

## BOARD OF DIRECTORS' MINUTES

**BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | November 6, 2006**

The Board of Directors, Sports Car Club of America, Inc. met via teleconference November 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, Mike Sauce and K.P. Jones. Jim Julow, President, Jeff Dahnert, Vice President of Finance, and Jeremy Thoennes Technical Director, also participated.

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

MOTION: To approve the Minutes of the October 2nd, 2006 meeting. (Porterfield/Holtz)

PASSED, Unanimous.

### FINANCE AND ADMINISTRATION - Jeff Dahnert

Jeff reviewed the financials for September month end. He indicated that October results will include the Solo Nationals and Runoffs, and will consequently give a much better financial picture.

### PRESIDENTS REPORT - Jim Julow

Jim reported that analysis of this year's Solo Nationals and Runoffs is being conducted. Action plans will be presented at the December board meeting. He also reported on sponsorship contacts made at the SEMA show.

### NEW BUSINESS

MOTION: To approve a full charter for The Big Island of Hawaii. (Porterfield/ Gordy) PASSED, Unanimous.

MOTION: To reschedule the 2007 Solo Nationals to September 7 through 12, and the Runoffs to October 1 through 7. (Sauce/Porterfield)

FAILED, VOTING Yes, Holtz, Engelke, Sauce, Porterfield, Allen, Clark. VOTING No, Jones, Dent, Christian, Sheridan, Fairer, Gordy, Introne.

MOTION: That the new Touring class be designated Super Touring instead of Touring 1. (Dent / Holtz) PASSED, Unanimous.

MOTION: To waive the provisions of the Operations Manual section 5.10.8.a, and GCR section 3.4.3.1.1, to allow Rocky Mountain Division to conduct three Double Nationals in 2007. (Christian/Porterfield) PASSED. Unanimous.

### CLUB RACING BOARD

MOTION: To approve the following items as submitted by the Club Racing Board: (Christian/Introne) Passed, Unanimous, except Item 14, VOTING NO, Porterfield, Sauce, Allen.

### GCR

**Item 1.** Effective 1/1/07: Add the following to section 3.8.A:

A signed (or in the case of an electronic entry, the approved Club Racing consent box checked), completed, and official entry blank has been submitted and received by the organizers (subject to subsequent refusal per section 3.8.1).

**Item 2.** Effective 1/1/07: Add the following to section 5.2 Expiration of License:

All licenses shall indicate the month and year of expiration. This shall coincide with the SCCA membership anniversary date. Competitors and officials, once registered, may participate for the duration of the weekend, even though his/her membership may lapse during that period.

**Item 3.** Effective 1/1/07: For clarification, add the following to the first paragraph of 5.4 Medical Requirements:

1. Every applicant for a Competition License or Permit shall submit a completed physical examination on the SCCA form to the National Office. The examination date shall be no more than three (3) months prior to the date of application. A new medical form is not required for a Novice Permit holder upgrading to a Regional or National License. A current physical ...

**Item 4.** Effective 1/1/07: Add the following to section 5.5.4 Private Driving Schools:

Completion of a course at an SCCA accredited private driving school may be submitted in lieu of one SCCA Driver's School, and credit for it granted at the discretion of the Chief Steward of an SCCA school or the Divisional Licensing Chairman upon completion of three (3) hours in-car on course time at SCCA Schools. Students completing the requirements associated with SCCA Competition License issuing schools may submit

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their license application with their completion certificate and medical form to receive their SCCA Competition License. A list of accredited driving schools will be published in ~~SportsCar~~ Fastrack or may be requested from the Club Office. Schools are subject ...

**Item 7.** Effective 1/1/07: Change the last sentence of the third paragraph of section 9.4.2.B as follows:

Cars may also pass others cars that are disabled ~~and~~ or otherwise cannot keep the pace as signified by a raised arm on the part of the driver of the ~~disabled~~ off pace car (see GCR 9.2.2).

**Item 8.** Effective 1/1/07: Change section 11 Technical and Safety Inspection as follows:

In order to enter the race course at any time during an event, a vehicle shall display a Tech Sticker signifying successful completion of technical and safety inspection as prescribed in the following sections. ~~Passing safety inspection and receiving a Tech Sticker is an indication that the car is safe to go on course. It is not a certification of legality.~~ Technical inspection assists event officials with determining, in their judgment, eligibility for participation in a SCCA sanctioned event. The technical inspection does not ensure, certify, or warrant that the vehicle or any part thereof is safe or totally and ultimately compliant with all applicable rules. The technical inspection does not in any way change the fact that the driver, the crew members, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment. By conducting a technical inspection, SCCA and each of its directors, officers, employees, and officials, make no representations, warranties, or assurances that a technical inspection, including the review of any written information, will do any or all of the following:

- Detect every or any problem with a vehicle or a driver's personal equipment or clothing; or
- Detect every problem with rule compliance; or
- Prevent bodily injury, death, or personal monetary damage.

*The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle, equipment, and clothing and compliance with all SCCA rules, regulations, and agreements, including but not limited to those contained in the GCR. Moreover, in the case of technical violations, the participant acknowledges, understands, and agrees that the participant is charged with full knowledge of every component of participant's vehicle and that even if a third party (for example, an engine builder) has caused the participant's vehicle to be noncompliant, the participant will still be responsible for and charged with any applicable violation and penalty.*

**Item 9.** Effective 1/1/07: For clarification, add the following to the end of section 12.2 as follows:

*Numbers must be truncated to the lower whole number. Anything after the decimal point is ignored.*

**Item 10.** Effective 1/1/07: Move section 17.1.2.F.4.i.10.a-d Single Inlet Restrictors to the Glossary with the following definition:

Single Inlet Restrictor (SIR) - a system to limit engine performance that meets the following criteria:

- a. The intent of this restriction system is to have a sealed system from the Restrictor to the Intake Ports of the Cylinder Head. All of the air entering the Intake Ports shall pass through the specified Restrictor. Modification or addition to any part of the Intake System that allows the introduction of air into the Intake Ports that has not passed through the specified Restrictor is prohibited.
- b. The Engine Air Intake System must be fitted with an aluminum air restrictor. The Intake System is defined as an assembly of parts, including but not restricted to: the restrictor, Restrictor Housing, Ducting, Filters, Air Box, Velocity Stacks, Throttle Body, Carburetors, Manifold and Manifold Gasket up to the Intake Ports on the Cylinder Head.
- c. The Restrictor must be round in shape. The maximum ID of the Restrictor is listed on the vehicle's spec line. The Restrictor's maximum ID must be maintained for a minimum length of 3mm. Restrictor mounting/placement within the intake system is free, but must allow accessibility for measurement. It is acceptable to have some minor disassembly of the intake system to provide access to the Restrictor for measurement.
- d. Measurement device and restrictor shall be similar temperatures when used. Sealing the Restrictor from its supply of air must cause the engine to stop within 4 seconds. This check is to be made at an engine speed of approximately 2500 rpm. The sealed airbox must withstand this test. Pressure sensors present inside the intake system must be disconnected during this check.

**Item 13.** Effective 1/1/07: Add a new paragraph to section 17.1 to read as follows: *Classes not designated "Regional Only" shall be eligible to compete for invitation to the Interdivisional Championship (Runoffs) per section 16.4.*

**Item 14.** Effective 1/1/07, add to section 11.1 as follows:

A full and complete Technical and Safety Inspection shall be performed by a Licensed Scrutineer (Divisional/National) on each car once a year (12 months). If the car passes *Annual Technical Inspection*, the tech inspector shall enter the date of the safety harness expiration in the logbook, ~~Tech~~, the logbook shall be stamped with the "official" inspection stamp, dated, and signed.

### **Production**

**Item 1.** Effective 1/1/07: Reclassify the EP 1985-87 Volkswagen Golf 1.8 and 1982-84 Volkswagen Jetta to FP at their current specifications.

### **Grand Touring**

**Item 1.** Effective 1/1/07: Change the first paragraph of section 17.1.2.D.8.a.11.A to read as follows:

A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above *except for a front splitter that may extend up to two (2) inches*. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full width bottom shrouding of the front

spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

### **Touring/Showroom Stock**

**Item 1.** Effective 1/1/07: Change section 17.1.8.D.1.h.1 to read as follows:

*All cars classified in T1 and ST may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing. All Touring cars may replace any ~~any~~ part of the exhaust system beyond the catalytic converter(s) ~~may be replaced~~, provided: ...*

**Item 2.** Effective 1/1/07: Reclassify the SSC Mini Cooper S to SSB at 2,750 lbs with optional 17 x 7 wheels and no restrictor.

### **Improved Touring**

**Item 1.** Effective 1/1/07: Reclassify the ITS 1990-94 Toyota MR2 to ITA at its current weight.

### **Spec Miata**

**Item 1.** Effective 1/1/07: GCR Section 17.1.9.C.3: Add a new section d to read:

*d. The 1990-93 Miatas may convert to the 1999 or later differential housing and the 4.3 differential gear ratio from the 1999 or later model years. This conversion includes the drive shaft and half-shafts. The original 1990-93 model rear suspension uprights must be retained.*

**Item 2.** Effective 1/1/07: Add the following to the end of section 17.1.9.C.4.d:

*One end of the sway bar(s) may be disconnected as a suspension tuning aid. The bar must remain in place and be solidly attached to the suspension on one end.*

**Item 3.** Effective 1/1/07: Change the last sentence of section 17.1.9.C.2.a to read:

~~The aftermarket radiator shall be modified, if necessary, to mount the OEM cooling fan(s). At least one functional stock OEM cooling fan must be mounted in one of the stock locations.~~

**Item 4.** Effective 1/1/07: Change the last sentence of section 17.1.9.C.7.c to read:

1999-up cars may use the OEM chin spoiler for these cars (99 - 00 p/n: NC10-V4-900F or 01 - 05 p/n: NO67-V4-900G).

**Item 5.** Effective 1/1/07: Change section 17.1.9.C.1.f to the following:

Clutch System

~~Any clutch disc and pressure plate of stock diameter may be used provided that they shall be bolted directly to an unmodified stock flywheel. The addition of an external scattershield per GCR 17.24 is permitted and recommended.~~

*All cars must use either the stock OEM pressure plate appropriate for the model year or the ACT pressure plate (Mazdaspeed p/n: 0000-0205401-SS (1.6L cars) or 0000-0205404-AC (1.8L cars)). The unmodified pressure plate must be bolted directly to the appropriate stock, unmodified flywheel. Any clutch disk may be used.*

### **Formula**

**Item 1.** Effective 1/1/07: Change section 17.1.6.G.1.L.1 (Formula S Class - Weight) as follows:

~~The minimum weight of the vehicle as raced, without driver, shall be 750 lbs. Cars of composite (i.e., fiberglass, carbon fiber, Kevlar, etc.) chassis construction shall not exceed a maximum weight, as raced without driver, of 1300 lbs. Cars of conventional tubular space frame or metallic, monocoque chassis construction that are in excess of 1500 lbs, as raced without driver, require specific approval by the Club Racing Board and Club Racing Technical Manager for homologation and competition eligibility.~~

**Item 2.** Effective 1/1/07: Change the third paragraph of section 17.1.6.C.9 to read as follows:

No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires. Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel. Wings (airfoils) are prohibited. Floor and safety equipment shall conform to Section 17., of the GCR. A firewall to prevent passage of flame and debris between the engine area and driver's compartment shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height. Forward facing air ducts may be installed for the purpose of delivering cooling air directly to the engine, cylinder heads, oil cooler, and/or carburetor, ~~provided the ducted air makes a ninety (90) degree bend within the bodywork.~~ *If these ducts are within the profile area defined in Section C.12, then the ducted air must make a ninety (90) degree bend within the bodywork.* Air duct openings may be located within the cockpit area, and/or penetrate the firewall, provided the duct is baffled or the firewall is extended to prevent flame and debris from reaching the driver. Any shape may be used to form firewall extension. Any other firewall inlet shall also prohibit passage of flame and debris. (Recommend: that ALL of this extension be the same width as the firewall, allowing for bodywork contour limitations, and extend in a horizontal plane back two (2) inches, minimum, past the carburetor body.)

