

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED: MARCH 2005

TABLE OF CONTENTS

General

Board of Directors Minutes	F-33
Board of Directors Elections	F-39
Club Racing	
Minutes	F-40
Technical Bulletins	F-43
Court of Appeals	F-44
Solo	
Solo Board Minutes	F-45
Technical Bulletins	F-46
RoadRally	
Minutes	F-46
Regional Schedules	F-47
Official Solo Entry Form	F-48

GENERAL

BOARD OF DIRECTORS MINUTES SPORTS CAR CLUB OF AMERICA, INC. December 17-19, 2004

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, Kansas on December 17th, 18th, and 19th, 2004. The following members participated: Gary Pitts, Chairman, Howard Allen, Tom Campbell, Jim Christian, Charlie Clark, Mike Engelke, Kaye Fairer, Brian Holtz, Bob Introne, Phil Mellor, Andy Porterfield, John Sheridan, Michael Sauce, Erik Skirmants, and Bill Weston.

Steve Johnson, President and CEO, Jeff Dahmert, Vice President of Finance, Garret Mudd, Vice President of Marketing, Howard Duncan, Vice President of Program Development and Operations, Terry Ozment, Director of Club Racing, Jeremy Thoennes, Club Racing Technical Manager, Tasha Goodale, Director of Solo and RoadRally, Colan Arnold, Chairman Solo Events Board, Peter Lyon, Risk Analyst and General Counsel also participated.

The Secretary acknowledges Minutes are not in chronological order.

Amend Minutes of November 1st, 2004 meeting to read: Award lifetime memberships to members of the Performance Rally Board who served during the last six years, and are current SCCA members in good standing.

MOTION: To approve the Minutes of the November 1st, 2004 meeting, as amended. (Holtz / Allen) PASSED

MOTION: To approve the Minutes of the November 9th, 2004 meeting as published. (Introne / Porterfield) PASSED.

OLD BUSINESS

Erik Skirmants conducted a discussion of considerations involved with a potential split of the Central Division. He indicated that a split of the Central Division would not be requested at this time.

NEW BUSINESS

PRESIDENT'S REPORT

Steve Johnson reviewed the Club's planned activities in support of the

Strategic Plan for 2005. He highlighted many initiatives aimed at supporting Regions, increasing member value, grow the membership, and elevating the perception of the SCCA in the automotive enthusiast marketplace. Steve presented an overview of plans intended to ensure the financial stability of the Club.

SCCA PRO RACING

Steve Johnson reported on the successes of 2004. World Challenge was a huge success in 2004. Pro Drifting is giving the SCCA a presence in the youth market. Sanctioning the Japanese Touring Car Championship is a major coup for the Club. Steve reviewed plans for 2005, with the best schedule ever for World Challenge. Television coverage for Pro Miata is planned. Pro is projected to have a profitable year in 2004.

FINANCE AND ADMINISTRATION

Jeff Dahmert presented the SCCA Inc. budget for 2005. This budget projects an increase in Net Operating Income of \$100,000.

MOTION: To approve the 2005 budget as reviewed and recommended by the Budget and Finance committee. (Engelke / Holtz) PASSED

AVECTRA

Jeff Dahmert reviewed status of the system implementation, and increases in functionality over the next few months.

RISK MANAGEMENT

Peter Lyon gave an overview of a proposed policy statement concerning participation of Regions in events not sanctioned by the SCCA.

MOTION: To adopt the following policy statement, and insert into the Operations Manual Section I.C.1.4 (Engelke / Mellor) PASSED

Scope of Permissible Region Activities

"SCCA Regions may participate in, provide services to, or organize and promote/sponsor non-SCCA sanctioned or organized or administered events and activities, provided that the following conditions are satisfied:

- The non-sanctioned events or activities are not contrary to the Club's purposes and activities.

- Such Region operations or activities must also be within the allowed purposes of the Regions' own 501 (c) non-profit IRS filing.

- If the Region can in any reasonable manner be perceived as having authority or responsibility for promoting, organizing, and/or administering/operating an event or activity, it must cause a general disclaimer to be published in event or activity promotional/advertising materials similar to "This event is not sanctioned, operated or organized by SCCA, Inc."

- The Region must also take appropriate steps to publicize to Region members that such non-sanctioned events or activities are NOT covered by the SCCA event insurance plan. The Region should also ensure that it is appropriately covered by the applicable event or activity insurance coverage. The SCCA Risk Management Department will assist Regions with this

evaluation, if desired.

The Region may also establish separate legal entities to promote, organize and/or administer non-sanctioned events in its discretion. However, the Regions are again cautioned that they are still subject to compliance with their own non-profit IRS Section 501 requirements and should seek legal counsel on this issue as appropriate.

Finally, while it is the Board of Director's desire to allow reasonable Region discretion regarding its non-sanctioned activities, it reserves the right to review and restrict any Region activities, including those conducted by separate Region-owned legal entities, and to enact further conditions as permitted under the SCCA Bylaws and Operations Manual."

Peter also presented an overview of improved contract administration procedures, as well as an analysis of the current and future insurance environment, and a rate proposal for 2005 events.

MOTION: To accept the Master Insurance Plan Rates for 2005 as proposed by Peter Lyon. (Campbell / Engelke) PASSED

PROGRAM DEVELOPMENT

Howard Duncan reported on the formation of the new Region and Program Services Department, which will develop programs in support of Regions and Divisions in meeting their strategic objectives.

Mike Dickerson presented an application for the formation of a new SCCA region located in the United States territory of Guam.

MOTION: To grant a provisional Charter to the Guam Region SCCA. Steve Johnson will ensure there are no issues with FIA. (Porterfield / Campbell) PASSED

SOLO/RALLY

Howard Duncan reported on changes to the ProSolo and National Tour schedules. A new operations trailer has been obtained as a result of sponsorship from Pace trailers.

Sue Robinson will be heading the newly formed Rally Department.

Howard also presented an overview of the proposed Closed Course Rally program consisting of RallyCross, RallySprint and Circuit Rally. He indicated that a new Rally Advisory Board will be formed in the near future.

