsor could be found for this championship series.

A contrasting viewpoint was brought forward by a divisional steward, who felt that the program has other problems, such as widely varying rules for events, that this proposal will not solve, and that the organized structure of regional, divisional, and national rallies is better for the organization.

It was also noted that social barriers exist. The attitude of rallyists on the national circuit toward newcomers can vary widely, with several ugly incidents in the past noted that have made new players on the national scene often feel unwelcome. The situation seems to have improved in recent years, but the stigma still sticks.

Finally, the role of the USRRC in this new series was discussed. Beginning in 2006, the USRRC is being redesigned to be friendlier toward regional competitors. It will feature shorter events, including one course rally, one tour rally, and one GTA rally, as well as incentives for regional competitors to attend. The topic of the USRRC as a true runoff was again brought up, as well as the possibility of just using the event as a tiebreaker to the rest of the national series. The pros and cons of these ideas were discussed during our meetings throughout the weekend, and the results can be read in the official RoadRally Board meeting Minutes.

The meeting was adjourned at approximately 9:30 am CST.

Submitted by Steve Gaddy, RRB Secretary

#### **ROADRALLY BOARD MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | March 1, 2006**

The RoadRally Board (RRB) met via conference call on March 1, 2006.

Attending were: Tim Craft, Chairman; Steve Gaddy, Secretary; members Rick Beattie, Ron Ferris, Kevin Poirier, Jessica Toney, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Pego Mack, National Office.

Chairman Craft called the meeting to order at 8:32 pm CST.

The final version of the February 2006 Minutes, as well as all official material from the convention, was accepted by acclamation.

#### **Proceedings**

##### **1. Convention Wrap-up**

Discussion: A final review of all convention materials was completed in order to be sure all was accurate and complete. Rick noted that the rules committee will need to meet early and often to complete a thorough review and overhaul of the RRRs and RFOs in order to have changes ready for approval by late summer. As chairman, he will work to begin that process in short order.

##### **2. NEDiv Rally Steward**

Discussion: Fred Mapplebeck has decided to step down due to time constraints. Ted Goddard has agreed to take over the position for the remainder of the year, and will get the divisional series moving in short order.

##### **3. Strategic Plan**

Discussion: The plan needs to be updated for the 2006 season. Tim will work on that task.

##### **4. Sanction Application Form**

Discussion: The sanction form was reviewed for clarity and consistency with all currently available sanction types. Steve will produce the final form, and send to Pego for posting on the website.

##### **5. National Championship Results**

Discussion: An audit of the 2004 and 2005 National Championship Series Standings has resulted in a change to the final results in Stock Class. These changes will be reflected beginning in the 2007 RRRs.

## 6. 2006 USRRC

Discussion: Pego and Ron updated the board on the continued progress for this event. The Board also decided to redesign the USRRC logo this year. After a brief brainstorming session, Rick volunteered to mold the ideas into a new logo to present to the Board.

## 7. 2006 GTA Series

Discussion: Clarifying, this series is an official 2006 series. Events will be basically scored using the 2007 points system (see official announcement for details). Specifically, qualifying regional events, national events, and the third USRRC event will all count. Regions should submit their results to the pointskeeper for inclusion (see below for details). It was decided, however, that Lifetime Points will not be awarded for these events in 2006. Lifetime points will likely be awarded in the future, however, once the final criteria for National GTA events are established.

## 8. Trial Scoring of 2006 Series

Discussion: The board would like committees of all RoadRally events across the country that qualify as series events under the proposed 2007 rules to submit their results to Bruce Gezon, the national pointskeeper, at smuncher@alltel.net. These results will not be posted during the year (to avoid confusion), but they will be used to evaluate the process before any rule changes become official for the 2007 series.

## 9. Website

Discussion: Steve has done a formal review of the website, and Pego has presented the proposed changes to those in charge. Most changes should be made over the next month or two.

### Action Items

- Rick, Ron, Lois: Re-write of the RRB rules and procedures manual
- Ron, Lois: Re-write of the Safety Steward Manual
- Steve: Catalog all SCCA RoadRally documents
- Lois: Perform initial audit of safety stewards
- Kevin: Create a proposed scoring system for USRRC Divisional Award
- Rick: Convene Rules Committee
- Tim: Update Strategic Plan
- Steve: Complete update to sanction application

### Next meeting

April 5, 2006, at 8:30 pm CST via conference call.

The meeting was adjourned at 10:04 pm CST (Gaddy/Toney).

Submitted by Steve Gaddy, RRB Secretary

## **ROADRALLY MEMORANDUM**

**TO:** Organizers and Competitors

**RE:** Creation of SCCA GTA RoadRally Championship Series

A GTA (Game-Tour-Adventure) RoadRally Championship Series has been established, effective in 2006. This series becomes the 3rd high-level SCCA RoadRally Series, along with the current SCCA Course RoadRally Championship Series and SCCA Tour RoadRally Championship Series. Scoring will utilize the rules from the 2007 RoadRally Championship Series Proposal, outlined in the attached memo, except that there shall be only one class for the inaugural 2006 season. Also, no lifetime points will be earned for any of these events in 2006 (criteria for lifetime points will be established in 2007). Qualifying events shall be those that meet next year's proposed rules for inclusion in the Series. Such events must be sanctioned as GTA events, and meet two of the following three criteria: (1) Minimum of 4 checkpoints, (2) Minimum of 3 hours, (3) Minimum of 60 miles. Points will be awarded based upon regional or national status, per the sanction fee. Full National events (counting for double points) will follow the RRRs, though sanction exceptions will be liberally granted as necessary.

## **ROADRALLY MEMORANDUM**

**TO:** Organizers and Competitors

**RE:** Proposal for a New SCCA RoadRally Championship Series

**Premise** - Replace the current National RoadRally Championship Series with a newly defined SCCA RoadRally Championship Series that brings all levels of competitors into a single series for the enhancement of the sport. This new series will add regional events to the existing format, which, at the present time, only includes national and (some) divisional events.

**Event Format** - Each SCCA rally will use either the RRRs or their own rally regulations. The regulations to be used will be identified in the entry flyer. The type of rally will be clearly identified as Course, Tour, or GTA. Only nationally sanctioned events will be bound by the full RRRs, and only those events will be assigned a RRB liaison to monitor compliance with those rules. In order to qualify for the SCCA RoadRally Championship Series, events must be calendared with the SCCA national office no later than 14 days prior to the event. All series events must also meet a minimum of 2 of the following 3 criteria: (1) Minimum of 4 checkpoints (timed or otherwise), (2) Minimum of 3 hours, (3) Minimum of 60 miles. By definition, Social Rallies will not count toward the series.

**Series and Classes** - There will be three SCCA RoadRally Championship Series: Course, Tour, and GTA. Each series will have four classes, based upon Lifetime Points: 0 points, 1-24 points, 25-199 points, and 200+ points. Year-end awards will be made in each of these classes. Individual class determinations are based upon Lifetime Points standing as of the start of the Championship Season. Lifetime points will continue to be earned by competitors in national-level events, potentially resulting in a class change in subsequent seasons. It is anticipated a more accurate system that takes into account non-national-level events will be developed within 5 years of the inception of this system.

**Championship Points** - Points to be awarded per the RRRs (i.e. 10, 8, 6, etc.) in whichever class the entrant competes on in the individual event. Although points are earned based upon class finish of the event, these points accumulate in the Lifetime points classes. Championship to be based on point total of each individual's best ten finishes. No worker points will be awarded. National-level events (run to the RRRs) will earn double points toward the championship series. USRRC events will earn triple points toward the championship series.

**Tie-breakers** - The USRRC shall serve as the primary tiebreaker to the SCCA RoadRally Championship Series. Final points, including the triple points earned at the challenge, shall be computed, and any ties that remain shall be broken by order of finish at the USRRC. In the event a tie still exists, the tied competitors shall count points from all events run during the course of the year (beyond the 10 event limit) in an attempt to break the tie.

**Result reporting** - Organizers or their regions will be responsible for reporting results to the national office for inclusion in the series standings. SCCA official result forms need not be used, but the results should clearly state the classes of competition, and the full names of all competitors. An affirmation that the rally conforms to the minimum series qualification requirements is also necessary, and a signature on the sanction and audit forms shall serve as that validation. Any results not received by the due date of the audit form (45 days after the event) will not be included in the SCCA RoadRally Championship Series. Also, any event occurring before the USRRC for which results are not received by the national office until after the USRRC commences shall not be considered for the SCCA RoadRally Championship Series.

**Brief example** - The following example shows how results from a small event would be applied to the SCCA RoadRally Championship Series.