**Item 3.** Effective 1/1/07: Change the second paragraph of section 17.1.6.E.15.a. to read as follows: Carburetor mounting shall be of individual runners, no balance pipes, no plenums *unless fitted as standard as on the 493 engine*. ~~Restrictor plates are no longer required.~~ Supercharging, turbo charging, and direct fuel injection are prohibited. ~~If balance tube(s) are in place from the manufacturer they must be removed and the openings must be plugged.~~

**The following items were tabled**

**GCR**

**Item 12.** Effective 1/1/07: Change section 17.1.11 to read as follows:

17.1.11. Participation ~~Level~~ *Requirements for National Status*

A. A National Championship class shall retain its National Championship status as long as *its annual* ~~the~~ average number of *entrants* ~~qualifiers~~ remains at 2.5 ~~2.5~~ or more per *National* event, ~~in the top five (5) divisions per class.~~

B. When the average number of *entrants* ~~qualifiers~~ in a class at Nationals falls below 2.5 ~~2.5~~, the class shall be allowed one additional year to bring the participation level above the current requirement. Alternatively, it may be immediately consolidated into an existing class. If, in the grace year, the class does not exceed the current requirement per National race, it shall either be consolidated into an existing class or revert to a Regional only class.

C. *Based on member input*, a Regional Class *meeting or exceeding with participation levels 0.5 above* the participation requirements outlined in paragraph 17.1.11.A. for *one (1) year* ~~two (2) successive years~~ may be considered for inclusion in the National Championship racing program, except Improved Touring.

D. *Based on member or manufacturer input*, the CRB may recommend the creation of new National classes to the BoD for approval. *National classes created under 17.1.11.D shall be given five (5) years to attain an average of 2.5 cars per National event before being considered for consolidation or reversion to Regional status per paragraph B above.*

*Note 1: For the purposes of this section, "entrants" shall be defined as drivers classified in the final official race results of National races as finishers, did-not-finish (DNF), or disqualified (DQ). Drivers classified as did-not-start (DNS) shall not count as entrants.*

*Note 2: For the purposes of this section, GTL shall be considered a new class from 2005, T3 and Spec Miata from 2006, and B Prepared, D Prepared and Formula 1000 from 2007.*

**The following items were rejected by the BoD**

**GCR**

**Item 5.** Effective 1/1/07: Change section 8.4.1 as follows:

In order to be considered a finisher, a car shall complete half the distance covered by the ~~overall~~ winner of the *same class*. If the race length is an uneven number of laps, divide the ~~overall~~ class winner's laps by two and round down to the nearest whole integer. A car has five (5) minutes after the checkered flag is displayed to complete his or her lap.

**Item 6.** Effective 1/1/07: Change section 8.9.2.6 as follows:

When a car is disqualified, excluded, or withdrawn, the results should list the cars ~~in the original~~ *at the bottom of the finishing order, showing the true finishing order as affected by the disqualification, exclusion, or withdrawal* ~~noting the cars have been affected.~~ The results should show the final overall and class positions, as adjusted, for all finishers. ~~The disqualified car (or cars) should be footnoted thusly: "Car number (X) is disqualified (or excluded or withdrawn); all subsequent cars moved up."~~

**Item 11.** Effective 1/1/07: Change section 17.5.1 Numbers and Classes as follows:

... Numbers ~~shall not be more than two (2) digits, and shall meet the approval of the Chief of Timing and Scoring. Three (3) digit numbers may be used when individually approved by the Chief of Timing and Scoring~~ may be 2 or 3 digits. *It is recommended that 3-digit numbers be used only when two drivers within one division request the same permanent number from their division. If three digits are used, the first number must be the number of the division, as follows:*

Central Division	1xx
Great Lakes Division	2xx
Midwest Division	3xx
Northeast Division	4xx
Northern Pacific Division	5xx
Rocky Mountain Division	6xx
Southeast Division	7xx

Southern Pacific Division 8xx

Southwest Division 9xx

MOTION: To adjourn.

Respectfully submitted,

Jim Christian  
Secretary

## BOARD OF DIRECTORS' MINUTES

**BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | November 13, 2006**

The Board of Directors, Sports Car Club of America, Inc. met via teleconference November 13th, 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, Mike Sauce and K.P. Jones. Jim Julow, President, and Jeff Dahmert, Vice President of Finance, also participated.

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

MOTION: To approve the Minutes of the November 6th, 2006 meeting. (Holtz/Fairer) PASSED, Unanimous.

### NEW BUSINESS

MOTION: To approve the following Executive Stewards for 2007. (Allen/Dent) PASSED, Unanimous.

Northeast Division, Jack Hanifan

Southeast Division, Rick Mitchell

Great Lakes Division, Steve Harris

Central Division, Angelo Gazzola

Midwest Division, TBA

Southwest Division, Tom Brown

Rocky Mountain Division, Joseph Hobbs

Northern Pacific Division, Gary Meeker

Southern Pacific Division, Rob Walker

MOTION: That the National office be closed from December 23rd, through January 1st, for the Holidays. (Fairer/Sauce) PASSED, Unanimous

MOTION: That the vote to fund SCCA Pro Racing, be made in open session. (Porterfield/Sauce) PASSED, VOTING, No, Jones.

MOTION: To approve a loan to SCCA Pro Racing in the amount of \$300,000, payable within two years, at a rate of 4% per year. (Jones/Gordy) PASSED, VOTING No, Christian, Sauce, Porterfield.

MOTION: To adjourn.

Respectfully submitted,

Jim Christian  
Secretary

## CLUB RACING BOARD MINUTES

**CLUB RACING BOARD MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | November 7, 2006**

The Club Racing Board met by teleconference on November 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.

In addition to those items covered in Technical Bulletin 06-12, the following decisions were made:

### SUBMITTED TO BoD FOR APPROVAL

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

## 2006 AUTHORIZED COMPETITION LICENSE ISSUING SCHOOLS

### REGIONAL

#### AMERICAN RACING ACADEMY

7055 Speedway Blvd, Ste E102  
Las Vegas, NV 89115  
702-643-2160, 877-463-7223  
www.AmericanRacingAcademy.com

#### BOB BONDURANT SCHOOL

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

### REGIONAL & NATIONAL

#### BARBER RACING SCHOOL

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

#### 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 LOA1K0  
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

For corrections or additions, contact  
Terry Ozment at 1-800-770-2055 or  
tozment@scca.com

## Formula

### FSCCA

**Item 1.** Based on member input and participation the Club Racing Board is recommending that FSCCA be removed from Formula Atlantic and have its own, stand-alone National Class.

Effective 1/1/07: Add FSCCA to the list of classes under Section 17.1.6. Remove Formula SCCA from the FA classification table section 17.1.6.A.1.a.2.

### FF and FC

**Item 1.** Effective 1/1/07: Change section 17.1.6.D.6.b as follows:

~~There shall be a crushable structure, securely attached to the front bulkhead, with a minimum cross section of 200 sq. cm (31 sq. in.), 40cm (15.75") forward of the clutch and brake pedals (not depressed) constructed of a minimum of eighteen (18) gauge 6061-T4 or equivalent aluminum.~~ Front and rear impact attenuation structures are strongly recommended. Impact attenuation structures shall be securely attached to the entirely sprung part of the car. Attachment of any front impact attenuation structure shall not extend more than 50mm to the rear of the front bulkhead. Impact attenuation structures may be fabricated from metallic and/or composite materials.

### RECOMMENDATIONS TO THE BoD

None

### MEMBER ADVISORIES

#### Sports Racer

DSR - The F/SR advisory committee is working on a plan to allow engines from the GTL class in DSR and will be publishing the specifications in an upcoming FasTrack.

#### Formula

Based on member input the F1000 rules have been revised as follows:

#### H.1. FORMULA 1000 PREPARATION RULES

Formula 1000 is a restricted class. Therefore, all allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars.

#### A. Definition

A formula for purpose built, open-wheel, open cockpit racing cars. F1000 allows converted Formula Continental, Formula 2000, Formula Ford, and purpose-built motorcycle-powered tube frame chassis. Re-homologation as an F1000 is required for all converted cars.

#### B. Safety

F1000 cars must comply with GCR Sections 17, 18, 19, and 20. Additional safety requirements are addressed in sections C and D.

#### C. Chassis

1. The chassis shall be of tubular steel construction only. Composite construction (defined as carbon fiber, Kevlar, honeycomb or fiberglass) in a structural application is prohibited, except as specifically allowed in these rules. Stress bearing panels are not permitted except as specifically allowed in these rules. Stress bearing panels are defined as sheet metal affixed to the frame by welding, bonding, rivets, bolts, or screws which have centers closer than 150mm.

2. The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; i.e., pedals not depressed) and shall remain behind the front bulkhead. The lower mainframe tubes shall be a minimum of 25cm apart (inside dimension) from the front bulkhead to the rear roll hoop.

3. The area between the upper and lower mainframe tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall incorporate one of the following:

a. Panel(s), minimum of either .060 inch heat-treated aluminum (6061-T6 or equivalent) or eighteen (18) gauge steel, attached outside of the chassis tubes.

b. Reinforced body at a minimum, consisting of a double layer, five (5) oz., bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame.

For either method, fastener centers shall not be closer than 150mm (no stress-bearing panels). The material used for the chassis braces in this area shall at least be equivalent to the roll hoop brace material.

4. A stress-bearing floor pan/undertray is permitted between the front bulkhead and the rear axles. Composite or stabilized materials shall not be used for stress-bearing panels. The mountings for brake and clutch pedals and cylinders (front bulkhead), instruments, (front roll hoop bulkhead), and rear roll hoop bulkhead (behind the driver) may be stress-bearing panels, also. The firewall portion of the rear roll hoop bulkhead (panel) shall extend the full width of the cockpit. Forward facing air ducts may be installed to deliver air directly to the engine area. Air duct openings may be located within the cockpit provided the firewall is extended to prevent flame and debris from reaching the driver. (Any shape may be used to form the firewall extension.) All firewall inlets shall prohibit passage of flame and debris.