SCCA ENTERPRISES

Andy Porterfield reported that the new contract with Elan Motorsports has been executed. The first new car shipment has been received and inspected by Enterprises. A second car is currently being shipped.

MARKETING

Garret Mudd reported on the Member Benefits program and updated Get Real - Fast materials. He also presented an overview of current and projected sponsorship revenues for 2005. He highlighted the array of promotional materials promoting the various aspects of SCCA activities.

CLUB RACING OPERATIONS

Terry Ozment presented proposed GCR changes to Specialty Licenses. The objec-

tive is to more accurately reflect event functional needs, while providing manageable group sizes for National Administrators to work with.

MOTION: To change the GCR sections as follows, effective 1/1/2006: (Weston / Allen) PASSED

MOTION: To table the Weston / Allen motion. (Campbell / Introne) PASSED

GCR Sections:

5.16 OFFICIALS LICENSING SPECIALTIES

1. **Emergency Services**
2. Flagging and Communications
3. **Race Control**
4. **Race Administration**
5. Registration
6. Scrutineering
7. Sound Control
8. Starters
9. Stewards
10. Timing and Scoring

Note: *Emergency Services to include three sub-areas of Medical, Fire Rescue, Course Marshal*

Note: *Race Administration to include Race Chairman, Radio Tech, Paddock, Hospitality, Data Coordinator, Press, Announcer, etc. (functions that are not hot-track related and may not be included in every event)*

5.16 OFFICIALS

The staff of principal officials, whose duty it shall be to direct the control of the event, may include:

- Stewards of the Meeting (SOM)
- Chief Steward/Series Chief Steward
- Assistant Chief Steward-Safety
- Race Chairman
- Chief Starter
- Chief Flag
- Chief of Communications
- Chief Timer and Scorer
- Chief/Series Chief Technical and Safety Inspector (Scrutineer)
- Chief Emergency Services**
- Chief Observer
- Chief Pit
- Chief Grid
- Chief Race Administration**
- Chief Registrar
- Judges
- Chief Sound Control

6.2.2.A National Championship Events-National License minimum for Chief Starter, Chief Timer and Scorer, Chief of Flagging and Communications, Chief Scrutineer, Chief Registrar, Chief of Grid, Chief of Pit and **Chief of Emergency Services**.

6.12.1.K Arrange, in conjunction with the **Chief of Emergency Services**, the required equipment and facilities in accordance with Section 3.16.

6.14 COURSE CHIEF

The Course Chief shall be responsible for final preparation and maintenance of the course and other related duties assigned to him or her by the **Chief of Emergency Services** in conjunction with the Chief Steward.

6.19 CHIEF OF EMERGENCY SERVICES

The **Chief of Emergency Services** shall be responsible, in conjunction with the Race Chairman and Assistant Chief Steward-Safety or Chief Medical Official, for staffing and equipping the medical organization in accordance with Section 3.16., Emergency Services.

Terry highlighted work being done to improve the National Convention and the

Runoffs®. She also noted that the Runoffs tow fund has not been changed in many years, and that this program needs to be reviewed. She also explained that a review of the Drivers School program is underway. Bryan Cohn presented an overview of the 2005 SCCA Time Trials Program, which includes; Performance Driving Clinics, Club Trials, Track Trials and Hillclimbs.

MOTION: To approve the proposed Time Trials Program. (Engelke / Sauce) PASSED

CLUB RACING BOARD

Jeremy Thoennes presented CRB recommended changes to the GCR.

MOTION : To approve the Club Racing Board recommended changes to the GCR, as follows. (Weston / Pitts) PASSED

The following exceptions are noted:
GCR Item 2, voting no, Mellor
Production Items 3 & 4, abstaining, Skirmants

Showroom Stock Item 3, withdrawn
Improved Touring Item 4, voting no, Holtz
Sports Racer Item 2, abstaining, Allen and Christian.

MOTION: To reject GCR Item 8, Fuel. (Skirmants / Allen) PASSED

GCR

Item. 1.

Effective 1/1/05, add to GCR Section 17.23.1 the following words:

1. Driving suits that effectively cover the body from the neck to the ankles and wrists, manufactured of fire resistant material, worn with underwear of a fire resistant material. One-piece suits are highly recommended. All suits and underwear shall be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFIL, or any suit carrying an SFI 3-2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, Carbon X, and Durette X-400. Underwear is not required with three-layer suits or with suits carrying *FIA standards of 8856-1986 or 8856-2000* or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. FIA homologated driving suits and underwear are recommended.

Item 2.

Effective 1/1/05, change GCR Section 17.3.2 to read as follows:

2. Only one Logbook shall be issued for each vehicle (other than as ~~an extension~~ continuation of the original or replacement). *When a continuation logbook is issued the original issuance date of the logbook shall be written on the front page of the continuation logbook. (It is not necessary to present all old logbooks for issuance of an annual inspection stamp or a tech sticker)* The possession of two Logbooks for one vehicle shall be deemed a breach of the rules under 14.1.3., Breach of Rules (Fraud).

Item 3.

Effective 1/1/05, delete the last sentence of GCR Section 17.31 as follows:

17.31. TOWING EYES

All cars without an exposed roll bar shall have a towing eye or strap, front and rear that does not dangerously protrude from the bodywork when the car is racing, to be used for flat towing or hauling the vehicle. A removable towing eye carried inside the car is not acceptable. These towing eyes or straps shall be easily accessible without removal or manipulation of bodywork or other panels. Towing eye minimum ID two (2) inches. ~~Showroom Stock, Touring and Improved Touring cars are not required to~~

~~install towing eyes but it is highly recommended.~~

The required tow eyes must be strong enough to tow the car from a hazard such as a gravel trap. Front tow eye may be mounted in the driver / passenger side window openings, or any location forward of the windshield. If mounted in the driver/passenger side window openings, it must be attached to the forward roll cage down tube as close to the base of the windshield as possible. If the front tow eye is located in the side window openings there shall be one on each side of the car. Rear tow eyes must be accessible rearward of the rear axle centerline.

Item 4.

Effective 1/1/05, add paragraph 10 to GCR Section 20. Drivers Restraint System to read as follows:

10. *FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses are required. The replacement cycle for the FIA approved 2-inch harnesses shall be per GCR Section 20.8.*

Item 5.