Regional Rally Results

Class Q

- 1st place - Alpha/Bravo
- 2nd place - Charlie/Delta
- 3rd place - Echo/Foxtrot

Class G

- 1st place - Golf/Hotel
- 2nd place - India/Juliet

Class Z

- 1st place - Kilo/Lima

SCCA RoadRally Championship Series Standings (after one event):

Class 200+		Class 25-199		Class 1-24		Class 0	
Alpha	10	Lima	10	Hotel	10	India	8
Bravo	10	Charlie	8	Mike	8	Foxtrot	6
Golf	10	Echo	6	November	8	Oscar	6
Kilo	10					Papa	6
Delta	8					Quebec	5
Juliet	8					Romeo	5

## REGIONAL SCHEDULES

### REGIONAL SOLO

#### CENDIV

April 1	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Apr 1-2	River Downs, Cincinnati, OH	513-947-0171
Apr 2	16th St Stadium, Indianapolis, IN	317-865-0864
April 22-23	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Apr 30	16th St Stadium, Indianapolis, IN	317-865-0864
Apr 30	Ford Motor Company, Cincinnati, OH	513-947-0171
May 6-7	Walesboro Airport, Walesboro, IN	317-535-5353
May 7	Concord Mall, Elkhart, IN	574-271-0088
May 7	Ford Motor Company, Cincinnati, OH	513-947-0171
May 7	Commodore Decatur Industrial Park, Bainbridge, GA	850-222-4418
May 13-14	Papa John's Cardinal Stadium, Louisville, KY	812-544-2790
May 20-21	Rantoul Aviation Center, Rantoul, IL	217-351-1907
May 21	UPS Parking Lot Grade Lane, Louisville, KY	812-544-2790
May 21	MCEDA (Grissom Aeroplex) Peru, IN	317-865-0864
May 21	Ford Motor Company, Cincinnati, OH	513-947-0171
May 21-22	Winona State Technical College, Winona, MN	608-582-2543
May 29	Walesboro Airport, Walesboro, IN	317-535-5353
Jun 3	The Tire Rack, South Bend, IN	574-271-0088
Jun 3-4	Commodore Decatur Industrial Park, Bainbridge, GA	850-222-4418
June 9-11	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Jun 11	LaCrosse Fairgrounds Speedway, West Salem, WI	608-582-2543
Jun 11	Godman Airfield, Ft. Knox, KY	812-544-2790
Jun 16-18	MCEDA (Grissom Aeroplex), Peru, IN	574-271-0088
Jun 24-25	Papa John's Cardinal Stadium, Louisville, KY	812-544-2790
Jun 25	Walesboro Airport, Walesboro, IN	317-535-5353
Jun 25	Kentucky Speedway, Sparta, KY	513-947-0171
July 1-2	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Jul 8-9	Winona State Technical College, Winona, MN	608-582-2543
Jul 9	Godman Airfield, Ft. Knox, KY	812-544-2790
Jul 15-16	South Georgia Motorsports Park, Cecil, GA	850-222-4418
July 15-16	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Jul 16	Kentucky Speedway, Sparta, KY	513-947-0171
Jul 22	The Tire Rack, South Bend, IN	574-271-0088
Jul 23	Walesboro Airport, Walesboro, IN	317-535-5353
Jul 23	Papa John's Cardinal Stadium, Louisville, KY	812-544-2790
Aug 6	Godman Airfield, Ft. Knox, KY	812-544-2790
Aug 6	LaCrosse Fairgrounds Speedway, West Salem, WI	608-582-2543
Aug 6	Lakeshore High School, Stevensville, MI	574-271-0088
Aug 6	Kentucky Speedway, Sparta, KY	513-947-0171
Aug 13	Walesboro Airport, Walesboro, IN	317-535-5353
Aug 19-20	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Aug 26-27	South Georgia Motorsports Park, Cecil, GA	850-222-4418
Aug 27	Papa John's Cardinal Stadium, Louisville, KY	812-544-2790
Aug 27	IN Lafayette Square Mall, Indianapolis, IN	317-486-2769
Aug 27	Ford Motor Company, Cincinnati, OH	513-947-0171
Sept 2-3	Walesboro Airport, Walesboro, IN	317-535-5353
Sept 2-4	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Sept 9-10	Ford Motor Company, Cincinnati, OH	513-947-0171
Sept 10	The Tire Rack, South Bend, IN	574-271-0088
Sept 17	Papa John's Cardinal Stadium, Louisville, KY	812-544-2790
Sept 17	Walesboro Airport, Walesboro, IN	317-535-5353
Sept 23	16th St Stadium, Indianapolis, IN	317-865-0864
Sept 23-24	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Sept 24	LaCrosse Fairgrounds Speedway, West Salem, WI	608-582-2543
Oct 7-8	Winona State Technical College, Winona, MN	608-582-2543
Oct 8	Papa John's Cardinal Stadium, Louisville, KY	812-544-2790
Oct 8	Walesboro Airport, Walesboro, IN	317-535-5353
Oct 8	Ford Motor Company, Cincinnati, OH	513-947-0171
Oct 14-15	Commodore Decatur Industrial Park, Bainbridge, GA	850-222-4418
Oct 15	The Tire Rack, South Bend, IN	574-271-0088
Oct 21-22	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Nov 5	16th St Stadium, Indianapolis, IN	317-865-0864
Nov 12	Walesboro Airport, Walesboro, IN	317-535-5353
Nov 18-19	South Georgia Motorsports Park, Cecil, GA	850-222-4418
Nov 18-19	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Dec 2-3	South Georgia Motorsports Park, Cecil, GA	850-222-4418

#### MIDDIV

May 7	Remington Park, Oklahoma City, OK	405-736-5023
May 7	Raytheon Aircraft Co, Wichita, KS	316-734-0375
May 21	East Crawford Recreation Area, Salina, KS	785-342-6710
May 21	Strother Field Industrial Park, Arkansas City, KS	316-734-0375
May 21	Price Cutter Park, Ozark, MO	jonathan@fessenden.com
May 27	OK State Precision Driving School, OK City, OK	405-736-5023

## REGIONAL SCHEDULES CONTINUED

May 28	Mid America Center, Council Bluffs, IA	402-598-2119
June 4	Mid America Center, Council Bluffs, IA	402-250-8916
June 10-11	Heartland Park Topeka, Topeka, KS	785-215-6971
June 17	Price Cutter Park, Ozark, MO	jonathan@fessenden.com
June 18	East Crawford Recreation Area, Salina, KS	785-825-8769
July 8	Price Cutter Park, Ozark, MO	jonathan@fessenden.com
July 9	Raytheon Aircraft Co, Wichita, KS	316-734-0375
July 16	Heartland Park Topeka, Topeka, KS	785-215-6971
July 23	East Crawford Recreation Area, Salina, KS	785-827-0722
July 30	Strother Field Industrial Park, Arkansas City, KS	316-734-0375
Aug 20	Price Cutter Park, Ozark, MO	jonathan@fessenden.com
Aug 20	East Crawford Recreation Area, Salina, KS	785-243-4148
Aug 27	Wichita Greyhound Park, Wichita, KS	316-734-0375
Sept 9	Price Cutter Park, Ozark, MO	jonathan@fessenden.com
Sept 10	Raytheon Aircraft Co, Wichita, KS	316-734-0375
Sept 17	East Crawford Recreation Area, Salina, KS	785-823-3277
Oct 7	Price Cutter Park, Ozark, MO	jonathan@fessenden.com
Oct 8	Strother Field Industrial Park, Arkansas City, KS	316-734-0375
Oct 22	Price Cutter Park, Ozark, MO	jonathan@fessenden.com
Oct 22	East Crawford Recreation Area, Salina, KS	785-823-1118
Oct 29	Raytheon Aircraft Co, Wichita, KS	316-734-0375
Nov 19	Price Cutter Park, Ozark, MO	jonathan@fessenden.com
<b>NEDIV</b>		
Apr 22-23	Warminster Community Park, Warminster, PA	acouplebucks@comcast.net
Apr 23	FedEx Field, Landover, MD	410-465-1533
May 14	FedEx Field, Landover, MD	410-465-1533
May 7	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
May 13	Raceway Park, Englishtown, NJ	732-469-3458
May 20	Cal Ripken Stadium, Aberdeen, MD	acouplebucks@comcast.net
May 20-21	Carlisle Fairgrounds, Carlisle, PA	717-697-1610
May 21	Adirondack Community College, Queensbury, NY	518-674-8816
May 21	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
May 27	Raceway Park, Englishtown, NJ	732-469-3458
May 28	York Fairgrounds, York, PA	717-697-1610
May 28	Moore Airfield, Devens, MA	508-883-9922
Jun 4	Orange County Airport, Montgomery, NY	914-245-2843
Jun 4	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
Jun 4	Boeing Defense & Space Group, Ridley, PA	acouplebucks@comcast.net
Jun 4	Park City, Lancaster, PA	717-697-1610
Jun 11	FedEx Field, Landover, MD	410-465-1533
Jun 18	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
Jun 18	Moore Airfield, Devens, MA	508-883-9922
Jun 24	Raceway Park, Englishtown, NJ	732-469-3458
Jun 25	Orange County Airport, Montgomery, NY	914-245-2843
Jun 25	Park City, Lancaster, PA	717-697-1610
Jul 8	Raceway Park, Englishtown, NJ	732-469-3458
Jul 9	Harrisburg Community College, Harrisburg, PA	717-697-1610
Jul 9	Orange County Airport, Montgomery, NY	914-245-2843
Jul 9	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
Jul 9	Moore Airfield, Devens, MA	508-883-9922
Jul 16	Warminster Community Park, Warminster, PA	acouplebucks@comcast.net
Jul 16	FedEx Field, Landover, MD	410-465-1533
Jul 22	Raceway Park, Englishtown, NJ	732-469-3458
Jul 22-23	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
Jul 30	FedEx Field, Landover, MD	410-465-1533
Jul 30	Boeing Defense & Space Group, Ridley, PA	acouplebucks@comcast.net
Aug 6	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
Aug 6	Moore Airfield, Devens, MA	508-883-9922
Aug 12	Cal Ripken Stadium, Aberdeen, MD	acouplebucks@comcast.net
Aug 13	FedEx Field, Landover, MD	410-465-1533
Aug 13	Orange County Airport, Montgomery, NY	914-245-2843
Aug 19	Raceway Park, Englishtown, NJ	732-469-3458
Aug 20	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
Aug 20	Adirondack Community College, Queensbury, NY	518-674-8816
Aug 26-27	York Fairgrounds, York, PA	717-697-1610
Aug 27	Warminster Community Park, Warminster, PA	acouplebucks@comcast.net
Sept 2	Raceway Park, Englishtown, NJ	732-469-3458
Sept 3	Moore Airfield, Devens, MA	508-883-9922
Sept 3	FedEx Field, Landover, MD	410-465-1533
Sept 10	Adirondack Community College, Queensbury, NY	518-674-8816
Sept 10	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
Sept 10	Warminster Community Park, Warminster, PA	acouplebucks@comcast.net
Sept 10	Orange County Airport, Montgomery, NY	914-245-2843
Sept 17	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
Sept 24	Park City, Lancaster, PA	717-697-1610
Oct 1	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
Oct 7	Raceway Park, Englishtown, NJ	732-469-3458