## 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  
East Coast: 703-349-0875  
West Coast: 719-761-1372  
[www.faaast.com](http://www.faaast.com)

### MSR HOUSTON

1 Performance Drive  
Angleton, TX 77515  
281-672-0661  
[www.msrhouston.com](http://www.msrhouston.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

### SPRING MOUNTAIN ADVANCED DRIVING SCHOOL

3601 S. Hwy 160  
Pahrump, NV 89048  
888-VET-4Fun  
[www.springmountainmotorsports.com](http://www.springmountainmotorsports.com)

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

5. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels may be nonferrous, of any shape, and fastened to the frame in any manner.

6. No engine oil or water tubes are permitted within the cockpit.

7. It is not permitted to construct any suspension member in the form of an asymmetrical airfoil or to incorporate a spoiler in the construction of any suspension member. Symmetrical streamlining of suspension members is permitted.

8. Front and rear impact attenuation structures are strongly recommended. Impact attenuation structures shall be securely attached to the entirely sprung part of the car. Attachment of any front impact attenuation structure shall not extend more than 50mm to the rear of the front bulkhead. Impact attenuation structures may be fabricated from metallic and/or composite materials.

#### D. Bodywork and Airfoils

1. See table of dimensions. (Airfoils are a requirement for this class.) Forward-facing roll bar/roll cage bracing and required padding will not be considered in the cockpit opening dimensions shown in the table.

2. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, except the steering wheel and/or driver's head surround structure. The steering wheel and head surround must be removable by the driver without the use of any tools.

3. Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.

4. Carbon fiber is prohibited in any external panels or any panels licked by the air stream (e.g., radiator ducting or engine air inlet), with the exception of impact attenuation structures. Carbon fiber may be used in internal panels and components (e.g., instrument panel, radio boxes) unless otherwise restricted.

5. The entrant shall designate a flat rectangular reference area with minimum dimensions of 30cm by 30cm. This reference area is located on the lower surface of the car (the surface licked by the air stream) between the rear of the front tire and the front of the rear tire. The center of the reference area must be no more than 75mm from the longitudinal centerline of the vehicle.

Between the rear of the front tire and the front of the rear tire, no point on the lower surface of the car (the surface licked by the air stream) shall be more than 25mm above the plane determined by the reference area designated by the entrant and on a line perpendicular to that reference plane. No point on the lower surface of the car may be below the plane determined by the reference surface on a line perpendicular to that reference plane, except as specifically permitted herein. Compliance with these requirements shall be accomplished by placing a straight edge on the reference surface designated by the entrant and verifying that the requirements are met. A maximum of four (4) rub blocks of maximum dimension 75mm by 125mm are allowed anywhere on the lower surface of the chassis, and may extend below the reference plane.

6. A diffuser is permitted behind the front of the rear tires. The maximum width of the diffuser is 95 cm.

7. Movable aerodynamic devices, including aerodynamic skirts, are prohibited.

8. The maximum permitted width of the bodywork is 150cm. The width of the entire lower surface of the car between the rear of the front tires and the front of the rear tires shall not exceed the maximum width of the bodywork by more than 50mm and shall not exceed 150cm.

9. The safety roll bar/roll cage and engine air box are not included in the maximum height restriction (dimension C in the table below).

#### E. Engines

1. Motorcycle-based 4-cycle up to 1000cc.

2. Engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification.

3. The stock ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.

4. Turbochargers and superchargers are prohibited.

5. Carburetion and fuel injection are unrestricted.

6. The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations.

## 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  
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  
ww.homesteadmiamispeedway.com

### INDIANAPOLIS RACEWAY PARK

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

7. The lubrication system is unrestricted. A dry sump system is permitted; any oil pan and/or baffling is permitted.

8. Oil coolers are unrestricted.

9. The cooling system is unrestricted. Radiators, if housed in or incorporating a cowl air-scoop deflector, shall comply with bodywork rules.

#### F. Inlet Restrictors

The air inlet system is unrestricted at this time. However, the CRB may require the use of an inlet restrictor at any time by publishing the requirements in FasTrack.

#### G. Fuel system

The fuel system is unrestricted within the following limitations:

1. Any fuel permitted for any class in GCR 17.4.1 may be used in F1000.
2. Fuel Cell Vents: Fuel tank air vents shall be located at least 25cm to the rear of the cockpit.
3. Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.
4. Fuel cell shall comply with Section 19.
5. Fuel capacity maximum is 10.83 gallons.

#### H. Electrical System

The electrical system is unrestricted within the following limitations:

1. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.
2. Lights: a taillight (rain light) is required per GCR Section 17.19

#### I. Transmission/Final Drive

1. Rear wheel drive only is permitted.
2. The final drive ratio is unrestricted.
3. Cars may use sequentially shifted motorcycle transmissions. Reverse gear is not required.
4. All gear changes must be initiated by the driver. Mechanical gear shifters, direct-acting electric solenoid shifters, air-shifters and similar devices are permitted. Devices that allow pre-selected gear changes are prohibited.
5. The clutch is unrestricted.

#### J. Suspension

1. All suspension components shall be of steel or ferrous material, except that hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings and bushings, spring caps, abutment nuts, anti-roll bar links, shock absorber caps, and nuts may be aluminum alloy.
2. Springs must be steel.
3. Shock absorbers must be steel or aluminum alloy body.
4. Control arms and all associated items that attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit.
5. Front A-arms shall be equipped with anti-intrusion bars to limit intrusion into the cockpit.

#### K. Brakes

Unrestricted, except for the following:

1. All pistons in a given caliper must be of the same size. Calipers must be ferrous or aluminum alloy.
2. Brake rotors are restricted to ferrous material.

#### L. Steering

Unrestricted.

#### M. Wheels and Tires

Thirteen-inch diameter wheels with a maximum rim width of 10-inches are the only wheel sizes permitted. Material is unrestricted providing it is metal.

#### N. Minimum weight

Minimum weight is 1,000 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

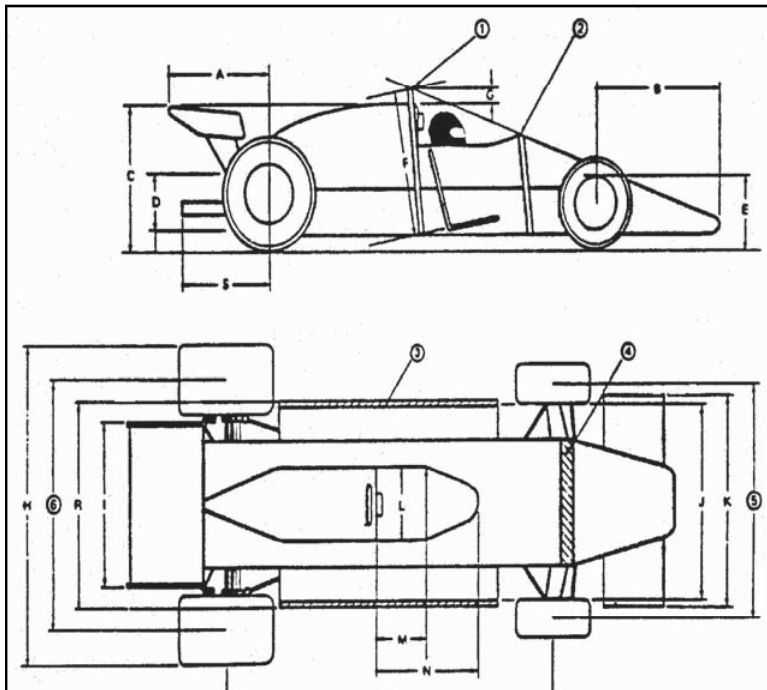
#### PHOENIX INTERNATIONAL RACEWAY

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

**O. F-1000 Dimension**

Maximum height is measured with the driver aboard. The safety roll bar/roll cage and engine air box are not included in the maximum height restriction (dimension C).

	<b>Dimensions (Refer to drawing)</b>	<b>Measurements (cm)</b>
A	Maximum rear overhang from rear wheel axis	80
B	Maximum front overhang from front wheel axis	100
C	Maximum height measured from the ground	90
D	Exhaust height measured from the ground	20-60
E	Maximum height of any front aerodynamics device	Rim Height
H	Maximum width of entire car	185
I	Maximum rear aerofoil width (including endplates)	95
J	Maximum width of body and lower surface of the car behind front wheels	150
K	Maximum front wing width	135
L	Minimum cockpit bodywork opening	45
M	Minimum cockpit bodywork parallel opening length	30
N	Minimum cockpit bodywork overall opening length	60
S	Maximum exhaust length from rear wheel axis	80
7	Minimum wheel base	200
5, 6	Minimum track	120
	Maximum diffuser width	95



**NEW CAR CLASSIFICATIONS**

None

**REFERRED or TABLED**

None

**NOT RECOMMENDED**

**Production**

HP - Help the 948cc Sprite/Midget by adding weight to the Spitfire and 1275 Sprite/Midget (Sorenson). The car is competitive as classified.

**MAJOR CIRCUIT CONTACTS**

(continued)

**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  
5007 Winder Highway, Braselton, GA  
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.sebringraceway.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**

Clarkson, 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

### **Grand Touring**

1. GT1 - Allow E85 fuel in GT1 (Poremba). Alternative fuel programs are currently under consideration.
2. GT2 - Reclassify the Porsche 944 2992L to GT3 (Eastman). There are ample engine options in GT3.
3. GTL - Double check the SIR and weight requirements for the Honda CRX with the D15 3-valve engine (Maloney). We will continue to monitor the car's performance.

### **Formula**

F1000 - Allow 1200cc V-twins in F1000 (Nash). The 1200cc is outside the 1000cc parameter limit of F1000. We will consider the 1200cc in the future.

### **Previously Addressed**

None

### **No Action Required**

### **Production**

1. P - Allow cars with logbooks to continue without updating their cages (Perkins/Krantz). Thank you for your input.
2. P - Roll cage input (Nesbit). Thank you for your input.
3. P - Support for dry sumps in LP cars (Engelke). Thank you for your input.
4. P - Opposition to dry sumps in LP cars (Tavers). Thank you for your input.
5. P - You have forced me to part out my Midget (Baumgartner). Thank you for your input.
6. EP - Support for the reclassification of the Neon to FP (Sherman). Thank you for your input.
7. FP - Opposition to the added weight to the Lotus Super 7 (various - 19 letters). Thank you for your input.

### **Grand Touring**

GT2 rules proposal input (various - 3 letters). Thank you for your input.

### **Spec Miata**

1. Remove the restrictor from the 94-95 Miata and increase the restrictor size for the 96-05 Miata (Payson). We have made changes to the class and wish to monitor the results.
2. Equalize the 1.6L and 1.8L cars (Siemion). We have made changes to the class and wish to monitor the results.

### **Formula**

1. FA - Support for composite chassis weight reductions (Lecain). Thank you for your input.
2. FF - Opposition to changing FF class weight, spec tires, and new engines (Kephart). Thank you for your input.
3. FF - Support for new engines (Nash). Thank you for your input.
4. F/FF - Support for F600 concept, freeze the FF rules except for parts replacement (Cohn). Thank you for your input.
5. FF - Don't change the FF rules but spec a tire (Davison). Thank you for your input.
6. F1000 - F1000 input (various - 8 letters). Thank you for your input.