Effective 1/1/05, change GCR Section 20.2 to read as follows:

2. A six point system, recommended for use in automobiles where the driver is seated in a semi-reclining position, consists of a three (3) inch seat belt or *an FIA approved two (2) inch seat belt (SFI 2-inch seat belts are not currently allowed)*, approximately a three (3) inch strap over the shoulder type of shoulder harness, and two approximately two (2) inch leg or anti submarine straps.

Item 6.

Effective 1/1/05, change GCR Section 20. to read as follows:

20. DRIVER'S RESTRAINT SYSTEM

All drivers in SCCA sanctioned speed events shall utilize either a five, six or seven point restraint harness meeting the following specifications. *A seven-point restraint harness is recommended.* Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. The restraint system installation is subject to approval of the Chief Technical and Safety Inspector. ~~(Note: SFI requirements for Driver's Restraint System does not include arm restraints at this time. Window nets need not be dated.)~~

1. A five point system, for use in automobiles where the driver is seated in an upright position, consists of a three (3) inch seat belt, an approximately three (3) inch strap over the shoulder type of shoulder harness, and an approximately two (2) inch anti submarine strap. *A Five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.*

2. A six or seven point system, recommended for use in ~~all automobiles where the driver is seated in a semi-reclining position~~, consists of a three (3) inch seat belt or *an FIA approved two (2) inch seat belt, approximately a three (3) inch strap over the shoulder type of shoulder harness, and two approximately two (2) inch leg or anti submarine straps. The seven-point system also has an approximately two (2) inch anti-submarine strap.*

3. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six point or

seven-point systems where they attach to the seat belt or shoulder harness straps.

4. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident.

The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure.

Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.

5. The single anti submarine strap of the five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.

6. The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps.

All straps shall be free to run through intermediate loops or clamps/buckles.

7. Each seat (lap) and shoulder belt of the harness (5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). Six or seven point system anti-submarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses is SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

8. All driver restraint systems shall meet one of the following: SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.

A. Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 2nd year after the date of manufacture as indicated by the label.

B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)

C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is

the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.

D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

9. Harness Threading: Assemble in accordance with manufacturers instructions.

10. FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses are required. The replacement cycle for the 2-inch harnesses shall be per GCR Section 20.8.

Item 7.

Effective 1/1/05, change GCR sections 18.1.2 and 18.1.3 to read as follows:

2. A system of head rest to prevent whiplash and rebound, and also to prevent the driver's head from striking the underside of the main hoop shall be installed on all vehicles. Racing seats with integral headrests shall also meet this requirement and have a support to the main hoop. Seats homologated to, and mounted in accordance with FIA standard 8855-1999 or higher need not have the seat back attached to the roll structure. The head rest on non-integral seats shall have a minimum area of thirty-six (36) square inches and be padded with a non-resilient material such as Ethafoam® Ensolite®, or other similar material with a minimum thickness of one (1) inch. Padding It is strongly recommended that padding meet SFI spec 45.42 or FIA Sports Car Head Rest Material. is recommended. The head rest shall be capable of withstanding a force of two-hundred (200) lbs., in a rearward direction. The head rest support shall be such that it continues rearward or upward from the top edge in a way that the driver's helmet cannot hook over the pad. The padded surface shall touch the helmet; it shall not be under fibreglass or other hard material.

3. Forward braces and portions of the main hoop subject to contact by the driver's helmet (as seated normally and restrained by seat-belt/shoulder harness) shall be padded with non resilient material such as Ethafoam® or Ensolite®, or other similar material with a minimum thickness of one half (1/2) inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.

Item 8.

Effective 1/1/05, change GCR Section 11.2.1.BB. to read as follows:
BB. Cool suits are allowed in all classes. Water tank mounts shall be of a safe and secure design. Showroom Stock and Touring cars shall meet minimum weight with the system totally removed.

Item 9. (REJECTED)

In order to continue to protect the safety

of our competitors, crew members, and workers the Club Racing Board is recommending that the fuel rules be modified from their current general fuel use allowance based on dielectric readings to a specific list of SCCA approved fuels similar in concept to the approach used by the NHRA, effective 1/1/05. The list of approved fuels is still being finalized, but will include fuels from Citgo, ERC, Koch, Phillips 66, Rockett Brand, Sunoco, Torco, and VP Racing Fuels.

Effective 1/1/05, change GCR Sections 17.4 and 17.4.1 to read as follows:

17.4. FUEL

All cars shall use fuel, as defined below, unless a specific exemption is made in the provisions for a specific category/class.

17.4.1. Permitted Fuel

Permitted fuel is herein defined as gasoline. Gasoline is a mixture of refined hydrocarbons. Gasoline is an electrical insulator and its relative effectiveness as an insulator is represented by its dielectric constant (D.C.). The average D.C. of gasoline, as measured by an SCCA Fuel Check Meter (High Desert Engineering HDE-1), is defined as "0.0". Gasoline may be tested and certified at SCCA events by the determination of the dielectric constant using the SCCA Fuel Check meter and through the application of various chemical analyses (e.g., Reagent "A" and Reagent "D" tests).

SCCA Approved Fuel Meter: High Desert Engineering Model G-01

SCCA Approved Reagent Test(s): Germane Engineering Reagent "A" Germane Engineering Reagent "D"

The SCCA will publish a list of leaded and unleaded fuels that are allowed for use in SCCA events. Each fuel will have a specific D.C. for a given temperature range, and reagent results published by the SCCA. The maximum variation in D.C. allowed shall be 0.1 as indicated by the SCCA Fuel test meter. Testing will be conducted in accordance with the Official SCCA Fuel Testing Procedure.

Fuel Standards:				
Classes	Type	DC max	Reagent A	Reagent D
All SS, all T, all IT, SRP, Olds SR running w/ no added oil as CSR (exc. rotary)	Gasoline	+15.0	No black pos.	No pos.
All other classes (incl. 2 cycle w/ oil w/ no added oil injection)	Gasoline	0.0	No pos.	No pos.
All 2 cycle w/o oil injection w/ oil mixture	Gasoline	+2.0	No pos.	No pos.
All rotary engines w/ or w/o oil mixture	Gasoline	+15.0	No black pos.	No pos.