## REGIONAL SCHEDULES CONTINUED

Oct 8	Midstate Regional Airport, Phillipsburg, PA	814-466-6455
Oct 8	Boeing Defense & Space Group, Ridley, PA	acouplebucks@comcast.net
Oct 8	Orange County Airport, Montgomery, NY	914-245-2843
Oct 8	FedEx Field, Landover, MD	410-465-1533
Oct 14	Raceway Park, Englishtown, NJ	732-469-3458
Oct 21	Raceway Park, Englishtown, NJ	732-469-3458
Oct 22	Moore Airfield, Devens, MA	508-883-9922
Oct 22	Giant Center, Hershey, PA	717-697-1610
Oct 22	Cal Ripken Stadium, Aberdeen, MD	acouplebucks@comcast.net
Oct 28	Raceway Park, Englishtown, NJ	732-469-3458
Oct 29	Orange County Airport, Montgomery, NY	914-245-2843
Nov 4	Raceway Park, Englishtown, NJ	732-469-3458
Nov 5	Warminster Community Park, Warminster, PA	acouplebucks@comcast.net
Nov 11	Raceway Park, Englishtown, NJ	732-469-3458

### NORPAC

Apr 2	Marina Airport, Marina, CA	650-599-2615
Apr 16	Marina Airport, Marina, CA	650-599-2615
May 13-14	Reno-Stead Airport, Reno, NV	775-828-0608
May 14	Marina Airport, Marina, CA	650-599-2615
May 27-28	Hawthorne Airport, Hawthorne, NV	775-828-0608
May 27-28	San Joaquin Fairgrounds, Stockton, CA	916-485-6744
Jun 4	San Francisco Park & Recreation, San Francisco, CA	650-599-2615
Jun 18	San Francisco Park & Recreation, San Francisco, CA	650-599-2615
Jun 24-25	Reno-Stead Airport, Reno, NV	775-828-0608
Jul 9	San Francisco Park & Recreation, San Francisco, CA	650-599-2615
Jul 15-16	Reno-Stead Airport, Reno, NV	775-828-0608
Jul 15-16	San Joaquin Fairgrounds, Stockton, CA	916-485-6744
Jul 23	Oakland Coliseum, Oakland, CA	650-599-2615
Aug 6	Oakland Coliseum, Oakland, CA	650-599-2615
Aug 13	Golden Gate Fields, Albany, CA	650-599-2615
Aug 26-27	San Joaquin Fairgrounds, Stockton, CA	916-485-6744
Aug 27	Oakland Coliseum, Oakland, CA	650-599-2615
Sept 9-10	San Joaquin Fairgrounds, Stockton, CA	916-485-6744
Sep 9-10	Lovelock-Derby Airport, Lovelock, NV	775-828-0608
Oct 7-8	Reno-Stead Airport, Reno, NV	775-828-0608
Oct 21-22	San Joaquin Fairgrounds, Stockton, CA	916-485-6744

### RMDIV

Apr 15-16	Denver Int. Airport, Mt. Elbert Lot, Denver, CO	303-810-2222
Apr 29-30	Cohen Stadium, El Paso, TX	915-355-7385
May 13	Denver Int. Airport, Mt. Elbert Lot, Denver, CO	303-810-2222
May 28	Cohen Stadium, El Paso, TX	915-355-7385
May 28-29	World Stadium, Colorado Springs, CO	719-338-3434
Jun 17-18	Denver Int. Airport, Mt. Elbert Lot, Denver, CO	303-810-2222
Jun 18	Cohen Stadium, El Paso, TX	915-355-7385
Jun 25	Cohen Stadium, El Paso, TX	915-355-7385
Jul 2	World Arena, Colorado Springs, CO	719-338-3434
Jul 30	Cohen Stadium, El Paso, TX	915-355-7385
Aug 12	World Arena, Colorado Springs, CO	719-338-3434
Aug 13	Cohen Stadium, El Paso, TX	915-355-7385
Aug 26	Denver Int. Airport, Mt. Elbert Lot, Denver, CO	303-810-2222
Aug 27	Cohen Stadium, El Paso, TX	915-355-7385
Sep 3	Cohen Stadium, El Paso, TX	915-355-7385
Sep 9-10	World Arena, Colorado Springs, CO	719-338-3434
Sep 17	World Arena, Colorado Springs, CO	719-338-3434
Oct 7	Denver Int. Airport, Mt. Elbert Lot, Denver, CO	303-810-2222
Oct 8	Cohen Stadium, El Paso, TX	915-355-7385

### SEDIV

Apr 2	Salem Civic Center, Salem, VA	540-200-2322
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
Apr 29-30	Mercer County Regional Airport, Princeton, WV	340-425-0128
May 6-7	Brooksville Airport, Brooksville, FL	813-986-5722
May 7	Nashville Superspeedway, Lebanon, TN	615-210-6750
May 7	Watermelon Capital Speedway, Cordele, GA	478-956-0251
May 13-14	Charlotte Knights Stadium, Ft. Mill, SC	704-875-8071
May 13-14	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
May 20-21	Nashville Superspeedway, Lebanon, TN	615-210-6750
May 21	Hutchinson Island Paddock, Savannah, GA	912-728-8686
May 21	Deland Airport, Deland, FL	321-268-2940
Jun 4	3125 Leeman Ferry Rd, Huntsville, AL	256-482-8595
Jun 10-11	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Jun 11	Kannapolis Intimidators Stadium, Kannapolis, NC	704-875-8071
Jun 11	Watermelon Capital Speedway, Cordele, GA	478-956-0251