### **Sports Racer**

1. S2000 - Spec a port for the aluminum cylinder head (Brandt). The CRB is working with the manufacturer to define the final configuration.

### **Resumes**

None

## **CLUB RACING TECHNICAL BULLETIN**

**DATE:** November 7, 2006

**NUMBER:** TB 06-12

**FROM:** Club Racing Board

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

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

All changes are effective 12/1/06 unless otherwise noted.

### **GCR**

1. Clarify Section 18.2.7, p. 103, by adding the following to the end of the third sentence, NASCAR style side protection, or *one bar bisecting another to form an "X"* is permitted.

### **Production**

### **EP**

1. Austin-Healey 3000 Mk I, II, III, p. 26-27, add to the specs as follows: Carb. No. & Type: (3) 2" SU carbs.

2. Porsche 911 2.2L, p. 42-43, correct the specs to read as follows: Track (F/)(in): 58.2 / 57.4.
3. Porsche 944/924S 2.5L (2V) (83-88), p. 42-43, change the specs to read as follows: Weight(lbs): 2340 \*2399 \*\*2457.
4. Volkswagen Golf 1.8 (85-87), p. 48-49, add to the specs as follows: Notes: VW cyl. head #026103351BF or #026103265HX permitted.
5. Volkswagen Jetta (includes GLI) (82-84), p. 48-49, add to the specs as follows: Notes: VW cyl. head #026103351BF or #026103265HX permitted.

## GT

### GT2

1. Acura NSX, p. 42, add to the specs as follows: Engine Type: SOHC, Bore x Stroke(mm): 89.0 x 86.0, 89.0 x 93.0, Displ.(cc): 3210, 3471, Carburetion: SOHC engines: 37mm SIR, Weight(lbs): SOHC @ 2280.
2. Acura RSX, p. 37, add to the specs as follows: Engine Type: SOHC, Bore x Stroke(mm): 89.0 x 86.0, 89.0 x 93.0, Displ.(cc): 3210, 3471, Carburetion: SOHC engines: 37mm SIR, Weight(lbs): SOHC @ 2280.
3. Chevrolet Monza 2.7L (75-80), p. 42, correct the specs to read as follows: Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 101.6 x 82.55, Displ.(cc): 2677, Wheelbase(in): 97.0.
4. Ferrari 308 GTB (1976-), p. 43, add to the specs as follows: Bore x Stroke(mm): 83.5 x 68.0, Displ.(cc): 2980, Valves per Cyl.: 4, Carburetion: 2980cc: 37mm SIR.
5. Ferrari 288, 328, 348, 355 w/ 308 GTB engine, p. 43, add to the specs as follows: Bore x Stroke(mm): 83.5 x 68.0, Displ.(cc): 2980, Valves per Cyl.: 4, Carburetion: 2980cc: 37mm SIR.
6. Pontiac Sunfire GT (Cavalier Z-24), p. 47, add to the specs as follows: Bore x Stroke(mm): 89.9 x 89.03, Displ.(cc): 2210, Carburetion: 37mm SIR, Weight(lbs): 1950, Notes: GM Racing block #XGB615 and cylinder head #XGH614 permitted.

### GT3

1. Nissan 350Z, p. 51, change the specs for the 1998cc engine to read as follows: Carburetion: 33mm SIR. Add to the notes as follows: SR20VE version permitted.

## Touring

### T3

1. Honda S2000, change the specs to read as follows: Tire size: (F) 205/55 or 215/45, (R)225/50
2. Subaru WRX TR (2006), classified in TB 06-02, change the specs to read as follows: Wheel Size(in): 17 x 8, Tire Size: 245/35 max. (F&R), Weight(lbs): 3360, Notes: This max. tire size supersedes TCS tire rule section 17.1.8.D.7.b.

## SM

1. Section 17.1.9.C.1, p. 3, add to section 17.1.9.C.1.f as follows:
  - f. Clutch System and Flywheel: ....*The 94 model year may utilize the flywheel from the 95-05 models.*
2. Mazda MX-5/Miata (90-93), p. 9, change the specs as follows: Weight(lbs): 2325.
3. Mazda MX-5/Miata (99-00), p. 9, change the specs as follows: Weight(lbs): 2425.
4. Mazda MX-5/Miata (01-01), p. 9, change the specs to read as follows: Weight(lbs): 2425.

## Improved Touring

### ITS

1. Acura Integra GSR (92-93), p. 17, change the specs to read as follows: Weight(lbs): 2430.
2. Acura Integra GSR (3 door) (94-00), p. 17, change the specs to read as follows: Weight(lbs): 2590.
3. Ford Probe GT (1993), p. 18, change the specs to read as follows: Weight(lbs): 2570.
4. Ford Contour V-6 (non-SVT) (1995), p. 18, change the specs to read as follows: Weight(lbs): 2665.
5. Honda Civic Del Sol VTEC (94-96), p. 18, change the specs to read as follows: Weight(lbs): 2430.
6. Honda Civic Si (99-00), p. 18, change the specs to read as follows: Weight(lbs): 2430.
7. Honda Prelude Si (92-93), p. 18, change the specs to read as follows: Weight(lbs): 2555.
8. Mazda 626 LX/ES (93-97), p. 19, change the specs to read as follows: Weight(lbs): 2570.
9. Mazda MX-6 (1993), p. 19, change the specs to read as follows: Weight(lbs): 2570.
10. Oldsmobile Calis (88-91), p. 21, change the specs to read as follows: Weight(lbs): 2505.
11. Pontiac Grand-Am (Quad 4) (88-91), p. 21, change the specs to read as follows: Weight(lbs): 2505.
12. Volvo 850 GLT (93-97), p. 22, change the specs to read as follows: Weight(lbs): 2635.

## ITA

1. Honda Civic DX (sedan & HB) (88-91), p. 26, change the specs to read as follows: Weight(lbs): 2000.
2. Honda CRX 1.5L (standard) (88-91), p. 26, change the specs to read as follows: Weight(lbs): 2000.

## Formula

### FF

1. Section 17.1.6.D.2.e, change the second sentence to read as follows: ~~Only~~ Standard or 0.005" over size pistons shall be used in the uprated engine. Change the second paragraph as follows: Standard size AE pistons P/N 18649, casting P/N 18634, standard size CP piston, part # 81-2 FF1600, or CP oversize piston, part # 81-2-FF1600+5 may be used in the uprated engine. Add a column under maximum diameter as follows: .005" o/s: Original Engine: Not Permitted, Uprated Engine: 3.194".

### F500

1. Section 17.1.6.E.2, change the first paragraph to read as follows: Minimum weight as qualified and raced, with driver, shall be 700 lbs (800 lbs for AMW and Rotax 494 engines, 825 lbs for Rotax 493 engines).

## JUDGEMENT OF THE COURT OF APPEALS

### JUDGEMENT OF THE COURT OF APPEALS

William Emery vs. SOM

COA Ref. No. 06-38-NE

October 8, 2006

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 3 race at the Beaverun Double Regional on August 20, 2006, Assistant Chief Steward Michael Connolly filed a Request for Action (RFA) requesting investigation of the driving of William Emery, EP #91. In the RFA, Mr. Connolly cited violation of GCR 9.1.1.A & C (Driving) and 9.1.2. (Passing). The Stewards of the Meet (SOM) Sarah Bonnier, Dean Croucher, Barry Kaplan, Jim Pracker (SIT) and Debra LaFond, Chairman, held a hearing, suspended Mr. Emery's competition license for 6 months, required successful completion of a driver's school, and assessed him 6 penalty points. Mr. Emery appealed the decision of the SOM.

### DATES OF THE COURT

The Court of Appeals (COA) Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, met on October 8, 2006 to hear, review, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Emery.
2. Observers Report, with no evidence supporting the RFA, received September 14, 2006.
3. Flag log from the Group 3 race received October 2, 2006.
4. Memo from Debra LaFond, Chairman SOM, dated September 19, 2006.

### FINDINGS

In his appeal, Mr. Emery stated that he was not in violation of the charges stated in the RFA filed against him at the Beaverun Regional. After reviewing the evidence provided in the Observers Report, the COA concluded that there was insufficient evidence to support the penalties levied against Mr. Emery...

### DECISION

The Court of Appeals amends the decision of the SOM as follows: Mr. Emery's license suspension and driver's school attendance requirement are to be removed, and the 6 penalty points assessed him removed from his record. Instead, Mr. Emery is penalized probation for four (4) sanctioned race events, and is assessed three penalty points. Mr. Emery's appeal is well founded and his appeal fee, less the amount retained by SCCA will be returned.

## JUDGEMENT OF THE COURT OF APPEALS

### JUDGEMENT OF THE COURT OF APPEALS

Joel Siegel vs. SOM

COA Ref. No. 06-39-NP

October 12, 2006

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the end of the C/G Regional race at Portland International Raceway on August 27, 2006, Chief Steward, Steve Archer, filed a Request for Action (RFA) requesting an investigation of reported body contact between GT2 # 3, driven by Matt Crandall, and GT1 #20, driven by Joel Siegel. At the same time the RFA was filed, Mr. Siegel filed a protest against Mr. Crandall. Stewards of the Meet (SOM) Stephen Danton, Chairman, and John Bradshaw recused themselves from the hearings. The actions were heard by SOMs Jim Graffey and Jay Bratton, Acting Chairman, who took no action on the RFA because of Mr. Siegel's protest. The SOM disallowed Mr. Siegel's protest and returned his protest fee. Mr. Siegel appealed the decision of the SOM.

## **DATES OF THE COURT**

The Court of Appeals (COA) Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, met on October 12, 2006 to hear, review, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from Joel Siegel dated August 23, 2006.
2. Observers report and related documents received September 25, 2006.
3. In-car video from Mr. Siegel's car received by the COA October 8, 2006.

## **FINDINGS**

The Court of Appeals reviewed Mr. Siegel's appeal which contained incorrect car numbers and information not germane to this issue. The Court also reviewed the video taken from Mr. Siegel's car viewed by the SOM and agreed with them that there was no clear evidence to assign fault. The Court found that the procedure followed by the SOM was correct and that there was no clear evidence in the appeal to change the decision of the SOM.

## **DECISION**

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Siegel's appeal contained no new evidence and was not well founded. Mr. Siegel's appeal fee will be retained by SCCA.

# **JUDGEMENT OF THE COURT OF APPEALS**

## **JUDGEMENT OF THE COURT OF APPEALS**

Roger Troxell vs. SOM  
COA Ref. No. 06-40-NE  
October 9, 2006

## **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

On September 3, 2006, after the race that included the ITC group at Summit Point, Roger Troxell, driver of ITC # 90, protested Rich Allen, driver of ITC #40, for violation of GCR 9.1.1 and 9.1.2 citing "contact of car #40 ITC into right rear of car #90 ITC at turn six. Note: Driver of car #40 is on probation from incidents earlier in year." The Stewards of the Meet (SOM), Kathy McLeod, Lew Giesy, and Gene Kern, Chairman, held a hearing and upheld the protest. The SOM imposed a penalty of "unsatisfactory for race" against Mr. Allen. The SOM did not assess any penalty points against Mr. Allen's competition license. Mr. Troxell appealed that decision.