Use of propylene oxide, ethylene oxide, paradioxane, and basic nitrogen or sulfur-bearing compounds whether in the fuel or crankcase oil, (i.e. pyridine, aniline, pyrrole, dimethylsulfoxide, etc.) is prohibited. Introduction of any such compound into the combustion chamber, by whatever means, is prohibited.

Production

Item 1.

Effective 1/1/05, change the wording of PCS Section 17.1.1.D.1.b.1.A. to read as follows:

A. Mounting of alternate carburetors: Where an alternate carburetor is specified on a vehicle specification line or is otherwise allowed by the Production Category Specifications, an adapter plate may be fitted in addition to a spacer. Material for the adapter plate is unrestricted. No adapter

plate may serve any purpose other than to mate the approved alternate carburetor to the approved intake manifold (no plenum, no change of orientation, etc.) ~~No such adaptor plate may be thicker than 1.25" or have a bore larger than the throttle bore of the approved alternate carburetor.~~ The maximum thickness for the spacer, adapter (isolator) or combination of both for any approved alternate carburetor shall be 1.25" unless specifically allowed on the vehicle specification line. Downdraft approved alternate carburetor adapters may have a bore larger than the throttle bore of the approved alternate carburetor. No modifications to the bodywork are allowed for the fitment of an approved alternate carburetor.

Item 2.

The Club Racing Board is recommending that effective 1/1/05, the PCS Section 17.1.1.D.9.a.11 be amended to add the following language to it.

Openings may be cut in the front valance to allow the passage of up to a three (3) inch diameter duct leading to each front brake. These openings shall serve no other purpose.

Item 3. Based on the performance potential of the Volkswagen Scirocco (1715/1780cc), the Production Advisory Committee and the Club Racing Board are recommending that the car be reclassified from EP to FP with its current specs, effective 1/1/05.

Item 4. Based on the performance potential of the 1971-74 Toyota Corolla, the Production Advisory Committee and the Club Racing Board are recommending that the car be reclassified from FP to GP with its current specs, effective 1/1/05.

Item 5.

Effective 1/1/05, change PCS Section 17.1.1.D.9.a.8 and 17.1.1.D.9.a.9. to read as follows:

8. Windshield/Rear Windows Closed Cars: Closed cars may retain their original windshields, and shall fit windshield retention clips per GCR Section 17. Windshields of alternate material (i.e. Lexan MR-5/MR-7/MR-10 or FMR102) are permitted. Alternate windshields must be of 6mm minimum thickness. Alternate material windshields must be identical in size and curvature to the original glass component. Alternate material windshields must have in addition, three (3) inner supports to prevent the windshield from collapsing inward. These supports must be 0.75" by .125" minimum straps of aluminum. Spacing between these inner supports must be eight (8) inches minimum. Closed cars may replace the rear window and side windows with clear, untinted polycarbonate material having a minimum thickness of ~~0.125" 3mm.~~ The rear window shall be retained by means of straps per the GCR Section noted immediately above.

9. Door Glass (All Cars): All door window glass, channels, vent windows, and window winding mechanisms shall be removed. Resultant window slots may be covered. Four (4) door cars may install untinted polycarbonate material having a minimum thickness of 0.125" 3mm in place of the removed glass in the rear doors. Rear side windows and rear door windows may be run in their original open or closed position.

GT

Item 1.

Effective 1/1/05, change the last sentence in the first paragraph of GTCS Section 17.1.2.F.2. to read as follows:

Cars classified in GT2-Lite that retain the original Front Wheel Drive (FWD) configura-

tion may retain the original type rear suspension *with no penalty or use a beam axle.*

Change the second paragraph to read as follows:

Cars classified in GT2-Lite running Front Engine, Rear Wheel Drive (RWD) may use Independent Rear Suspension (IRS), by choice at a weight increase of ~~100 lb~~ equal to 2.5% of the car's specified weight.

Item 2.

Effective 1/1/05, change GTCS Section 17.1.2.D.7.a.3. to read as follows:

3. Wheels shall have a maximum width of twelve (12) inches. (13) inch maximum width rear wheels may also be used ~~at a 50lb weight penalty.~~

Item 3.

Effective 1/1/05, change the first paragraph of GTCS Section 17.1.2.D.8.a.9. to read as follows:

9. The rear quarter (side) and rear windows may be made of clear, transparent, and uncolored polycarbonate material having a minimum thickness of ~~0.125" 3 mm.~~

Effective 1/1/05, change GTCS Section 17.1.2.F.4.b.8. to read as follows:

8. All driver and front passenger door window glass shall be removed. Window cranks and mechanisms may be removed. Rear quarter, rear side, and rear windows may be of transparent (clear) polycarbonate material, minimum thickness ~~1/8 inch 3 mm,~~ but shall remain in the same position in the frame or opening as the original glass it replaces; rubber molding optional. Rear windows/hatchbacks and deck lids shall be completely closed. No bumper blocks or other means of poor alignment of bodywork will be permitted. Rear quarter (side) windows may be run in their original open or closed position.

TOURING

Item 1.

Effective 1/1/05, change TCS Section 17.1.8.E.1.a. to read as follows:

1. Weight

a. The weight, as listed on an automobile's Specification Line, shall be with driver and required ballast. Refer to GCR Section 17.9., "Weight." *If a cool suit system is utilized, it shall be weighted with the car as it came off the track.*

Item 2.

Effective 1/1/05, add to the TCS specification section the following:

T3 (Regional only, cars also eligible as specified in National T2 Class)

Car	Weight
Mazda RX-8	2980
Saturn Ion Redline	2890
Ford Mustang GT 01-04	3480
Subaru WRX	3085
BMW Z4 2.5	3125
Mazda6 s	3360
Lexus IS300	3255
Scion tC	2905
Chevrolet Cobalt SS	2991
Mazdaspeed Miata	2549
Audi TT coupe	3390
Audi TT coupe Quatro	3390

Also amend GCR Section 17.1.8 to read as follows:

17.1.8 Touring Category Class:

Touring 1 (T1)
 Touring 2 (T2)
 Touring 3 (T3) *Regional Only, Cars also eligible for T2 National races*

NOTE: Section 17.1.8., continues in the Showroom Stock and Touring Category Specifications Book.