## REGIONAL SCHEDULES CONTINUED

Jun 18	Nashville Superspeedway, Lebanon, TN	615-210-6750
Jun 18	Hutchinson Island Paddock, Savannah, GA	912-728-8686
Jun 25	Deland Airport, Deland, FL	321-268-2940
Jul 8-9	NASCAR Tech Institute, Mooresville, NC	704-875-8071
Jul 8-9	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Jul 9	Nashville Superspeedway, Lebanon, TN	615-210-6750
Jul 9	Watermelon Capital Speedway, Cordele, GA	478-956-0251
Jul 15-16	Brooksville Airport, Brooksville, FL	813-986-5722
Jul 16	Hutchinson Island Paddock, Savannah, GA	912-728-8686
Jul 23	Deland Airport, Deland, FL	321-268-2940
Aug 5-6	Brooksville Airport, Brooksville, FL	813-986-5722
Aug 6	Watermelon Capital Speedway, Cordele, GA	478-956-0251
Aug 12-13	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Aug 27	Watermelon Capital Speedway, Cordele, GA	478-956-0251
Aug 27	Milton Frank Stadium, Huntsville, AL	256-482-8595
Aug 27	Deland Airport, Deland, FL	321-268-2940
Sept 2-3	Kannapolis Intimidators Stadium, Kannapolis, NC	704-875-8071
Sept 9-10	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Sept 17	3125 Leeman Ferry Rd, Huntsville, AL	256-482-8595
Sept 17	Hutchinson Island Paddock, Savannah, GA	912-728-8686
Sept 24	Deland Airport, Deland, FL	321-268-2940
Oct 1	Watermelon Capital Speedway, Cordele, GA	478-956-0251
Oct 8	Gainesville Raceway, Gainesville, FL	813-986-5722
Oct 14-15	NASCAR Tech Institute, Mooresville, NC	704-875-8071
Oct 14-15	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Oct 15	Hutchinson Island Paddock, Savannah, GA	912-728-8686
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 12	Watermelon Capital Speedway, Cordele, GA	478-956-0251
Nov 12	Charlotte Knights Stadium, Ft. Mill, SC	704-875-8071
Nov 19	Deland Airport, Deland, FL	321-268-2940
Nov 19	Hutchinson Island Paddock, Savannah, GA	912-728-8686
Dec 10	Watermelon Capital Speedway, Cordele, GA	478-956-0251

### **SOPAC**

Apr 2	Hawaii Raceway Park, Kapolei, HI	808-262-5987
Apr 29	Firebird International Raceway, Litchfield Park, AZ	623-322-0971
Apr 30	Hilo Drag Strip, Hilo, HI	808-327-0362
Apr 30	Maui Raceway Park, Kihei, HI	808-283-1705
May 13	Firebird International Raceway, Litchfield Park, AZ	623-322-0971
May 21	Hilo Drag Strip, Hilo, HI	808-327-0362
May 21	Maui Raceway Park, Kihei, HI	808-283-1705
Jun 25	Hilo Drag Strip, Hilo, HI	808-327-0362
Jun 25	Maui Raceway Park, Kihei, HI	808-283-1705
Jul 30	Hilo Drag Strip, Hilo, HI	808-327-0362
Jul 30	Maui Raceway Park, Kihei, HI	808-283-1705
Aug 27	Hilo Drag Strip, Hilo, HI	808-327-0362
Aug 27	Maui Raceway Park, Kihei, HI	808-283-1705
Sept 24	Hilo Drag Strip, Hilo, HI	808-327-0362
Sept 24	Maui Raceway Park, Kihei, HI	808-283-1705
Oct 29	Hilo Drag Strip, Hilo, HI	808-327-0362
Oct 29	Maui Raceway Park, Kihei, HI	808-283-1705
Nov 26	Hilo Drag Strip, Hilo, HI	808-327-0362
Nov 26	Maui Raceway Park, Kihei, HI	808-283-1705
Dec 17	Maui Raceway Park, Kihei, HI	808-283-1705

### **SWDIV**

May 7	Gulf Greyhound Park, La Marque, TX	281-217-5310
May 6-7	Aviator Baseball Park, Robstown, TX	361-980-8000
May 7	Burton Coliseum, Lake Charles, LA	337-583-2903
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

### **DIVISIONAL SOLO**

#### **MIDDIV**

Aug 4-6	Heartland Park Topeka, Topeka, KS	785-215-6971
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## REGIONAL SCHEDULES CONTINUED

### ROADRALLY SCHEDULE

Apr 1	GTA	Vintage Spring at Hallett II	NE Oklahoma	Robert Strattan 918-663-9484 r.strattan@ieee.org
Apr 2	RC	March Lamb IV	Philadelphia	W. David Teter 302-368-4210 Teter@udel.edu
Apr 7	SR	April Friday Niter	Cal Club	Joanna Paden 213-413-8063 rallyejo@hotmail.com
Apr 8	GTA	CapeCod Old Timers	New England	MaryAnne Rhodes 978-692-4036 mar830@aol.com
May 5	SR	May Friday Niter	Cal CLub	Joanna Paden 213-413-8063 rallyejo@hotmail.com
May 6	NGTA	Rally to the Race	Texas Dallas, TX	Sasha Lanz 972-235-4305 alanz1@juno.com
May 7	RR	Get the Dust Off-Rallye	Wash DC	Chris Bean 410-987-2878 c_bean@verizon.net
May 20	NCR	Steel Haul	Steel Cities Monroeville, PA	Chuck Larouere chuck660@nb.net
Jun 2	SR	June Friday Niter	Cal Club	Joanna Paden 213-413-8063 rallyejo@hotmail.com
Jun 10	NC/TR	Chippewa Trails	Land 'O Lakes Menomonie, WI	Dave Fuss dave@longtermincome.com
Jun 10	RR	Five Tribes Rally	NE Oklahoma	Kenneth Olinger 918-481-6674 gbolingok@cox.net
Jun 24	RR	Big Lap	New England TBA in Central, NH	Scott Beliveau 603-524-4305 beliveau@aaavid.com
Jul 8	NTR	Golden West	San Francisco Yreka, CA	Peter Soper psoper@therallyeclub.org
Jul 15	GTA	Twister	NeOkla	Gary Deaton 918-492-3602 gregaryus@yahoo.com
Jul 29	NTR	TBA	N. Kentucky TBA in Northern KY	Dave Jameson JRDRally@aol.com
Aug 5	DGTA	Hurdle	New England	Jon Lamkins 860-621-5964 hurdle.rally@cox.net
Aug 12	NCR	Bob's 1460 Odyssey	Oregon Chehalis, WA	Monte Saager 503-260-9472 monte@saagervision.com
Aug 13	NCR	The Beaver Cleaver - Tales of the Husky Beaver	Oregon Chehalis, WA	Monte Saager 503-260-9472 monte@saagervision.com
Aug 19	GTA	Scotchlite Take 2	NeOkla	Tonia Peacock 918-333-2835 gaudypeacock@hotmail.com

## REGIONAL SCHEDULES CONTINUED

Aug 25	CH	RAL	New England	Scott Believeau 603-524-4305 beliveau@aavid.com
Sept 2	NTR	Catoctin Monte or TBA	Washington, D.C. Frederick, MD	Chris Bean c_bean@verizon.net
Sept 3	NTR	Catoctin Monte or TBA	Washington D.C. Frederick, MD	Chris Bean c_bean@verizon.net
Sept 8	CH	Cruisin with St Joe's	New England	John Riter
Sept 16	RR	Route 66 Ticks and Kicks IV	NE Oklahoma	Robert Strattan 918-663-9484 r.strattan@ieee.org
Sept 16	NCR	Oktoberally	Land 'O Lakes	John Emmons 608-788-5018 jaemmons@cs.com
Sept 17	NTR	Badger Trails	Land 'O Lakes Trempealeau, WI	John Emmons 608-582-4386 jaemmons@cs.com
Oct 20	NCR	Oz has Spoken	USRRC Topeka, KS	Mike Thompson 608-788-5018 mkrally@charter.net
Oct 21	NTR	Over the Rainbow	USRRC Topeka, KS	Ron Ferris 314-503-7411 fe2@mindspring.com
Oct 22	NGTA	Yellow Brick Road	USRRC Topeka, KS	Ron Ferris 314-503-7411 fe2@mindspring.com
Oct 20	RR	Mueller's Run	New England	Philip Mueller 860-740-6143 philipM3@p3racing.net
Oct 28	NCR	Old Dominion Day 1	Old Dominion Ashland, VA	Dave Head rally2xs@att.net
Oct 29	NCR	Old Dominion Day 2	Old Dominion Day 2 Ashland, VA	Dave Head rally2xs@att.net
Nov 4	RR	Vermont SportCar Covered Bridge	New England Vermont	Ted Goddard 802-263- 5678 tedgcb@tds.net
Nov 4	DTR/DGTA	Vermont SportCar	New England Vermont	Ted Goddard 802-263-5678 tedgcb@tds.net
Dec 16	GTA	Christmas Lights	NeOkla	Gary Deaton 918-492-3602 gregaryus@yahoo.com

### **RALLYCROSS**

Apr 1		RallyCross Fool's Day	Chattanooga	David Brooks 423-554-4111 openhwhld@yahoo.com
Apr 2		Oakland Acres RallyCross #2	Washington, DC	Rob Bergstrom 434-971-8900 rob@hrm-usa.com
May 20		Slide-A-Roo	Chattanooga	David Brooks 423-554-4111 openhwhld@yahoo.com
May 28		Oakland Acres RallyCross #3	Washington, DC	Rob Bergstrom 434-971-8900 rob@hrm-usa.com