## **DATES OF THE COURT**

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

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from Mr. Troxell received October 8, 2006.
2. Observers report and related documents, including one video.

## **FINDINGS**

Rich Allen, driver of ITC # 40, entered the event using his letter of probation for body contact from a previous event. The video submitted with the Observers Report showed that early in the race in question, Mr. Allen was closely following Mr. Troxell (# 90). At Turn 5, Mr. Allen made contact with car # 90, nose to tail. As car # 90 began to lose control, # 40 continued to drive through, spinning # 90 out and forced it off track to driver's right. Car # 40 continued and # 90 retired at the next turn with mechanical damage. The incident was accurately reported by a SCCA F&C worker at Turn 5 who stated that the initial contact may have been accidental and avoidable, but the subsequent action was "definitely avoidable and unnecessary."

The SOM Court determined that Mr. Allen was at fault in the incident. The SOM issued a penalty of "unsatisfactory for race", i.e., they did not give Mr. Allen credit for completing the event on his probation letter. "Unsatisfactory for race" is not a penalty authorized under GCR 14.4.1. (Penalties).

## **DECISION**

The Court of Appeals modifies the decision of the SOM to bring the penalty into GCR conformance. Mr. Allen will not receive credit for the race, as specified by the SOM. He shall be disqualified from the event and awarded 4 penalty points. Mr. Troxell's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

# **JUDGEMENT OF THE COURT OF APPEALS**

## **JUDGEMENT OF THE COURT OF APPEALS**

Anthony Coello vs. SOM  
COA Ref. No. 06-41-CE  
October 8, 2006

## **PPRIOR PROCEEDINGS AND FACTS IN BRIEF**

Following the Group 3 national race at Heartland Park on September 3, 2006, Matt Cross, SM #80, protested Anthony Coello, SM # 17, race winner, for violation of GCR 9.1.1.A., B., and C. (Driver Conduct). The Stewards of the Meet (SOM) Anne Christian, Mike Dickerson, Norm Floyd,

Bill Johnson, Mark Walker and Ted Haines, Chairman, held a hearing, disqualified Mr. Coello for violation of GCR 9.1.1. A. and B., and placed him on 10 months probation. Mr. Coello appealed the decision of the SOM.

#### **DATES OF THE COURT**

The Court of Appeals, Clyde Kiser, Steve Limbert and Roger Eandi, Chairman, met on October 8, 2006 to review, hear and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal received September 12, 2006.
2. Observers Report and related documents received September 25, 2006 including in-car video from Mr. Cross's car received October 8, 2006.
3. Witness statement from Ted Haynes, SOM Chairman.
4. Personal testimony of Mr. Coello.

#### **FINDINGS**

In his appeal, Mr. Coello stated that he was not notified of the protest against him until three hours after the end of the race; and two hours after the results had been released and he had received his trophy. Mr. Haines, SOM Chairman, said that the results were inadvertently released, a fact he discovered when he requested provisional results in order to begin hearing the protest.

The Court reviewed the video of protestor Matt Cross, as did the SOM, and found Mr. Coello did impact the car of Mr. Cross. However, the COA further determined there was no indication that the contact was intentional. The contact observed was the result of an ill-advised attempt to pass on the part of Mr. Coello.

The Court does agree with the appellant's statement that the procedure followed in notifying him of the protest against him was flawed. In reading the appeal and the Observer's Report, the Court determined that in this case, there was lack of timely communication between the Operating Steward, the Chief Steward, Timing and Scoring and the SOMs in processing the protest against Mr. Coello.

#### **DECISION**

The Court of Appeals modifies the decision of the SOM. Mr. Coello's disqualification stands, but his probation is reduced to 4 sanctioned race events. Mr. Coello's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

## **JUDGEMENT OF THE COURT OF APPEALS**

#### **JUDGEMENT OF THE COURT OF APPEALS**

Doug Makishima vs. SOM  
COA Ref. No. 06-42-NP  
October 9, 2006

#### **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

Following the Group 5 regional race at Infineon Raceway on September 2, 2006, Chief Steward Mary Lou Robson filed a Request for Action (RFA) with the Stewards of the Meet (SOM) citing violation of GCR 9.1.1.A., B. & C. (Driver Conduct). The RFA requested an investigation of reported body contact between ITA # 10, driven by Doug Makishima and ITA # 85, driven by Kim Willcox. The SOM, R. J. Gordy, Dick Raymond and Bill Blake, Chairman, held a hearing, disqualified Mr. Makishima from the Group 5 race and assessed him 4 penalty points. Mr. Makishima appealed that decision.

#### **DATES OF THE COURT**

The Court of Appeals (COA) Steve Limbert, Mike West, and Clyde Kiser, Chairman, met on October 9, 2006 to hear, review, and render a decision on the appeal. Roger Eandi, regular member of the Court, was recused because he was an official at the event.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Observers Report and related documents received October 8, 2006.
2. Letter of Appeal from Mr. Makishima dated September 9, 2006.

#### **FINDINGS**

Mr. Makishima entered the event as # 10 in ITS (Group 5) and as #10 in ITE (Group 1) using his letter of probation for body contact from a previous event. During the first practice for Group 5, Mr. Makishima had body contact with another car. Per the supplementary regulations, he was required to report to impound. However, because he did not do so, he was referred to the impound steward, Gary Meeker. Mr. Meeker investigated the reported contact and told Mr. Makishima that although he was not at fault in the practice incident, he should be careful in subsequent sessions. During Group 5 qualifying, Mr. Makishima was involved in contact with another car and the Chief Steward submitted an RFA to the SOM naming Mr. Makishima. The SOM investigated the incident, disqualified Mr. Makishima from the Group 5 races, and assessed him four penalty points. Mr. Makishima was allowed to participate in the Group 1 race the following day, but because of his involvement with the SOM for the Group 5 incident, Mr. Makishima missed qualifying for the Group 1 race, but was allowed to start at the back of the pack. In his appeal, Mr. Makishima stated that he felt he was harshly penalized

#### **DECISION**

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Makishima provided no new evidence, his appeal is not well founded, and his appeal fee will be retained by SCCA.

## **JUDGEMENT OF THE COURT OF APPEALS**

### **JUDGEMENT OF THE COURT OF APPEALS**

William Engle, Sr. vs. SOM  
COA Ref. No 06-43-CE  
October 10, 2006

#### **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

On September 3, 2006, following the Group 1 race at the Western Michigan/Lake Superior Double Regional Race at Grattan Raceway, Chief Steward, Chuck Shapiro, filed a Request for Action (RFA) with the Stewards of the Meet (SOM) citing violation of GCR 9.1.1.A., B. & C. (Driver Conduct). The RFA requested an investigation of reported body contact between SRF # 6, driven by William Engle, Sr., and SM # 39 driven by Darryl Hale. The SOM, Hugh Laird, Dorn Lynch (SIT) and Bob Burns, Chairman, held a hearing, disqualified Mr. Engle, and assessed him 4 penalty points. Mr. Engle protested the SOM decision.

#### **DATES OF THE COURT**

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

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Observers Report and related documents, including videos from cars SRF #6 and SM #68, received October 8, 2006
2. Letter of Appeal from William. Engle, Sr., received September 4, 2006.
3. Witness statement from Jackie Engle dated September 4, 2006.
4. E-mail from Bob Burns, Chairman, SOM, dated September 29, 2006.

#### **FINDINGS**

The Court of Appeals viewed videos taken from the cars of Mr. Engle, Sr., SRF # 6, and Darryl Hale, SM # 39, who were referenced in the RFA. The SOM viewed the videos at the track on video camera screens, cited Mr. Engle for violation of GCR 9.1.1.A. (avoid contact) and disqualified him from the event. After the event, the Chairman viewed the videos on his home TV screen and submitted a memo to the Court of Appeals stating that his subsequent viewing did not change his opinion on the decision.

The Court viewed the videos on a full screen and after multiple viewings, concluded that there was responsibility on the part of both drivers in the cited incident and that the body contact was not intentional on the part of Mr. Engle.

#### **DECISION**

The Court of Appeals overturns the decision of the SOM in its entirety. Mr. Engle's finishing position shall be returned and the penalty points assessed him for this incident removed from his record. Mr. Engle's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

## **JUDGEMENT OF THE COURT OF APPEALS**

### **JUDGEMENT OF THE COURT OF APPEALS**

Bart Morris vs. SOM  
COA Ref. No. 06-44-CE  
October 10, 2006

#### **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

Following the Group 5 race on September 10, 2006 at the Ohio Valley Region Double Regional Race at Mid-Ohio, John Blanchard, driver of AS #23, protested Bart Morris, driver of ITS #65, citing violation of GCR 4.5. (Unsportsmanlike Conduct). The Stewards of the Meet (SOM) Jim Green, Duane Harrington, Dan Hodge, Rich Lankford, John Pfetzing, Andy Welden and Ann Burke, Chairman, held a hearing, upheld Mr. Blanchard's protest, suspended Mr. Morris' license for 9 months, and assessed him 6 penalty points. Mr. Morris appealed the SOM decision.

#### **DATES OF THE COURT**

The Court of Appeals (COA) Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, met on October 10, 2006 to hear, review, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Observers Report and related documents, received September 8, 2006.
2. Letter of Appeal from Brad Morris, dated September 19, 2006.

#### **FINDINGS**

During the Group 5 race at the Mid-Ohio Double Regional event, Mr. Morris (ITS # 65) was involved in body contact with Mr. Blanchard (AS # 63). Following the race, Mr. Morris allegedly approached Mr. Blanchard at impound and threatened him using extreme profanity, at which time Mr. Blanchard protested Mr. Morris' actions. During the SOM hearing, Mr. Morris admitted his actions, which were substantiated by several officials present at impound. In his appeal, Mr. Morris stated he thought his penalty was too severe. After thorough investigation of the unfortunate incident, the SOM found Mr. Morris in violation of GCR 4.5. suspended his license for nine (9) months and assessed him 6 penalty points.

#### **DECISION**

The Court of Appeals modifies the penalty of the SOM to six (6) months suspension to be followed by a six (6) sanctioned race event probation. Mr. Morris' appeal is not well founded and his appeal fee will be retained by SCCA.

## **JUDGEMENT OF THE COURT OF APPEALS**

### **JUDGEMENT OF THE COURT OF APPEALS**

Jack Walbran vs. SOM  
COA Ref. No 06-01-RO  
October 9, 2006

#### **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

On October 8, 2006, prior to the first qualifying session for F500 at the 2006 SCCA Championship Runoffs held at Heartland Park Topeka, a protest dated October 2, 2006 from John (Jack) Walbran, driver of F500 #67, was received by Chief Steward Jerry Wannarka. Mr. Walbran protested Chief Steward Wannarka's recommendation to the SOM to combine the Wednesday and Thursday, October 11 & 12, 2006, qualifying sessions of FF and F500 into one group. This request by the Chief Steward to the SOM was made on May 23, 2006, and approved by the SOM on May 31, 2006. This change was subsequently published to all competitors. The SOM disallowed this protest. Mr. Walbran is appealing this decision.