Item 3. Based on observed performance

in T1 the Advisory Committee and the Club Racing Board are recommending that the 2001-03 BMW M3 be reclassified to T2 with all T1 noted allowances removed and at a weight of 3400lbs.

Item 4. Based on observed performance in T1 the Advisory Committee and the Club Racing Board is recommending that the 2004 Subaru WRX STi be reclassified to T2 at its current T1 weight with an inlet restrictor to be determined.

Item 5. Based on observed performance in T2 the Advisory Committee and the Club Racing Board is recommending that the 2004 Saturn Ion Redline be reclassified to T3 at its current weight in T2.

Item 6. Based on observed performance in T2 the Advisory Committee and the Club Racing Board is recommending that the 2004 Mazda RX8 be reclassified to T3 with its current specifications in T2.

Item 7. Based on an analysis of performance potential the Advisory Committee and the Club Racing Board is recommending that the 2003-04 Mitsubishi EVO be reclassified to T2 with its current specifications in T1.

Item 8. Based on an analysis of performance potential the Advisory Committee and the Club Racing Board is recommending that the 2001-04 Ford Mustang GT be reclassified to T3 at a weight of 3480lbs and with the SCCA approved brake duct kit.

SHOWROOM STOCK

Item 1.

Effective 1/1/05, change SSS Section 17.1.3.E.17. to read as follows:

17. Weight: The minimum weight as listed on the SSS line is with driver and required ballast. ~~Ballast is not permitted other than as required on the SSS line for competition adjustment.~~ If a cool suit system is utilized, the cool suit system shall be weighed with the car as it came off the track.

Item 2.

Effective 1/1/05, adjust the language of SSS Section 17.1.3.E.10. to read as follows:

10. *Fuel, coolant, oil* Fluid hoses and clamps, oil filters, fuel filters, and belts (fan, alternator, etc.) may be substituted with others of equivalent OEM specifications.

IMPROVED TOURING

Item 1. Based on recommendations from the IT Advisory Committee, the Club Racing Board is recommending that the 1990-91 BMW 318i/is be reclassified from ITS to ITA.

Item 2.

Effective 1/1/05, change ITCS 17.1.4.B as follows:

It is the intent of these rules to restrict modifications to those useful and necessary to construct a safe race car. This class is intended to allow a variety of popular, inexpensive cars to be eligible; however, those determined by the Club to be outside of these parameters will not be classified. Entrants shall not be guaranteed the competitiveness of any car, and competition adjustments, other than as outlined in section 17.1.4.C, ~~reclassification,~~ are not allowed. Other than those specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle may be disabled, altered, or removed for the purpose of obtaining any competitive advantage.

Item 3. Based on recommendations from the IT Advisory Committee the Club Racing Board is recommending that the 1986-88 Honda Accord LXi be reclassified

from ITA to ITB at a weight of 2,550lbs, effective 1/1/05.

Item 4. Based on recommendations from the IT Advisory Committee the Club Racing Board is recommending that the 1984-87 Honda CRX Si and the 1986-87 Civic Si be reclassified from ITA to ITB at a weight of 2,130lbs, effective 1/1/05.

FORMULA

Item 1.

Effective 1/1/05, change various sections of the FCS section 17.1.6.F.1.e. to read as follows:

3. Engine

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

All engines shall be returned to an SCCA approved engine builder to be dynoed and resealed with the new generation engine seals by the following dates:

National Competitors: September 1, 2003
Regional Competitors: January 1, 2005

B. No engine may be rebuilt except by a rebuilder approved by SCCA Club Racing.

Approved Engine Builders:

1. Daryl Drummond Enterprises, Inc.
2333 2nd St., Unit A, Eureka, CA 95501
(707) 445-3786

C. The use of any impregnating material in the engine is expressly prohibited.

D. Engine drain plugs shall be safety wired.

E. Alternate Headers STAR RACE CARS P/N 050-133 or Star Race Car system provided with Renesis conversion kit is permitted.

F. Minimum flywheel weight - 8.5 lbs.

G. Alternate one-piece intake manifold (part # 050-142) is permitted. If the Renesis motor is used, the standard, unmodified factory fuel injection must be used.

H. Spark plugs are unrestricted

4. Fuel System

A. All carburetor jets are unrestricted, but no other modifications shall be made to the carburetor (50mm DCO/sp or 48mm DCO modified to 50mm, as supplied). Chokes 44mm. F.15 emulsion tubes are required.

B. Only the standard Weber 48 DCOE intake horns are permitted.

C. Fuel pump, fuel filter(s), fuel pressure regulator are unrestricted. Fuel lines shall be -6 metal braided hose, otherwise unrestricted.

D. Only the factory fuel injection can be used with the Renesis motor. (no carburetor.)

6. Weight and Dimensions

A. Maximum wheelbase - 94-5/8"

B. Maximum track front - 59-1/4"

C. Maximum track rear - 57-3/4"

D. Minimum weight with driver = 1350 lbs w/6 port 13B, 1400lbs w/ 4 port Renesis.

E. Ballasting is permitted. Ballast shall be mounted forward of the fuel cell but aft of the instrument panel bulkhead and/or aft of the nose pole but ahead of the master cylinder bulkhead. Ballast shall be mounted securely.

Item 2.

Effective 1/1/05, add the following language to FCS Section 17.1.6.B.4.d.13. as follows:

13. It is permitted, as a means of repair, to replace damaged valve seats and cylinder bores by replacement cast iron valve seat inserts and cast iron cylinder liners; valve guides may be replaced with cast iron

or bronze, all to standard dimensions. Repairs to the cam towers to facilitate replacement of cam bearing and/or replacements of broken or cracked towers is permissible as long as the cam bearing center line is not changed and that one original cam tower is retained. Line boring of cam bearing caps is permitted.