## REGIONAL SCHEDULES CONTINUED

Jun 18	Oakland Acres RallyCross #4	Washington, DC	Rob Bergstrom 434-971-8900 rob@hrm-usa.com
Jul 9	Oakland Acres RallyCross #5	Washington, DC	Rob Bergstrom 443-994-9322 rob@hrm-usa.com
Oct 14	Union Fairgrounds RallyX	New England	Kathy Moody 603-823-4026 alkatmoody@yahoo.com
Oct 15	Oakland Acres RallyCross #6	Washington, DC	Rob Bergstrom 443-994-9322 rob@hrm-usa.com
Nov 5	Oakland Acres RallyCross #7	Washington, DC	Rob Bergstrom 443-994-9322 rob@hrm-usa.com
Nov 5	Vermont Sportscar Covered Bridge	New England	Ted Goddard 802-263-5678 tedgcb@tds.net

# SCCA National Championship RUNOFFS 2006



HEARTLAND PARK TOPEKA #IDC-06-S  
HELD UNDER 2006 GENERAL COMPETITION RULES



## QUALIFYING / MEETINGS

20 min. sessions

## ACTIVITY CALENDAR

	<u>MON 10/9</u>	<u>TUES 10/10</u>	<u>WED 10/11</u>	<u>THURS 10/12</u>
	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>	<u>QUALIFYING:</u>
8:00	AS	FA/FM	FF	CSR/S2
8:25	GP/HP	FP	GT1/GT2	GTL/GT3
8:55	T1	T3	F500	SSC
9:20	EP	FV	T2	FC
9:50	DSR	SRF	SM	SSB
10:15	FF	CSR/S2	GP/HP	FA/FM
10:50	GT1/GT2	GTL/GT3	AS	FP
11:15	F500	SSC	T1	T3
11:45	T2	FC	EP	FV
12:10	SM	SSB	DSR	SRF
<b>LUNCH- CRB MTGS</b>	<b>PROD</b>	<b>FORMULA SPTS RACER</b>	<b>GT/SM</b>	<b>SS/AS TOURING</b>
1:30	CSR/S2	GP/HP	FA/FM	FF
1:55	GTL/GT3	AS	FP	GT1/GT2
2:25	SSC	T1	T3	F500
2:50	FC	EP	FV	T2
3:20	SSB	DSR	SRF	SM
3:45	FA/FM	FF	CSR/S2	GP/HP
4:20	FP	GT1/GT2	GTL/GT3	AS
4:45	T3	F500	SSC	T1
5:15	FV	T2	FC	EP
5:40	SRF	SM	SSB	DSR

**Sun. 10/8**  
5:30 pm\*  
Track Walk

**Mon 10/9**  
6:00 pm\*  
Welcome Party  
Leibler Pavilion

**Tues 10/10:**  
6:00 PM\*\*  
Volunteer Party  
Leibler Pavilion

**Wed 10/11:**  
6:00 PM\*\*  
TBA

**Thurs 10/12:**  
6:00 pm\*  
DISCO FEVER  
Leibler Pavilion

**Fri 10/13:**  
6:00 PM\*\*  
Volunteer Party  
Leibler Pavilion

## WARM-UP SESSIONS

20 MIN. WARM-UP \*10 min each grouping

	<u>FRI 10/13</u>		<u>SAT 10/14</u>	<u>SUN 10/15</u>
7:30	CSR & S2/GT2*	8:00	FF/GT3	GTL/SM
7:55	SSC/FC	8:25	F500/T2	GT1/FV
8:20	SSB/FM	8:50	FP/AS	EP/DSR
8:55	HP/T3	9:15	SRF/T1	GP/FA

**Sat 10/14:**  
6:00 pm\*  
Volunteer of the Year  
Party  
Leibler Pavilion

**Sun 10/15:**  
30 min. after end  
of last race  
Presentation of  
President's Cup, Donohue  
Award @ Victory circle

## NATIONAL CHAMPIONSHIP RACES

ALL RACES 20 LAPS OR 40 MIN., WHICHEVER ELAPES FIRST.  
RACE TIMES ARE GREEN FLAG TIMES.

	<u>FRI 10/13</u>		<u>SAT 10/14</u>	<u>SUN 10/15</u>
9:30	CSR	10:00	FF	GTL
10:25	GT2	10:55	GT3	SM
11:20	SSC	11:50	F500	GT1
1:00	FC	1:30	T2	FV
1:55	SSB	2:25	FP	EP
2:50	FM	3:20	AS	DSR
3:45	S2	4:15	SRF	GP
4:40	HP	5:10	T1	FA
5:35	T3			

6:00 pm\*\*  
Volunteer Party  
TBA

\*All times are approximate

\*\*Volunteer Parties start @  
conclusion of days events



## SUPPLEMENTARY REGULATIONS

### Online Registration at [www.scca.com](http://www.scca.com)

Held under the 2006 General Competition Rules #IDC-06-S

- |                       |                                  |                                    |
|-----------------------|----------------------------------|------------------------------------|
| 1. Entries            | 6. Grid                          | 12. Penalties/Protests/Appeals     |
| 2. Driver Eligibility | 7. Start / Finish                | 13. Race Results                   |
| 3. Travel/Tow Fund    | 8. Timing & Scoring              | 14. Rules of Operation/Pit/Paddock |
| 4. Registration       | 9. Pre-Race Tech                 | 15. General Information            |
| 5. On-Track Sessions  | 10. Impound/Post Race Inspection | 16. Race/Driver Information        |
|                       | 11. Required Decals/Patches      |                                    |

**1. ENTRIES:** All drivers shall be current Sports Car Club of America (SCCA) members in good standing, hold a current National Competition License and shall meet all criteria as listed under section 2 Driver Eligibility.

**1.2. Driver Eligibility:** Drivers may enter as many classes as they wish, and drive any car eligible for that class, provided they meet all driver eligibility requirements for each and every class entered.

**1.3.** A driver may enter one vehicle in more than one class at this event. The driver shall have qualified for each class so entered per these Regulations and the vehicle shall be capable of meeting all requirements and specifications of those classes. Separate entry forms and fees are required for each class entered.

**1.4.** Entry forms must be filled out completely (all fields) in order to be considered valid. The Driver Bio is optional. The entry fee must accompany the entry.

**1.5. Entries will NOT be accepted before midnight May 1, 2006, CST.** All entries received prior to that date will be returned.

**1.6.** SCCA will not accept entries from drivers who do not meet the requirements of GCR Section 16.4.1, 16.4.2 and the guidelines as set forth by these Supplemental Regulations.

**1.7.** Entry fee is \$300 (non-refundable, U.S. funds) payable to SCCA, Inc. A \$25 fee will be charged, in addition to the amount owed, to those whose entry fee payment is returned for insufficient funds. If your entry is not accepted for the Runoffs®, or you withdraw in writing (FAX: (785) 232-7214, U.S. Mail or email: [runoffs@scca.com](mailto:runoffs@scca.com)) prior to Monday, September 18, 2006, your entry fee will be refunded. **ENTRY DEADLINE IS Friday, September 8, 2006.** A LATE FEE OF \$500, IN ADDITION TO THE \$300 ENTRY FEE, will be required for entries submitted online after 12 Midnight Central Time Friday, September 8, 2006 and for entries U.S. Postal Service postmarked or officially dated by an express service after Friday, September 8, 2006 (Postage meter imprint is not acceptable). Certified mail, return receipt, is recommended. Entries shall be mailed to:

SCCA Runoffs® Attn: Club Racing  
PO Box 1833  
Topeka, KS 66601-1833

**1.8.** SCCA reserves the right to modify the schedule based on the number of entries in each class. Any class that does not have at least 30 entrants by the close of normal entry date for the Runoffs® (Sept 8th), may be combined with another class or classes for all sessions including races.

**2. DRIVER ELIGIBILITY:** Entries will be accepted for this 2006 Interdivisional Championship Event from those drivers who meet all of the following for each class entered:

**2.1.** Shall have been classified as a starter in at least four (4) National Championship events in the current race season, of which two (2) shall have been in their Division of Record, and have been classified as a finisher in at least three (see GCR 7.3.2, 8.4 and 16.4.1.).

**2.2.** Shall have finished in the top ten (10) in their class in their Division's 2006 National Points Standings.

**2.3.** Shall have accumulated at least four (4) National Championship points in 2006.

**2.4. Defending National Champions:** See section 16.4.2, A., B., C., D. page 80 in the 2006 GCR for requirements.

**2.5.** If you are not sure you have sufficient points to qualify, send an entry anyway. If the entry is denied, your entry fee will be refunded. Drivers who believe their points accumulation totals for Divisional Championship standings and NATIONAL CHAMPIONSHIP RUNOFFS® invitations are in error, shall contact their DIVISIONAL POINTSKEEPER, prior to the entry deadline, for resolution. Only if satisfaction cannot be achieved at the Divisional Level should a driver contact the National Office for review of the matter.