#### **DATES OF THE COURT**

The Court of Appeals (COA), Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, as well as alternates Bob Horansky and Michael West, met on October 9, 2006 to hear, review, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from John W. Walbran.
2. Protest from Mr. Walbran, dated October 5, 2006, and letter of explanation dated October 2, 2006.
3. Chief Steward's Request for Action dated May 23, 2006.

#### **FINDINGS**

Jack Walbran, on behalf of the F500 class, protested Jerry Wannarka, Chief Steward of the SCCA Runoffs, and the revised schedule combining F500 and FF for qualifying on Wednesday and Thursday, October 11 and 12, 2006. Mr. Wannarka referred the protest to an SOM Court, which told Mr. Walbran his proper approach was to file an appeal with the Court of Appeals.

#### **DECISION**

The Court of Appeals has determined that the change in schedule was handled properly and followed the procedure of the GCR. The COA suggested that Mr. Walbran discuss his concerns with the Chief Steward.

## **JUDGEMENT OF THE COURT OF APPEALS**

### **JUDGEMENT OF THE COURT OF APPEALS**

Jerry Wannarka, Chief Steward vs. SOM  
COA Ref No. 06-02-RO  
October 11, 2006

#### **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

Following qualifying on Monday, October 9 at the 2006 SCCA National Championship Runoffs held at Heartland Park Topeka, Douglas Gill, a Scrutineer at the event, filed an official report. Mr. Gill's report stated that T-3 car #81, a Mazda Miata, had a non-compliant detachable hard top, i.e. there was no glass in the rear window opening. Assistant Chief Steward of Tech, Skip Yocum, issued a Chief Steward's Action (CSA) removing the qualifying times for car #81. Joel Lipperini, driver of T-3 # 81, protested the decision to remove his qualifying times. On October 10, 2006, the Stewards of the Meet (SOM) Jack Hanifan, Steve Harris and Fred Schmucker, Chairman, upheld Mr. Lipperini's protest and restored his qualifying times. Jerry Wannarka, Chief Steward, appealed the decision of the SOM based on new evidence.

#### **DATES OF THE COURT**

The Court of Appeals (COA) Clyde Kiser, Steve Limbert, with Roger Eandi, Chairman, as well as alternates Bob Horansky and Michael West, met on October 11, 2006 to hear, review, and render a decision on the appeal.

#### **EVIDENCE RECEIVED AND REVIEWED**

1. Documentation provided by the SOM court.
2. Appeal from Mr. Wannarka.
3. Testimony from Mr. Lipperini.
4. Testimony from Fred Schmucker, Chairman SOM Court.
5. Testimony from John Martinsen, Chairman Club Racing Board.
6. Testimony from Jeremy Thoennes, SCCA Technical Services Manager.
7. Testimony from Tim Buck, Mazda North American Operations representative.
8. The COA also inspected Mr. Lipperini's car.

## FINDINGS

The central issue in this proceeding was to determine if a Miata hard top minus the rear glass met the GCR requirements for this class, as was the contention of Mr. Lipperini. Jeremy Thoennes provided evidence from a Mazda dealer that Miata hard tops are sold only as assemblies with the rear glass installed. The COA ruled that an assembly with components removed is non-compliant.

## DECISION

The Court of Appeals upheld the appeal of the Chief Steward. Per the GCR, this class requires an OEM customer-available hard top assembly. Mr. Lipperini omitted some components from the required OEM hard top assembly. His qualifying times for Monday were removed and he was instructed to install the rear glass. Mr. Wannarka's appeal was well founded and his appeal fee was returned in full.

# JUDGEMENT OF THE COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Gary Wittman vs. SOM

COA Ref No. 06-03-RO

October 11, 2006

## PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following qualifying on Tuesday, October 10 at the 2006 SCCA Championship Runoffs held at Heartland Park Topeka, Bob Maples, a Scrutineer at the event, filed an official report on GP car #33. Mr. Maples' report stated that GP # 33 was in violation of PCS 17.1.1.d.7.a. due to rear brake rotors being larger in diameter than the front brake rotors. Toni Creighton, Assistant Chief Steward Tech, filed a Chief Stewards Action (CSA) removing the Tuesday qualifying time of Gary Wittman, driver, GP # 34. Mr. Wittman protested the action. The SOM Tom Brown, Rick Mitchell, and Gary Meeker, Chairman, disallowed the protest but assessed no penalty points. Mr. Wittman appealed the SOM decision.

## DATES OF THE COURT

The Court of Appeals (COA) Clyde Kiser, Steve Limbert, with Roger Eandi, Chairman, as well as alternates Bob Horansky and Michael West, met on October 11, 2006 to hear, review, and render a decision on the appeal.

## EVIDENCE RECEIVED AND REVIEWED

1. Documentation provided by the first SOM court.
2. Appeal from Mr. Wittman.
3. Testimony from Bob Dowie, SCCA Club Racing Board.
4. Testimony from John Martinsen, Chairman, SCCA Club Racing Board.
5. Testimony from Jeremy Thoennes, SCCA Technical Services Manager.
6. Witness statement from Rob Walker.

## FINDINGS

Page 67 of the PCS lists the diameter of a standard front brake rotor as 8.2 inches for an AH Sprite such as Mr. Wittman's car. An alternate diameter up to 9.12 inches is allowed for the front rotors. The front rotors on car #33 were the standard diameter of 8.2 inches. The diameter of the rear rotors was greater than 8.2 inches and less than 9.12inches.

Bob Dowie, John Martinsen, and Jeremy Thoennes, testified to the Court that for a number of years the intent of PCS 17.1.1.D.7.a has been that the diameter of the rear brake rotors or discs for production cars shall not be greater than the maximum allowable diameter of the front disc brakes. The Club Racing Board (CRB) considered this an E&O and the Tech Bulletin with correct wording was published on the official SCCA web site.

## DECISION

Based on the E&O decision by the CRB, Mr. Wittman's rear brake rotors are compliant. Due to the CRB ruling, there was no need for an appeal. Mr. Wittman's qualifying time was reinstated and his appeal fee was returned in full.

# JUDGEMENT OF THE COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Steven Gorriaran vs. SOM

COA Ref No. 06-04-RO

October 11, 2006

## PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following qualifying on October 9, 2006, at the 2006 SCCA Championship Runoffs held at Heartland Park Topeka, Toni Creighton, Assistant Chief Scrutineer, filed a Chief Stewards Action (CSA) removing the qualifying times of Steve Gorriaran, # 84 SM, for a non-compliant restrictor plate (GCR 17.1.9.C.1.a.f.5.). The non-compliant part was retained by Tech. Mr. Gorriaran protested the decision. The Stewards of the Meet (SOM) Kathy Barnes, Jack Kish and Angelo Gazzola, Chairman, disallowed Mr. Gorriaran's protest. Mr. Gorriaran appealed that decision.

## DATES OF THE COURT

The Court of Appeals (COA) Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, as well as alternates Bob Horansky and Michael West, met on October 11, 2006 to hear, review, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Related documents provided by the first court (SOM).
2. Appeal from Mr. Gorriaran.
3. Evidence retained by Bob Maples, Scrutineer.

## **FINDINGS**

The Court of Appeals interviewed Mr. Gorriaran; David Delgenio, Entrant for SM # 84; Angelo Gazzola, Chairman SOM; and Bob Maples, Scrutineer, who performed the post-qualifying measurements of the restrictor plate.

The Court of Appeals, together with David Delgenio, Mr. Gorriaran's designated observer, witnessed Mr. Maples make three separate measurements of the restrictor plate from SM # 84 using the same caliper, with digital electronic display, used in the original measurements. The measurements were made on a hard surface following zeroings of the caliper. There were three identical measurements of the # 84 SM restrictor plate of 47.02 mm compared with the Monday measurements of 47.03, 47.03 and 47.04 mm. GCR 17.1.9.C.1.a.f.5. Spec. Table SMCS-9 specifies that the measured specification of a 1994-95 SM restrictor plate must not exceed 47.0 mm and the plate must be a MazdaSpeed part. It was noted that the restrictor plate had no markings and could not be identified as a MazdaSpeed part.

## **DECISION**

The Court of Appeals found that the restrictor plate could not be identified as a MazdaSpeed part, and the measurements verified that the part was non-compliant. Mr. Gorriaran's appeal is not well founded. His Monday qualifying times are removed, and his appeal fee will be retained by SCCA.

# **JUDGEMENT OF THE COURT OF APPEALS**

## **JUDGEMENT OF THE COURT OF APPEALS**

Luis Rivera vs. SOM

COA Ref No. 06-05-RO

October 14, 2006

## **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

Following qualifying on Thursday, October 12, 2006 at the 2006 SCCA National Championship Runoffs held at Heartland Park Topeka, Assistant Chief Steward Skip Yocum filed a Chief Stewards Action (CSA) removing all the qualifying times of Luis Rivera, FP # 36, because of a modified butterfly valve in the throttle body. Mr. Rivera protested the decision. The Stewards of the Meet (SOM) Tom Brown, Rick Mitchell and Gary Meeker, Chairman, disallowed Mr. Rivera's protest stating that brazing of the throttle butterfly to the shaft is a modification not allowed by the GCR. Mr. Rivera is appealing that decision.

## **DATES OF THE COURT**

The Court of Appeals (COA), Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, as well as alternate Michael West, met on October 13 and 14, 2006, to hear, review, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Chief Steward's Action dated October 12, 2006.
2. Luis Rivera Protest dated October 12, 2006.
3. Multiple photographs of Mr. Rivera's throttle body valve.
4. Copy of Club Racing Technical Bulletin 06-09, GCR Item 1 - Spec Line Precedence.
5. Witness Statement from Rob Walker dated October 12, 2006.
6. Luis Rivera Appeal dated October 12, 2006, 5:57 PM.
7. Immediate Rule Change - TB 06-10c dated October 13, 2006.

## **FINDINGS OF THE COURT**

The Court of Appeals interviewed Mr. Rivera; Gary Meeker, SOM Chairman; Costa Dunias, Steward NA; Jerry Wannarka, Runoffs Chief Steward; driver Jon Brakke, EP # 89; Brian Culbertson, Club Racing Board; received a witness statement from Tim Buck representing Mazda Motors (MazdaSpeed); and inspected the throttle body in Mr. Rivera's car. Initially the COA determined Mr. Rivera added material to the throttle valve (butterfly) in his car, which is in violation of GCR 17.1.1.D.1.a.2. and is not authorized by the spec line for the FP Miata in the PCS.

At this point the COA consulted with John Martinsen, Chairman of the Club Racing Board, and R.J. Gordy, Acting BOD Liaison, for clarification of a recent technical bulletin that specifically referenced the authorities extended to the specification lines in the PCS rules. Subsequent to this consultation the CRB issued an E&O Technical Bulletin, TB 06-10c, effective October 13, 2006, allowing throttle plate reinforcement on the shaft by brazing or welding for EP and FP fuel injected cars listed in the technical bulletin.

## **DECISION**

Based on Technical Bulletin TB 06-10c, the COA overturns the decision of the SOM. Mr. Rivera's appeal is well founded, his qualifying times are restored, and his appeal fee, less the amount retained by SCCA, will be returned.