Effective 1/1/05, change selected portions of FCS 17.1.6.B.4. to read as follows, portions of the selected items not shown shall remain unchanged:

~~B.4.d.1. The camshaft and rockers shall remain entirely unmodified; they shall be fully manufactured and ground by the Ford Motor Company. Alternate manufacturers may be used as long as the original materials and dimensions are the same. Camshafts must be from Ford Motor Company or from the approved supplier. Camshaft geometry shall be the stock. Offset keys are permitted. It is prohibited to grind from blanks, regrind, or reprofile. Tuffriding or Parkerizing is permitted. Maximum valve lift at determined points by camshaft rotation will be established. The use of a low rate substitute valve spring is permitted. Load characteristics of special checking spring: twelve (12) lbs., at 1.417 inches, thirty (30) lbs. at 1.000 inches. Maximum valve lift against cam angle with zero tappet clearance: 0.400 +/- 0.005.~~

B.4.d.4.B. Standard Ford gasket or Ferrea part number GAS G50100 may be used. Gaskets will have a minimum thickness of 0.9mm, and a cylinder aperture minimum diameter of 92mm.

B.4.d.6. Pistons shall be stock Ford production pistons, Mahle, AE Hepolite, or J&E. Pistons must be unmodified in any way except for balancing and modifications detailed herein.

The following combinations are permitted:

A. Mahle Piston P/N 80HM6102LA with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1332.5 grams

B. Mahle Piston P/N 85HM6102DA with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1255 grams.

NOTE: This piston may have either casting #90V108 or #90V118.

C. AE Hepolite P/N 21426, casting P/N 21426 with rings, pin, connecting rod with bolts but without bearings: Minimum permitted weight = 1255 grams.

D. J&E Piston P/N M-6102-B200 with rings, pin, connecting rod with bolts but without bearings: Minimum permitted weight = 1255 grams.

NOTE: M-6102-B200 piston assembly is now made by JE and is visually different. I.D. Marks: M-6102-B200, Ford racing logo. All marks pin stamped on wrist pin bosses.

All three (3) piston rings shall be fitted, compression rings and scraper (second) shall be one piece, single homogeneous material-type with conventional plain gaps. Chromium plating of the top ring is optional; oil control rings shall be either single piece twin-land type or apex three piece (two rails and an expander).

~~Standard Ford connecting rod without bearing; any rod bolt and nut may be used provided no modification is made to the connecting rod. Alternate connecting rods and big end bolt assembly (P/N M-6200-C200) is permitted.~~

Localized machining of the gudgeon pin bosses to achieve balance and weight by simple machining; all external surfaces, dimensions, and profiles shall remain standard with the exception of the top sur-

face of the piston crown which may have simple machining to achieve balance, and as required in Section 17.1.5.B.5.d.3.

B.4.d.7. Valves may be of Ford manufacture or Ferrea part numbers VSOIN200 VSOEX2000. Valves shall remain standard; no reprofiling or polishing is permitted.

The original forty-five (45) degree seat angle shall be maintained.

Maximum face diameter inlet 42.2mm.

Maximum face diameter exhaust 36.2mm.

Maximum valve stem diameter 8.4mm.

~~B.4.d.8. Connecting rods shall be standard Ford parts. Full Connecting rods may be standard Ford, Cosworth, Oliver, or Crower. The approved Crower part numbers are SP93230B-4 or SP93230PF-4. Any rod bolts may be used. Floating piston pins may be used. Standard rod length must be 5.00 inches (+.005" minus .010"). Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuffriding, Parkerizing, shot peening, shot blasting, polishing, etc., are permitted. It is permitted to radius the area around the big end cap retaining bolts. Big end bolts, P/N 905500, are permitted.~~

B.4.d.24. Gaskets and seals are unrestricted except for the head gasket, carburetor to inlet manifold gasket, and inlet manifold to head gasket which shall be standard Ford manufacture for the engine. Carburetor to inlet manifold gasket as used with Holly 5200 is allowed, that has the requirements listed in B.4.d.4.B. and the intake gasket. The intake gasket thickness must not exceed 1.1mm. Intake gasket is not to be construed as a spacer.

Item 3.

Effective 1/1/05, change paragraph 3 of FCS Section 17.1.6.C.1. to read as follows:

No component of the engine, power train, front suspension or brakes shall be altered, modified or ~~changed, nor be of other than VW manufacturer, unless specifically authorized.~~ substituted unless specifically authorized. Mass-produced, direct replacement components may be substituted for VW transmission components, rear axle components, front suspension and brake components so long as they are of the same material and dimensionally identical to the original VW components they replace. These replacement parts must be generally available to all competitors and must offer no competitive advantage over the original VW parts. Replacement engine components are allowed as described in section C.5. of the FV FCS.

Effective 1/1/05, change paragraph 5 of FCS Section 17.1.6.C.5. to read as follows:

Replacement of intake and exhaust valve seats is allowed for the purpose of repair only. Valve seats may not be moved from their original position. ~~Welding is not allowed.~~ Welding is allowed to facilitate repair and installation of the replacement seat. The original shape and size of the compression chamber must be maintained. Installed seats may neither be proud or recessed of the combustion chamber surface.

Effective 1/1/05, change FCS Section 17.1.6.C.5.22. to read as follows:

Installation of a spark plug hole repair utilizing standard thread repair methods such as Helicoil, or welding and rethreading is permitted providing that the spark plug centerline is not changed.

Effective 1/1/05, add to FCS Section 17.1.6.C.5. as follows
new section #34

34. In addition to the original VW manufactured valve, an alternative intake valve, Ozvat part number 113-109-601B, is allowed.

SPORTS RACER

Item 1.