**2.6. TIES:** In the event of a tie for tenth place, the first consideration for breaking the tie will be Runoffs® eligibility, followed by GCR 16.2.2.

**3. TRAVEL/TOW FUND:** During 2006 a Tow Fund will be collected and maintained by the SCCA for the purpose of partially reimbursing the expenses of certain drivers invited to the Runoffs®. A driver's payment will be determined by the actual mileage (one way) from the driver's permanent residence zip code to Heartland Park Topeka (HPT). We will use the US Census Bureau for determining driver's zip code to HPT mileage. This zip code will be checked against the permanent residence of the driver as of the date the entry is received at the National Office. The permanent residence will be the residence listed on the driver's last license renewal application unless a notice of change of permanent residence has been received prior to the receipt of the entry. False representation of permanent residence could result in penalties as provided in GCR section 14.

Tow Fund will be paid to the top three (3) drivers with the highest points total in each class from each Division (except those living closer than 200 miles with a maximum mileage of 2100 miles) who enter on time and are accepted to participate in the Runoffs®. Tow Fund checks will be mailed after the event to those eligible drivers who completed registration, tech inspection and turned at least one lap on the track during the week. Tow Fund may not be paid to drivers/entrants who were disqualified from their race, see Penalties section 12. In the event there is an unbreakable tie within a class and Division (see GCR 16.2.2.) affecting Tow Fund payout, both parties will receive payment.

**3.1. TOW FUND CHECKS WILL BE MAILED** as soon as possible after the event. The name and address on the check will match that of the W-9 form each driver must complete at driver registration. A Federal Tax ID number may be used in lieu of a Social Security number. In these instances, the W-9 must be completed using the Tax ID company name; the Tow Fund check will be issued to that named company. Federal Tax ID and Social Security numbers will be reported to the Internal Revenue Service as income for anyone who receives over \$600 in Tow Fund.

**3.2. TOW FUND CLAIM DEADLINE:** All inquires regarding Tow Fund must be made by December 15, 2006. Drivers who dispute funds received or believe they should have received funds must contact SCCA Club Racing by December 15, 2006. All claims made after this date will not be honored.

**4. REGISTRATION:** All times Central Time Zone

**4.1. REGISTRATION HOURS**

Thursday	Oct. 5	9:00 a.m. - 6:00 p.m.
Fri - Sun	Oct. 6-8	7:00 a.m. - 8:00 p.m.
Mon - Fri	Oct. 9-13	7:00 a.m. - 4:00 p.m.
Sat - Sun	Oct. 14-15	7:00 a.m. - 11:00 a.m.

**4.2. Drivers, Entrants, Crew with Transport Vehicles (that have a reserved parking space and entry confirmation)** and Volunteers may enter Heartland Park after registration hours by buying a \$40 (per person) refundable ticket and signing a waiver. This option will be available from the close of registration until 12:00 midnight from Oct. 5 through Oct 9. Drivers that do not have reserved parking spaces or have not yet received an event entry confirmation from SCCA will not be allowed to enter the facility with their Transport Vehicles without going through registration. To obtain a refund you must register prior to noon the next day and show your SCCA credential and refundable ticket.

After October 9<sup>th</sup>, all of the above must go through registration before gaining entrance to the facility. No one without a ticket or a credential will be allowed to enter the track after registration closes each day. Additional passes may be purchased from Heartland Park for \$40 each at the gate. Credentials must be worn in plain view.

**4.3.** All crew members who need to be in hot-pit areas must be listed as crew on your entry. SCCA shall provide a maximum of four (4) passes per entry for use by the driver and bona fide pit crew actually engaged in the servicing of each particular automobile. Only the Driver or Entrant may add/change free or pay crew names. The SCCA will inform all Registration personnel that the addition or transfer of crew names to any entry other than the team for which they will provide their services is prohibited. Additional passes can be purchased from Heartland Park for \$40 each.

**4.4.** Anyone found tampering with credentials shall be reported to the Chief Steward and is subject to penalties specified in GCR Section 14 Penalties.

**4.5.** Commemorative PHOTO ID's will be available at the track for \$5.00 each.

**5. ON-TRACK SESSIONS:** If combined groups for qualifying are larger than a total of 60 cars, the session MAY be divided into two parts with each group being given 10 minutes per class at the discretion of the Chief Steward.

**5.1.** During the Qualifying Sessions Monday Oct. 9<sup>th</sup>, (per GCR 9.4.2.E.) a White Flag will be shown on the first lap at each staffed corner station as information for the drivers regarding corner station location.

**5.2.** To be eligible to start the race, all cars shall qualify within 120 percent of the average of the fastest three qualifying times for their respective class. The Chief Steward may issue waivers to cars qualifying outside of the required 120 percent at his discretion. Requests must be made within thirty (30) minutes of the posting of the grid. Cars allowed to start at the back of the grid may be black flagged if lapped or fail to maintain a safe racing pace during the race.

**5.3. QUALIFYING:** The following procedure will be used to determine the order in which cars enter the track for qualifying on Monday: Random Number selections for position on the false grid for Monday's session will be made on Sunday, October 8<sup>th</sup>. The results of this random draw will be posted at Driver Information.

Positions on the false grid for the following days of qualifying will be based upon fastest qualifying results. Grid positions for the following day's qualifying session will be set 60 min. after each qualifying session. Trading or exchange of position is not allowed. In the case of combined groups, the order will be determined regardless of class. This process is **NON-PROTESTABLE**. All cars not on the false grid prior to the one minute signal shall relinquish their qualifying grid position and shall start from the back of the field.

**5.4. WARM-UP SESSIONS:** On Friday, Saturday and Sunday will be for WARM-UP only. Drivers may only participate in the warm-up session for the class in which they are entered.

**5.5.** Yellow lights are positioned on the bridge past Turn 9 (over tunnel). When displayed, these lights shall have the same meaning as the yellow flag per the GCR. The steady yellow will have the same meaning as a standing yellow. The flashing yellow will have the same meaning as a waving yellow.

**6. GRID:** All cars shall enter the race track through the false grid area located on the north end of the lower paddock. The next scheduled group shall not line up until the previous group has cleared the grid area. This is to keep the paddock roads clear for other traffic. Cars must be in position and the grid cleared of crew at the one (1) minute warning. Cars late to the grid shall enter the course from the grid through the pit lane.

**6.1.** With the permission of the Chief Steward, multiple class drivers who have back-to-back qualifying sessions may have their second car staged in the pit lane. The driver shall forfeit their qualifying grid position and be released from the pit lane at the back of the field.

**7. START/FINISH:** THE START/FINISH LINE FOR ALL STARTS AND RESTARTS WILL BE ON THE FRONT STRAIGHT. In the event of a wave off on the first racing lap, the grid will continue at pace speed until the green flag is displayed by the starter. Should the Chief Steward determine that a false start has occurred and the race started, the driver or drivers deemed to be at fault may be black-flagged and held for a period up to one minute in the pit lane. Other penalties may also be imposed (GCR 14).

**7.1. LENGTH OF RACE:** Official track length is 2.50 miles; all races will be twenty (20) laps or forty (40) minutes, whichever comes first. The forty minute time limit will be in effect for all races commencing when the pole car crosses the Start Finish line at the beginning of the first scored lap and shall continue uninterrupted with no stoppages for any situations. Finishers are defined according to GCR 8.4.

**7.2. ONE LAP TO GO:** A one lap to go sign with a number 1 will be displayed at the START/FINISH line indicating the last lap.

**7.3. VICTORY LAP:** Each class winner may take a victory lap in accordance with GCR 9.1.8.

**8. TIMING & SCORING:** All corrections, i.e., name and/or sponsor changes/additions, must be submitted to Timing and Scoring prior to 5:00 p.m. on the last day of qualifying.

**8.1. CAR IDENTIFICATION NUMBERS:** Assigned by the SCCA on a first-come, first-served basis. The Official Event Entry Form provides space to indicate six (6) possible numbers of your choice. Permitted numbers range from 00 through 99. Defending National Champions have the right of refusal for car #1 in their respective class. Number one (1) will not be assigned if not chosen by the defending National Champion. **Changes to assigned numbers must be made prior September 11, 2006.** Car numbers shall be in strict adherence to the GCR and are subject to approval by the Chief of Timing and Scoring. Illegible numbers may not be timed or scored. In addition to having numbers on the end plate, all Formula Cars are encouraged to have numbers elsewhere on the car.

**8.2. AMB TRANX 260 Transponders** are required for all on-track sessions. All cars must be equipped with a working transponder. If the transponder fails you may not receive all lap times or scoring.