## JUDGEMENT OF THE COURT OF APPEALS

### JUDGEMENT OF THE COURT OF APPEALS

Jon Brakke vs. SOM  
COA Ref No. 06-06-RO  
October 14, 2006

#### PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following qualifying on Thursday, October 12, 2006 at the 2006 SCCA National Championship Runoffs held at Heartland Park Topeka, Jim Graffy, Assistant Chief Steward, filed a Chief Stewards Action (CSA) removing all the qualifying times of Jon Brakke, EP # 89, because of a modified butterfly valve in the throttle body. Mr. Brakke protested the decision. The Stewards of the Meet (SOM) Tom Brown, Rick Mitchell and Gary Meeker, Chairman, disallowed Mr. Brakke's protest stating that brazing of the throttle butterfly to the shaft is a modification not allowed by the GCR. Mr. Brakke is appealing that decision.

#### DATES OF THE COURT

The Court of Appeals (COA), Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, as well as alternate Michael West, met on October 13 and 14, 2006, to hear, review, and render a decision on the appeal.

#### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Chief Steward's Action dated October 12, 2006.
2. Jon Brakke Protest dated October 13, 2006.
3. Photographs of Mr. Brakke's throttle body valve.
4. Copy of Club Racing Technical Bulletin 06-09, GCR Item 1 - Spec Line Precedence.
5. Witness Statement from Rob Walker dated October 12, 2006.
6. Witness Statement from Terry Barnard dated October 13, 2006.
7. Jon Brakke Appeal and related written statements dated October 13, 2006.
8. Immediate Rule Change - TB 06-10c dated October 13, 2006.

#### FINDINGS OF THE COURT

The Court of Appeals interviewed Mr. Brakke; Gary Meeker, SOM Chairman; Costa Dunias, Steward NA; Jerry Wannarka, Runoffs Chief Steward; Brian Culbertson, Club Racing Board; received a witness statement from Tim Buck representing Mazda Motors (MazdaSpeed); and inspected the throttle body in Mr. Brakke's car. Initially the COA determined Mr. Brakke added material to the throttle valve (butterfly) in his car, which is in violation of GCR 17.1.1.D.1.a.2 and is not authorized by the spec line for the EP Miata in the PCS.

At this point the COA consulted with John Martinsen, Chairman of the Club Racing Board and R.J. Gordy, Acting BOD Liaison, for clarification of a recent technical bulletin that specifically referenced the authorities extended to the specification lines in the PCS rules. Subsequent to this consultation the CRB issued an E&O Technical Bulletin, TB 06-10c, effective October 13, 2006, allowing throttle plate reinforcement on the shaft by brazing or welding for EP and FP fuel injected cars listed in the technical bulletin.

#### DECISION

Based on Technical Bulletin TB 06-10c, the COA overturns the decision of the SOM. Mr. Brakke's appeal is well founded, his qualifying times are restored, and his appeal fee, less the amount retained by SCCA, will be returned.

## JUDGEMENT OF THE COURT OF APPEALS

### JUDGEMENT OF THE COURT OF APPEALS

Pratt Cole vs. SOM  
COA Ref No. 06-07-RO  
October 14, 2006

#### PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following qualifying on Thursday, October 12, 2006, at the 2006 SCCA National Championship Runoffs held at heartland Park Topeka, Lyle Fisher, Assistant Chief Steward, filed a Chief Stewards Action (CSA) removing all the qualifying times of Pratt Cole, EP # 00, because of a modified butterfly valve in the throttle body. Mr. Cole protested the decision. The SOM Tom Brown, Rick Mitchell and Gary Meeker, Chairman, disallowed Mr. Cole's protest stating that brazing of the throttle butterfly to the shaft is a modification not allowed by the GCR. Mr. Cole is appealing that decision.

#### DATES OF THE COURT

The Court of Appeals (COA), Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, as well as alternate Michael West, met on October 13 and 14, 2006, to hear, review, and render a decision on the appeal.

#### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Chief Steward's Action dated October 12, 2006.
2. Pratt Cole Protest dated October 13, 2006.
3. Photographs of Mr. Cole's throttle body valve.
4. Copy of Club Racing Technical Bulletin 06-09, GCR Item 1 - Spec Line Precedence.

5. Witness Statement from Rob Walker dated October 12, 2006.
6. Pratt Cole Appeal and related written statements dated October 13, 2006.
7. Immediate Rule Change - TB 06-10c dated October 13, 2006.

#### **FINDINGS OF THE COURT**

The Court of Appeals interviewed Mr. Cole; Gary Meeker, SOM Chairman; Costa Dunias, Steward NA; Jerry Wannarka, Runoffs Chief Steward; Brian Culbertson, Club Racing Board; received a witness statement from Tim Buck representing Mazda Motors (MazdaSpeed); and inspected the throttle body in Mr. Cole's car. Initially the COA determined Mr. Cole added material to the throttle valve (butterfly) in his car, which is in violation of GCR 17.1.1.D.1.a.2 and is not authorized by the spec line for the EP Miata in the PCS.

At this point the COA consulted with John Martinsen, Chairman of the Club Racing Board and R.J. Gordy, Acting BOD Liaison, for clarification of a recent technical bulletin that specifically referenced the authorities extended to the specification lines in the PCS rules. Subsequent to this consultation the CRB issued an E&O Technical Bulletin, TB 06-10c, effective October 13, 2006, allowing throttle plate reinforcement on the shaft by brazing or welding for EP and FP fuel injected cars listed in the technical bulletin.

#### **DECISION**

Based on Technical Bulletin TB 06-10c, the COA overturns the decision of the SOM. Mr. Cole's appeal is well founded, his qualifying times are restored, and his appeal fee, less the amount retained by SCCA, will be returned.

## **JUDGEMENT OF THE COURT OF APPEALS**

#### **JUDGEMENT OF THE COURT OF APPEALS**

Joseph McClughan vs. SOM

COA Ref. No. 06-08-RO

October 14, 2006

#### **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

On Thursday, October 11, 2006 at the 2006 SCCA National Championship Runoffs held at Heartland Park Topeka, Brian Husting, driver of SSC # 65, filed a protest against Joseph McClughan, driver of SSC # 36, for alleged violation of GCR 17.1.3.E., ride height, and possible incorrect front and rear springs and shocks. The Stewards of the Meet (SOM) Bob Corbitt, Joseph Hobbs and Marge Binks, Chairman, reviewed evidence, conducted a hearing, and upheld Mr. Husting's protest. The SOM disqualified Mr. McClughan from the event and assessed him 4 automatic penalty points. Mr. McClughan is appealing that decision.

#### **DATES OF THE COURT**

The Court of Appeals (COA) Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, as well as alternate Michael West, met on October 11, 12, and 13, 2006 to hear, review, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Original protest and information from the SOM court.
2. Photographic evidence of Mr. McClughan's springs.
3. Photographic evidence of stock springs.
4. Witness statement from Jeremy Thoennes, Technical Manager, SCCA Club Racing.
5. Witness statement from Mr. McClughan.

#### **FINDINGS OF THE COURT**

The SOM reviewed the protest filed by Mr. Husting and after determining the items to be inspected, set and posted a tear down bond, and the required teardown started. The front and rear shocks were checked and found to have correct manufacturer's number. A rear spring was removed, measured, sealed, photographed and returned to the protestee.

A rear spring (referenced part) was ordered from a local Mazda dealer based on the VIN number from Mr. McClughan's # 36 car. Once the sample spring was received it was also measured and photographed. After comparing the specifications on both the rear spring from Mr. McClughan's car and the test spring from the dealer, it was determined that the spring from Mr. McClughan's car was non-complaint.

#### **DECISION**

The Court of appeals upholds the decision of the SOM but modifies the penalty. Mr. McClughan will lose all his 2006 accrued national points, and be placed on probation for 12 SCCA sanctioned events. His probation is to include presentation of his car for technical inspection at each event. Annual tech is not to be issued. Seven automatic penalty points will be assessed on Mr. McClughan's driving record. (GCR 14.4.1.).

Mr. McClughan provided no new information and his appeal fee shall be retained by SCCA.

## **JUDGEMENT OF THE COURT OF APPEALS**

#### **JUDGEMENT OF THE COURT OF APPEALS**

Joseph McClughan vs. SOM

COA Ref. No.06-09-RO

October 14, 2006

#### **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

After the race for SSC on Friday, October 13 at the 2006 SCCA National Runoffs at Heartland Park Topeka, Assistant Chief Steward Jim Rogaski filed a Request for Action (RFA) citing John Heinrich, driver of car # 33 and Joseph McClughan, driver of #36, with violation of GCR 9.1.1. (Driver Conduct). The Stewards of the Meet (SOM) Kathy Barnes, Jack Kish, and Angelo Gazzola, Chairman, held a hearing and reviewed evidence. Their

investigation of the RFA found that there was improper driver conduct on the start at turn 1 between both car # 33 and car #36. Mr. Heinrich and Mr. McClughan were each penalized one lap. Mr. McClughan is appealing that decision.

#### **DATES OF THE COURT**

The National Court Of Appeals (COA) Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, as well as alternate Michael West, met on October 13 and 14, 2006 to review, hear, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Original RFA and other information from the SOM court.
2. Testimony of Mr. Heinrich and Mr. McClughan.
3. Video from Speed Vision coverage
4. In-car video from car #81, Joel Lipperini, driver.
5. Various witness statements from corner station, drivers and spectators.

#### **FINDINGS**

At the start of the SSC race, Mr. McClughan in car # 36 was in second as the cars started to set up for turn one. Mr. Heinrich, driver of car # 33 was in third position and as the cars went into turn one he attempted to pass car # 36 on driver's right. Various witnesses and the in-car video from Mr. Lipperini's car # 81 indicated that Mr. Heinrich put two wheels off the track, driver's right to avoid side to side contact with Mr. McClughan's car # 36. After correcting from going off track Mr. Heinrich came hard left across traffic and was hit broadside by Mr. Lipperini in car # 81. Both Mr. Heinrich and Mr. Lipperini were unable to complete the race due to damage sustained from that contact.

After viewing the videos and interviewing witnesses, the Court determined that while there was some shared responsibility of the ill-advised attempted pass, it is still the primary responsibility of the overtaking driver to avoid such a situation.

#### **DECISION**

The Court of Appeals upholds the decision of the first court, but modifies the penalty. Mr. McClughan's penalty is reduced from one lap to five finishing positions and he is assessed three penalty points per GCR 14.14.1. Mr. McClughan's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

## **JUDGEMENT OF THE COURT OF APPEALS**

#### **JUDGEMENT OF THE COURT OF APPEALS**

Pratt Cole vs. SOM

COA Ref No. 06-10-RO

October 15, 2006

#### **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

On October 13, 2006, at the 2006 SCCA National Championship Runoffs held at Heartland Park Topeka, Pratt Cole filed mechanical protests against the following EP cars:

- #24, Charles Davis
- #62, John Schmitt
- #48, Michael Strum
- #95, Omer Norton
- #65, Miner Wilcox
- #7, Christine Fox
- #28, Greg Schnell
- #72, Joe Skorch
- #50, Gary Gist
- #09, Ryan Ennis
- #53, Guy Ruse
- #02, Lawrence Loshak
- #87, Richard Adams
- #97, Kevin Leigh
- #38, Terry Jesk

The Stewards of the Meet (SOM), Tom Brown, Rick Mitchell and Gary Meeker, Chairman, disallowed Mr. Cole's protests stating the filed protests were not timely filed per the supplemental regulations for this event (Section 9.5). They further stated the protests violated GCR 13.8.2 (Vexatious or Bad Faith Protests), issued Mr. Cole a reprimand, retained his protest fees, and assessed one point against his competition license. Mr. Cole is appealing their decision.