Effective 1/1/05, add the following language to SRCS Section 17.1.5.B.5.m. as follows:

m. It is permitted, as a means of repair, to replace damaged valve seats and cylinder bores by replacement cast iron valve seat inserts and cast iron cylinder liners; valve guides may be replaced with cast iron or bronze, all to standard dimensions. *Repairs to the cam towers to facilitate replacement of cam bearing and/or replacement of broken or cracked towers is permissible as long as the cam bearing center line is not changed and that one original cam tower is retained. Line boring of cam bearing caps is permitted.*

Effective 1/1/05, change selected portions of SRCS 17.1.5.B.5. to read as follows, portions of the selected items not shown shall remain unchanged:

B.5.a. The ~~camshaft and~~ rockers shall remain entirely unmodified; ~~they shall be fully manufactured and ground by the Ford Motor Company.~~ Alternate manufacturers may be used as long as the original materials and dimensions are the same. Camshafts must be from Ford Motor Company or from the approved supplier. Camshaft geometry shall be the stock. Offset keys are permitted. ~~It is prohibited to grind from blanks, regrind, or reprofile.~~ Tuffriding or Parkerizing is permitted. Maximum valve lift at determined points by camshaft rotation will be established. The use of a low rate substitute valve spring is permitted. Load characteristics of special checking spring: twelve (12) lbs., at 1.417 inches, thirty (30) lbs. at 1.000 inches. Maximum valve lift against cam angle with zero tappet clearance: 0.400 +/- 0.005.

B.5.d.2. Standard Ford gasket or Ferrea part number GAS G50100 may be used. Gaskets will have a minimum thickness of 0.9mm, and a cylinder aperture minimum diameter of 92mm.

B.5.f. Pistons shall be stock Ford ~~production~~ pistons, Mahle, AE Hepolite, or J&E. Pistons must be unmodified in any way except for balancing and modifications detailed herein.

The following combinations are permitted:

1. Mahle Piston P/N 80HM6102LA with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1332.5 grams

2. Mahle Piston P/N 85HM6102DA with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1255 grams.

NOTE: This piston may have either casting #90V108 or #90V118.

3. AE Hepolite P/N 21426, casting P/N 21426 with rings, pin, connecting rod with bolts but without bearings: Minimum permitted weight = 1255 grams.

4. J&E Piston P/N M-6102-B200 with rings, pin, connecting rod with bolts but without bearings: Minimum permitted weight = 1255 grams.

NOTE: M-6102-B200 piston assembly is now made by JE and is visually different. I.D. Marks: M-6102-B200, Ford racing logo. All marks pin stamped on wrist pin bosses.

All three (3) piston rings shall be fitted, compression rings and scraper (second) shall be one piece, single homogeneous material-type with conventional plain gaps. Chromium plating of the top ring is optional; oil control rings shall be either single piece twin-land type or apex three piece (two rails and an expander).

Localized machining of the gudgeon pin

bosses to achieve balance and weight by simple machining; all external surfaces, dimensions, and profiles shall remain standard with the exception of the top surface of the piston crown which may have simple machining to achieve balance, and as required in Section 17.1.5.B.5.d.3.

B.5.g. Valves may be of Ford manufacture or Ferrea part numbers VSOIN200 VSOEX2000. Valves shall remain standard; no reprofiling or polishing is permitted.

The original forty-five (45) degree seat angle shall be maintained.

Maximum face diameter inlet 42.2mm.

Maximum face diameter exhaust 36.2mm.

Maximum valve stem diameter 8.4mm.

B.5.h. ~~Connecting rods shall be standard Ford parts. Full Connecting rods may be standard Ford, Cosworth, Oliver, or Crower. The approved Crower part numbers are SP93230B-4 or SP93230PF-4. Any rod bolts may be used. Floating piston pins may be used. Standard rod length must be 5.00 inches (+.005" minus .010").~~ Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuffriding, Parkerizing, shot peening, shot blasting, polishing, etc., are permitted. ~~It is permitted to radius the area around the big end cap retaining bolts. Big end bolts, P/N 905500, are permitted.~~

B.5.x. Gaskets and seals are unrestricted except for the head gasket, ~~carburetor to inlet manifold gasket, and inlet manifold to head gasket which shall be standard Ford manufacture for the engine. Carburetor to inlet manifold gasket as used with Holly 5200 is allowed.~~ that has the requirements listed in B.4.d.4.B. and the intake gasket. The intake gasket thickness must not exceed 1.1mm. Intake gasket is not to be construed as a spacer.

Item 2. Effective 1/1/05, add the following language to SRCS Section 17.1.5.D. SPEC RACER FORD SPECIFICATIONS as follows:

TRANSMISSION

A. Seals: Seals intact, SCCA Enterprises and Roush.

B. Gear Ratios: STD

1st 3.42 : 1

2nd 1.84 : 1

3rd 1.29 : 1

4th .97 : 1

5th .73 : 1 or .77:1

Final Drive Ratio: 3.62 : 1 No limited Slip

MOTION: To implement section 1.2.2.c, Revision of the GCR for all GCR changes made at this meeting. Engelke / Weston) PASSED

STEWARDS PROGRAM

Costa Dunias reviewed the status of the Stewards Manual, training initiatives, potential change in the makeup of the Advisory Committee and the Stewards evaluation program.

The Board discussed a proposal concerning the adoption of a Code of Conduct for the membership similar to those used by other organizations.

SOLO EVENTS BOARD

Colan presented the following proposed rule changes in the Stock Category.

SOLO II Stock Category

The Solo Events Board is recommending the following class change proposals (effective 1/1/2005):

ITEM 1: Move from BS to AS: Porsche Boxster non-S, Honda S2000 (00-03)

ITEM 2: Move from CS to ES: Mazda Miata 1.8 ('94-'97), BMW Z3 4-cyl

ITEM 3: Remove the Porsche GT3 from the Stock Category exclusion list and class it in Super Stock.

Motion to approve, (Introne / Sauce) PASSED

He also discussed plans for Prepared classes, and recommendations for Solo Events Board Chairman.

MOTION: To approve SEB, Solo Safety Committee, Divisional Safety Stewards and Solo II Stewards as recommended by Colan. (Engelke / Sauce) PASSED

MOTION: That a list of approved fuels for all classes competing at the 2005 Runoffs be published. (Engelke / Porterfield)

MOTION: To table the Engelke / Porterfield motion. (Engelke / Sauce) PASSED

Jeremy covered Formula Ford piston availability issues and Trans Am rules versus GT1. The Club Racing Board asks for permission to keep the GT1 rules in line with Trans Am.