**8.3.** To prevent interference with the timing and scoring equipment, no team or personal timing devices, or pit crew, will be allowed within the designated area on the pit wall at the official timing line and at the finish line.

**9. PRE-RACE TECH INSPECTION:** Tech Inspection will be held at the Registration building in the morning and at the Tech Building in the afternoons. Tech Inspection is on a first-come first-served basis during the following hours:

Location – Registration Building (Express Tech only – see section 9.1)		
Thursday	October 5	9:00 a.m. – 3:00 p.m.
Fri - Sun	October 6 - 8	7:00 a.m. – 11:00 a.m.

Location – Tech Building		
Fri - Sun	October 6 – 8	1:00 p.m. – 6:00 p.m.
Mon - Sun	October 9 – 15	7:45 a.m. – 6:00 p.m.

**Note: No engines will be run in the Tech area at any time during the week, unless directed to do so by a Tech official. Please push cars in and out of the area.**

**Note: Smoking is prohibited in the Tech area. Non-licensed minors and pets are not allowed in the Tech area.**

**9.1.** If your racecar does not need an annual tech and its logbook has no unresolved notations, you are eligible for Express Tech and do not need to present your car for Technical Inspection. After you have registered, please bring the following items to tech:

1. Vehicle logbook
2. Helmet with a 2006 Club sticker
3. Driver's suit
4. Tech Sheet/Vehicle Declarations Page (included in Driver packet)

**9.2.** If notations exist in the logbook, the racecar needs an annual tech, or the helmet sticker is not found, the car and/or gear shall be presented at Tech. All new cars requiring the issuance of a logbook shall be brought to the Tech area. Cars needing Homologation shall have this accomplished prior to arrival at Heartland Park.

**9.3. TECH STICKERS:** The RUNOFFS® DECALS are your tech inspection stickers and should be placed on both sides of the vehicle, lower front quarter panel on full fendered cars and on either side of the engine cover on formula cars and sports racers. In the event this placement is not possible, the Assistant Chief Steward of Tech will be responsible for the final placement of the RUNOFFS® DECALS. NO vehicle will be allowed to participate in this event WITHOUT the RUNOFFS® DECALS in their proper place at ALL TIMES during the NATIONAL CHAMPIONSHIP RUNOFFS® from Monday, October 9, 2006, through Sunday, October 15, 2006. A RUNOFFS® DECAL will NOT be issued until your vehicle(s) have been approved by Tech officials.

**9.4.** Tech inspection will concentrate primarily on safety. Items observed during the course of this inspection not in compliance with the GCR eligibility and/or preparation limits, will be noted by the Tech Inspector on the back of the tech card. The driver shall sign the back of the tech card to only acknowledge awareness that these discrepancies exist.

**9.5.** The Chief Steward will resolve all matters of eligibility and/or preparation non-compliance no later than ninety (90) minutes after the final qualifying session Thursday, October 12, 2006. In addition, any car impounded after its qualifying session that has a tech card bearing the above-mentioned notations and on which the noted items are unchanged, will automatically be reported to the Chief Steward.

**9.6.** All cars may employ two-way radios. You may be required to change frequencies if interference occurs with Event Officials, and/or track communications. Operation of radios on the following frequencies is **PROHIBITED:** UHF 451.8000, 456.8000, 461.1625, 462.0500, 462.15000, 463.67500, 463.8125, 464.3375, 464.5500, 464.80000, 464.9750, 466.1125, 468.67500, 468.8125, 469.5000, 469.5500.

**9.7. BACK-UP CAR PROCEDURES:** Any additional cars and/or chassis that may be used at any time during the event shall be presented at tech. The driver shall inform the Chief of Tech of said substitution no later than 90 minutes before the start of the next session for that car/class. The Chief of Tech shall inform the Chief Steward directly or through the Tech Steward. The driver shall be informed that any and all qualifying times and/or positions recorded by the driver/car combination prior to the substitution will be removed; the driver must re-qualify, if another such session is available, or be gridded at the rear of the grid if qualifying has been completed.

**9.8.** Formula Mazda Tire Rule: 17.1.6.F.1.e.10.(A,B,C,E), FSCCA Tire Rule: 17.1.6.A.5.13. (a,b,c) and SRSCCA Tire Rule: 17.1.5.G.13. (a,b,c) will not be in effect at this event. Sections of the rules not specifically mentioned remain in effect.

**9.9. SCALES:** The official scales will be available to drivers/entrants for the purpose of weighing their cars, according to the Schedule posted at Tech, except on a not-to-interfere basis during a class impound. The scales are located in the tech building.

**9.10. GRID AND PIT LANE TECH:** Tech Inspectors may be conducting additional visual inspections of race cars on the Grid and on the Pit Lane. These inspections will be non-intrusive and items not in compliance will be noted and the competitor will be directed to tech at the end of their session for additional inspection.

**9.11. TOURING, SHOWROOM STOCK, and SPEC MIATA:** Tech may exchange stock OEM components with parts supplied by SCCA.

**9.12.** All cars shall use fuel purchased from the track as follows:  
\* All SRF, Spec Miata, and Showroom Stock cars shall use Sunoco 93 Octane Unleaded.  
\* All Touring cars, rotary engine cars, as well those cars permitted to use fuel per the IT requirements of GCR section 17.4.1 shall use either Sunoco 93 Octane Unleaded or Sunoco 100 Octane Unleaded. Competitors must declare which fuel they are using and mixing of fuel types is prohibited.  
\* All remaining Production, American Sedan, GT, Formula cars, and Sports Racers shall use either the Sunoco 110, 112, or 116 Leaded. Competitors must declare which fuel they are using and mixing of fuel types is prohibited.

These fuels shall be purchased from the track, and will be tested in accordance with the Official Runoffs® Fuel Testing Procedure. A copy of this procedure will be available in tech.

Prior to Monday's first session or if you have changed fuel types, at a

**MINIMUM**, we recommend draining your tank/cell, and then adding a few gallons of your spec fuel, run the car and drain the tank/cell again. The track fuel pumps will be open Monday, October 2, through Sunday, October 15, 2006. Hours will be posted.

**9.13.** Fuel testing for compliance with Section 9.12 may be implemented during qualifying and post-race inspection. Fuel testing will be available to all competitors on a voluntary basis. The scheduled times for voluntary fuel testing will be posted at tech.

**10. IMPOUND AND POST RACE INSPECTION:** At the conclusion of each race, the first six (6) cars in each class shall proceed to the tech area. Impound passes will be issued to the driver and three crew members of the impounded cars. Additional cars may be ordered to the tech area at the discretion of the Chief Steward. Cars shall remain in the tech area with a minimum of one crew member until released. Crew members may leave the tech area after checking out with the Clerk of Tech and picking up a two-way radio.

**10.1.** At the conclusion of each qualifying session, all or some of the cars in each class may be impounded. The Chief Steward may require additional post-qualifying inspection at his/her discretion.

**10.2.** Tech inspectors may employ non-intrusive measuring devices (P&G gauge, Whistler, etc.) throughout the week. Competitors should note that these devices are used for a quick estimate of the measurement and do not ensure that the reading will be the same as that done during a detailed inspection which may occur at a later time.

**10.3.** During post race impound, admission to the Tech area is restricted to authorized drivers, officials and crew members with proper credentials. (**See section 10. Impound and Post Race Inspection**)

**10.4.** Competitors are responsible for performing required disassembly and/or reassembly of their racecar, as well as any resulting expenses incurred. All competitors shall be prepared to conduct disassembly in an expeditious manner and may be penalized for failing to do so. All competitors shall be under the control of Tech officials during post race impound and shall comply with all directives.

**10.5.** Any part found to be in non-compliance with the GCR Specification Book and/or Supplemental Regulations may be retained by the SCCA, Inc., and disposed of at a later date, at its discretion.

**10.6.** The FIRST PLACE CAR in each class, and others at the Chief Steward's discretion, will receive at least the following post-race inspection: Removal of cylinder head for measurement of bore, stroke, and valve size, where restricted by the rules for the class and category. A P&G gauge, or other measuring device, may be used in place of cylinder head removal at the option of the Chief Steward. Teardown WILL begin within forty-five (45) minutes following the conclusion of post race ceremonies. Teardown is to be completed within three (3) hours, except for Showroom Stock, Spec Miata, Touring, and AS. The Chief Steward may modify these procedures at his sole discretion.

**11. DECALS AND PATCHES:** All GCR required decals and patches as well as vehicle logbooks are available in Tech. All decals and patches required for Contingency programs will be available at the SCCA Operations Center located at the base of the Race Control building. GCR required Driver suit patches will be checked during pre-race Tech Inspection.