## **DATES OF THE COURT**

The Court of Appeals (COA), Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, as well as alternate Michael West, met on October 14 and 15, 2006, to hear, review, and render a decision on the appeal. .

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. 15 Protests filed by Pratt Cole on October 13, 2006 at 1:30 PM.
2. Pratt Cole's Appeal date October 13, 2006.
3. Various written statements from Pratt Cole dated October. 13, 2006 and October 14, 2006.
4. Jon Brakke Witness Statement dated October 14, 2006.

## **FINDINGS OF THE COURT**

The Court of Appeals (COA) interviewed Pratt Cole; Gary Meeker, SOM Chairman; Costa Dunias, Steward NA; and Gary Pitts, Driver Advisor. The Court also thoroughly reviewed the original protest documents and a signed statement by Mr. Cole that his protests were worded exactly as a Chief Steward's action that was lodged against his car.

The COA cites as evidence the following wording from the CSA referenced by Mr. Cole:

"I Lyle Buzz Fisher, assistant chief steward, do here by make the following decision or request the SOM to take action on the following: Modified Throttle Body, violation of PCS -36, 1.6L Miata. Disallow Thursday Qualifying Times per GCR PCS 36, Miata Line 1.6 Liter as reported by Scrutineering".

The back of the CSA was annotated as follows:

"Car # 00, Class: #EP, Driver Pratt Cole has been found in violation of GCR/Supp Regs section Mazda Miata 1.6 L Spec Line page PCS-36. Violation was found in post qualifying impound. The violation consists of: Throttle body modified by alternate method of attachment of butterfly to shaft."

(Note: Mr. Cole protested this Chief Steward's action; the Chief Steward's decision was upheld by the SOM. Mr. Cole then appealed the SOM's decision and the ruling was overturned by the COA based on Immediate Rules Change TB 06-10c - CoA Reference Number 06-07-RO.)

Mr. Cole's protest of Charles Davis, EP, # 24 was worded as follows:

"I, Pratt Cole, driver, entrant, or official, of car #00, EP do hereby protest driver of car #24, class EP, driver Charles David. I do hereby charge violation of \_\_\_\_\_(blank on the protest form)\_\_\_\_\_

Of the General Competition Rules or section PCS Spec Line of the Supplemental Regulations, specifically, Integra PG 24. GCR 13.3.A."

The other 14 protests submitted by Mr. Cole were worded virtually the same as the one quoted above.

The CSA referenced by Mr. Cole in his witness statement cited a specific part/assembly as being non-compliant. However, Mr. Cole's protests were severely lacking in specifics. In effect he was asking the event officials to "find something non-compliant," but he did not state what parts, components, or assemblies he suspected as being non-compliant. The lack of specifics is a major deficiency and the COA does not consider these protests to meet the test of GCR 13.8 (Reasonableness). Therefore, the COA determines Mr. Cole's protests to be capricious. His unsportsmanlike actions were detrimental to his fellow competitors and to the Sports Car Club of America.

The COA also does not consider the protests to meet the tests of being timely per the supplemental regulations.

## **DECISION**

The COA upholds the decision of the first court in its entirety. Mr. Cole's appeal is not well founded and his appeal fee will be retained by SCCA.

## **SOLO MINUTES**

**SOLO EVENTS BOARD MINUTES|SPORTS CAR CLUB OF AMERICA, INC. | October 25, 2006**

### **SOLO EVENTS BOARD**

The Solo Events Board met by conference call October 25th. Attending were SEB members Dick Berger, Marcus Merideth, Ron Bauer, Chris Dorsey, Tina Reeves, Jason Isley, Steve Hoelscher; Andy Hollis, Kay Fairer of the BOD, and Howard Duncan of the National Staff.

### **SOLO STOCK CATEGORY**

The SAC has reviewed the data and performances regarding the Solstice/Sky in CS, and does not at this time believe a change is necessary.

### **SOLO STREET PREPARED CATEGORY**

- The previously published proposal to move the Lexus IS300 and various BMW E30, E36 and E46 models out of DSP to CSP or BSP has been withdrawn, in anticipation of a larger action (see below).

- The SPAC has been directed to provide a draft SP class restructuring recommendation, including specific Appendix A classes and listings, to the SEB for review. This will provide more uniformity of update/backdate line listings within models and classing according to "best of breed" principles. The proposed effective date for these changes would be 1/1/2008.

- The SEB and SPAC are working on a proposal, which will be effective 1/1/2008, to prohibit any traction control modifications in SP. Specific wording will be forthcoming.

### **SOLO PREPARED CATEGORY**

- Upon approval of the Board of Directors, Class B Prepared will no longer be offered as an SCCA National Solo class effective 1/1/07, due to the participation requirements set forth in Section 4.8 for the Solo Rules. The Solo Events Board was unable to devise a plan to restructure the class in a way that would yield a significant long-term increase in participation.

All vehicles currently classed in B Prepared are eligible for X Prepared under Sec. 17.A.2, provided the vehicle complies with the X Prepared preparation allowances. Competitors are reminded that X Prepared does not allow vehicles that take the "in excess" weight penalty under 17.11 or that have floor or firewall modifications previously allowed in the B Prepared section of Appendix A. These cars may have to run in their appropriate Modified class. The SEB may ask for member feedback on re-classing many of the current B Prepared cars into other Prepared classes for 2008. For example, some smaller displacement cars could be moved to F Prepared.

B Prepared has shown disappointing participation at the SCCA Solo National Championship for many years and again failed to meet the participation requirements of Section 4.8 in 2006. Regions that have strong B Prepared participation are encouraged to continue offering the class, however the class will not be recognized at Divisional, National Tour, or National Championship events.

- Competitors are reminded that 17.10.b will be removed from the rule book for 2007 as it no longer applies to the entire Prepared category. HOWEVER, most of the former content of 17.10.b will be moved to the GP section of Appendix A. For example:

"Carburetors

1. The stock carburetor(s) may be used without modification.
2. Carburetor(s) may be replaced. Use of carburetor(s) which is/are not specifically listed for a car in Appendix A and which does not comply with the limits of paragraph 3 will increase minimum weight by 10%.
3. Non stock carburetor(s) - This includes modified stock carburetors.
  - a) Shall incorporate a butterfly-type throttle plate for engine speed control.
  - b) Float(s) shall not be removed or altered to produce (a) floatless carburetor(s).
  - c) Where Weber or Weber-type carburetor are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.
  - d) Where Weber carburetors are specified in Appendix A, Weber-type carburetors may be substituted. The following are examples of approved Weber-type carburetors: Solex, SK, Mikuni, and Dellorto.
  - e) When a maximum size carburetor or venturi is listed Appendix A, any size carburetor(s) or venturi(s) up maximum size is allowed.
  - f) Unless specified in Appendix A, there is no limitation the number of carburetors.
  - g) Where the number of carburetors is specified in Appendix A, that number is the maximum.

Fuel Injection

Non-standard fuel injection, or standard fuel injection modified beyond limits listed below is prohibited.

All vehicles originally equipped with fuel injection are permitted to use the stock system, or a modified injection system, without a weight penalty, subject to the following: Cars utilizing fuel injection under this allowance shall use the factory manifold and throttle body. Throttle body bore size shall remain stock. Manifold and throttle body may be ported polished. The manifold may be cut apart to facilitate this work. When such a disassembly is re-welded, the external dimensions of the manifold shall remain unchanged. The number of injectors shall remain the same as stock and relative mounting position and injection point shall be unchanged. The fuel injection system is unrestricted except the original type (electrical, mechanical, etc.) shall be maintained. External throttle linkage to the standard fuel injection may be modified or changed.

Use of a fuel injection system which is not specifically listed for a car in Appendix A and which does not comply with the above requirements is prohibited.

Maximum valve size is stock if not listed below."

#### **SOLO FORMULA JUNIOR**

- The FJB restrictor requirement is now in effect. 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

- Members are reminded that as of 1/1/2007 all Youth Stewards will have to be licensed through the National Office. Sanction applications for events which include Formula Junior participation will not be approved without a Youth Steward's license number on the form. Licenses are obtained through the Solo Department. The license application is available on the SCCA website under Solo, Form.

#### **MEMBER ITEMS NOT RECOMMENDED**

- GMC Syclone in Prepared (ref. 06-271) NOTE: This vehicle is currently allowed in XP.

### **SOLO TECHNICAL BULLETINS**

1) Stock: the previously published listings for the Saturn Sky Redline and Pontiac Solstice GXP should have read:

Saturn Sky Redline	AS
Pontiac Solstice GXP	AS

2) Stock: the previously published BMW Z4M Coupe listing should have read:

BMW Z4 M Coupe/Roadster	SS
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3) Stock: the following new listings, effective immediately on publication, are added per the SAC:

BMW 335i ('07+)	FS
Mazdaspeed 3	DS
Shelby GT500 Mustang	AS

4) Stock: per the SAC, the Porsche 997 GT3 and GT3RS are added to the Stock exclusion list. Comment: the SAC will be monitoring C6 Z06 and Viper performances in SS to determine if the 997's might be included in SS at a future date.

# ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES VIA CONFERENCE CALL | SPORTS CAR CLUB OF AMERICA, INC. | November 1, 2006

The RoadRally Board (RRB) met via conference call on Wednesday, November 1, 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.

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

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

## **Proceedings**

### **1. SCCA Convention**

Discussion: Preliminary planning has begun for the RoadRally Board's role at the 2007 convention.

### **2. Membership changes**

Discussion: Kevin Poirier has been elected the new Chairman. Charles Edwards has been invited to join the board. Ron Ferris will leave the board due to term limits. Steve Gaddy will leave the board due to time constraints. Rick Beattie will continue to lead the Rules Committee. A new secretary is to be determined.

### **3. 2007 GTA rules**

Discussion: Several rules that apply to tour and course rallies individually, but should also apply to GTA rallies (such as rules on roads, signs and landmarks) were overlooked. A rules committee and/or GTA subcommittee meeting will be convened to correct the problem before early next season.

### **4. USRRC**

Discussion: The results for the 2006 USRRC have been accepted as official. The dates for the 2007 USRRC in Pittsburgh are still TBD, but will likely be Oct 19-21.

### **5. Scoring of concurrent National/Divisional/Regional events**

Discussion: A rule in the RFOs required unique inter-related scoring when a National and regional event shared the same course and controls. Effective in 2007 this rule will be deleted, and all separately sanctioned events should be scored completely independently.

## **Next meeting**

Wednesday, December 6, 2006, at 8:30 pm CST via conference call.

The meeting was adjourned at 9:45 pm CST (Ferris).

Submitted by Steve Gaddy, RRB Secretary