**12. PENALTIES / PROTESTS / APPEALS:** Penalties will be as stated in GCR section 14., except as follows: Drivers may be excluded from competing in the following year's Interdivisional Championship Event. **Tow Fund may not be paid to drivers/cars disqualified from the event.**

**12.1. PROTESTS:** All protests shall be lodged at the Competitor Services Center which is located in the Race Control Building. Driver advisors will be available to provide assistance. Protests shall be filed

and will be heard in accordance with the provisions of Section 13., of the GCR except:

A. Anyone who may be involved in a protest and fails to be available for the Court hearing waives their right to be heard and/or to call witnesses, as all protests shall be resolved at the event.

B. Protests against the validity of an entry or the eligibility of an entrant, driver or automobile, shall be lodged no later than ninety (90) minutes after the final qualifying session for the class of car being protested.

**12.2. All decisions or penalties rendered by the Stewards of the Meeting may be appealed.**

**12.3. APPEALS:** The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. As all appeals shall be resolved at the event, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 15., with the following exceptions:

Appeals shall be submitted to the Competitor Services Center. The time limit for receipt of an appeal will be one (1) hour following announcement of the First Court's decision.

**A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.**

**13. RACE RESULTS:** Results will normally be posted within thirty (30) minutes after the conclusion of each race at Drivers Information located at the north end of the Race Control building. Upon completion of the event, each competitor will be mailed the final results book.

**14. RULES OF OPERATION/PITS/PADDOCK: NOTE: ALL FEES LISTED BELOW ARE SET BY HEARTLAND PARK TOPEKA.**

**TRACK ORDINANCE: RACING ENGINES SHALL NOT BE RUN AFTER 10:00 PM OR BEFORE 6:30 AM**

**14.1. VEHICLE REGISTRATION AND RULES OF OPERATION:** All utility vehicles (including golf carts, rented or personal, plus pit trolleys, 3 and 4 wheelers, tractors, motorbikes and mopeds) must display a vehicle pass (sticker) that may be purchased at Registration for \$50 (vehicle passes for handicapped persons will not be charged.) The sticker must be affixed to the registered vehicle along with car number and class. Vehicle passes will not be required for bicycles, as BICYCLES ARE RESTRICTED TO PADDOCK AREA ONLY.

**14.2.** Non-licensed vehicles, except golf carts, rented or personal, and utility vehicles with an affixed vehicle pass are prohibited outside of the paddock area. Golf carts, other personal transportation, and utility vehicles in the spectator areas are restricted to designated areas.

**14.3.** Speed limit is ten (10) miles per hour.

**14.4.** Only licensed drivers may operate pit vehicles.

**14.5.** Pit vehicles must be used only for essential transportation and hauling. **Use of pit vehicles without headlights after dark is prohibited.**

**14.6.** Reckless and dangerous driving, speeding or disregard for pedestrians will cause revocation of the sticker and/or disciplinary action by the Stewards, per GCR section 14 (Penalties).

**14.7.** For the purpose of testing, scrubbing tires, bedding brakes, etc., no race cars will be allowed to leave or use the roads within the facility. The only race cars that will be allowed to be driven out of the facility will be the cars specifically used by competitors for day-to-day transportation (i.e., Showroom Stock cars). No race cars are permitted to

be driven outside the paddock area (except as noted above). **REMEMBER, YOU ARE RESPONSIBLE FOR THE ACTIONS OF YOUR CREW.**

**14.8. RULES OF THE PIT LANE:** The following are PROHIBITED from the pit lane: smoking, skateboards, roller skates/blades, scooters, children's tricycles, motorcycles and all motorized two-wheeled vehicles.

**14.9. Shoes which cover entire foot are required of those entering the Pit Lane Area. Sleeved shirts are required in the Pit Lane.**

**14.10.** Pets are welcome at Heartland Park Topeka. Owners are required to keep their pets on a leash and clean up after them. Heartland Park reserves the right to remove pets and owners that do not comply with the track regulations. Unruly or dangerous animals are not allowed at any time. **You are responsible for the actions of your animal.**

**14.11.** Posting of private classified for sale sign(s) are allowed in designated areas only. Heartland Park Topeka reserves the right to remove any advertisements that do not comply with these regulations or are offensive.

**14.12.** Rules of the Paddock: Do not poke holes in or otherwise damage the hard surface of the paddock for tent stakes or for any other reason. **Violators will be fined and removed from the event.**

**14.13. OIL, GAS, CHEMICALS AND ALL FLUIDS MUST BE DISPOSED OF IN PROPER CONTAINERS.** Special oil and fluid reclamation stations will be accessible throughout the garage and paddock areas. Please observe the instructions and only pour waste oil and fluids into the appropriate containers. Should something accidentally spill, please try to minimize the situation by cleaning up the affected area immediately.

**14.14. PARKING:** If you are participating in the Solo Nationals event and the Runoffs®, you must notify Heartland Park Topeka of your intentions so that arrangements can be made. Unless prior arrangements have been made with Heartland Park, teams arriving prior to Sunday, October 1, 2006, may not have access to the facility.

**NOTE:** Drivers/workers are permitted to stay over Sunday night, October 15, 2006 but need to vacate by 10:00 a.m. Monday October 16, 2006.

**14.15.** Should you desire a **reserved paddock parking location**, parking may be reserved with your registration confirmation from SCCA. There will be a link to the Heartland Park website which will have all available spaces for reservation. All spaces will be \$100. Spaces range from 25x40 to 30x60. Each competitor may only reserve one spot per entry. A \$25 surcharge will apply to all reservations taken over the telephone by Heartland Park Topeka. Parking will be available on a first come first served basis for those who have not previously reserved a space and/or do not wish to pay for a reserved spot.

**14.16.** To arrange early admission, please contact: Kyle Olberding at kolberding@hpt.com, 800-43RACES or 785-862-4781 or HEARTLAND PARK TOPEKA, PO BOX 19228, TOPEKA, KS 66619.

**14.17.** ALL vehicles must be parked within your designated paddock spot. If the vehicle does not fit in this area it must be parked IN DESIGNATED OVERFLOW PARKING AREAS. Each entry will be issued one free parking pass designated specifically for your paddock area. This pass will allow you access to your paddock area only. All personal vehicles that are parked in "no parking areas" or that do not have the proper parking pass for that area will be towed.

**14.18.** No enclosed trailer will be parked in paddock area unless one or more race cars are inside. Parking marshals will have the right to

inspect enclosed trailers and other vehicles for race cars. Motor homes towing enclosed trailers will have paddock space for ALL VEHICLES IF THEY FIT IN THE PADDOCK SPACE. There are designated areas for motor homes and trailers if they cannot fit within your designated paddock area.

**15. GENERAL INFORMATION:** NOTE: ALL FEES LISTED BELOW ARE SET BY HEARTLAND PARK TOPEKA.

SMOKING IS PROHIBITED INDOORS as well as TECH, PIT LANE & GRID.

**15.1. CAMPING:** Over night camping in the paddock or track-side MUST be in a legitimate self-contained motor home. NO EXCEPTIONS. Overnight tent/non self contained vehicle camping will be available in designated area only.

Bonfires or open fires in approved areas only. Outdoor cooking is allowed, but please keep safety in mind. Fireworks are not permitted on the grounds of Heartland Park. Please leave the grounds as you found them.

**15.2. MOTOR HOME** fee is \$75 for the entire event, consisting of Test week and Race week. The \$75 fee includes: water, (non-potable) delivery and pumping (one per week). **MOTORHOME SPACES WITH ELECTRICITY ARE AVAILABLE FOR \$150 AND CAN BE RESERVED THROUGH [WWW.HPT.COM](http://WWW.HPT.COM).** Once the team motorhome or trailer is parked in it's assigned space in the paddock, there will be no relocation unless directed by the Track Paddock Marshal. Please make your own provision for electricity, i.e. generator.

**16. RACE/DRIVER INFORMATION:** Driver Information is located in the RACE CONTROL BUILDING and is the "Information Center" for participants. Driver Information includes qualifying times, race results, sound control reports, protest and appeal results, messages and notification of parcel delivery. Paddock location of other participants may also be available. All requests for public address announcements can be made at Driver Information. A satellite driver information station will be located near Tech. Only qualifying times and race results will be available at this location.

All parcels should be delivered to **HEARTLAND PARK TOPEKA 7530 S TOPEKA BLVD, TOPEKA, KS 66619** and **MUST** include name of recipient or Team name and may be picked up between the hours of 7:00 a.m. - 5:00 p.m. at the DESIGNATED SHIPPING AND RECEIVING AREA. All freight deliveries will be delivered to the maintenance building. Please go to Driver Information with all of your questions before going to Heartland Park Topeka or on site SCCA offices.

**16.1. DISABLED CAR PARKING:** Disabled cars will be parked adjacent to Tech. Removal of any automobile must be approved by the Log Book Tech Inspector.