MOTION: The Board of Directors authorizes the Club Racing Board to make changes in the GT1 rules when necessary to keep current with rules in the Trans-Am series. (Campbell / Engelke) PASSED

LIASON REPORTS

Liaison reports were presented by Howard Allen for the Court of Appeals, and Road Rally Board, Bob Introne for the SCCA Foundation, and Mike Sauce, for the Solo Events Board.

PERFORMANCE RALLY BOARD - Phil Mellor

In September 2004 we removed the SCCA from the Stage Rally Venues, known to us as the Performance Rally Program. During the past six years I have had the pleasure of serving as liaison to the most dedicated group of organizers, volunteers, drivers and co-drivers in our Club. The supporting events could/would not have occurred were it not for some very special Regions. These Regions were as passionate about conducting Performance Rally events as any Road Racing Region in the country.

The SCCA received major marketing identity and international recognition for conducting one of the finest National Performance Rally Programs in the world. Subaru, Hyundai, Chrysler, Ford and Mitsubishi gained significant market presence when they sponsored and supported teams that competed in our program.

The Performance Rally Board was exceedingly well staffed and committed to the future of the program as any in SCCA. They were constantly improving the safety of our events, both Club and Pro, as well having a rules package that will be used by many in the future. We appreciate the SCCA BoD action to reward the PRB members with a Life Membership for their service to the Club.

I cannot say enough about Sue and Doug Robinson as well as Kurt Spitzner for their dedication and commitment to the success of our program. In 1999 when I was first assigned as the PRB liaison the Performance Rally Program was under Tasha and Howard. The building of the program to its current status was nothing short of a miracle when you realize that it was done essentially by the Rally Community and dedicated SCCA members.

The Performance Rally Program is SCCA history now. We have agreed to and assigned the essentials of the program to "Rally America", a private venture made up of many of the key players from the SCCA program. We wish them all the luck in the

world and have pledged our support to their program. As of this writing they will sanction all most all of the events in 2005 that SCCA did in 2004.

BOARD OF DIRECTORS ELECTIONS

Chairman, Gary Pitts
Vice Chairman, Bill Weston
Treasurer, Mike Engelke
Assistant Treasurer, Bob Introne
Secretary, Jim Christian
Assistant Secretary, Kaye Fairer
Fifth Member of the Executive Committee, Andy Porterfield
First Alternate, Brian Holtz
Second Alternate, Bob Introne

APPOINTMENTS

Liaisons

Solo Events Board - Charlie Clark, Bob Introne
Club Racing Board - Bill Weston, Mike Sauce
Road Rally Board - Howard Allen
Enterprises - Andy Porterfield
Insurance - Kaye Fairer
Stewards - Brian Holtz
COA - Howard Allen
SCCA Foundation - Bob Introne

Committees

B&F Committee - Engelke (Chair), Introne, Sheridan, Allen, Porterfield, Holtz
Compensation Committee - Weston (Chair), Engelke, Sheridan, Sauce
Insurance Committee - Sherrod, Case, Hill
Planning Committee - Skirmants (Chair), Clark, Christian, Sauce, Sheridan
Race Track Committee - Holtz, Christian, Allen, Fairer

MOTION; That the following members be appointed to the Club Racing Board for a period of one year. (Sheridan /Holtz) PASSED

Kurt Weiss Chairman
Joe Aquilante
John Martinsen
Kevin Kloepfer
Bob Dowie
Brian Culbertson
Craig Taylor

SCCA Foundation Board

Bert Biles
Bill Weston
Bob Introne
Kaye Fairer

Pro Racing Board

Steve Johnson
Howard Allen
Mike Engelke
Brian Holtz
Rus Dean
Cary Agajainian
Roger Warner
Alan Wilson

MOTION: To approve the following Executive Stewards as recommended by the Chairman of the SCCA Stewards program. (Christian / Mellor) PASSED

Gary Meeker - NP
Marge Binks - SP
Joseph Hobbs - RM
Jim Averett - SW
Jack Kish - MW
Steve Harris - CEN
Fred Schmucker - SE
Jack Hanifan - NE

MOTION: To accept CRB recommendations for National Administrators as follows: (Holtz/ Introne) PASSED

Driver Licensing	Lisa Noble
Emergency Services	Stephen Hyatt
F&C	Mark Smith
Race Control	Gayle Lorenz
Race Administration	Marina Kraft
Registration	Rusty Clayton
Scrutineering	Bill Pichardo
Sound Control	Neal Swanson
Starters	Dee Greaves
Timing and Scoring	Connie Peplowski

Court of Appeals

Roger Eandi, Chairman
Clyde Kiser
Steve Limbert
1st Alternate, Mike West
2nd Alternate, Angelo Gazzola
Sue Roethel Secretary

Solo Events Board
Marcus Merideth - Chairman - CENDIV
Colan Arnold - MIDIV
Ron Bauer - NORPAC
Mari Clements - SOPAC
Chris Dorsey - RMDIV
Andy Hollis - SOWDIV
Tina Reeves - NEDIV
Steve Hoelscher - SEDIV

Solo Safety Committee (SSC)

- o Al Mitchell, Chair
- o Kathy Barnes
- o Glenn Duensing
- o John Lieberman
- o Bruce Bellum
- o Rick Swartz
- o Dee Dee Padburg
- o Josh Hadler

Divisional Solo II Safety Stewards (DSSS)

- o Charles Jarvie - NORPAC
- o Bruce Bellom - NEDIV
- o John Lieberman - SWDIV
- o Al Mitchell - SEDIV
- o Rick Swartz - CENDIV
- o Rob Pickrell - MIDIV
- o Barbara LeRoy-Boehme SOPAC
- o Josh Hadler - RMDIV East
- o CalCraner - RMDIV West

Divisional Solo II Stewards

- o Wally Strzelec - SWDIV
- o Karl Rickart - SEDIV
- o Kent Weaver - CENDIV
- o Dave Whitworth - MIDIV (replacing Dick Berger)
- o Robbie Robinson - SOPAC
- o Katie Elder - NORPAC
- o TBD - NEDIV (Tina Reeves to SEB)
- o Mark Dempsey - RMDIV

Road Rally Board

Tim Craft
Ron Ferris
Mike Thompson
Steve Gaddy
Pego Mack
Kevin Poirier
Jessica Toney

Divisional Road Rally Stewards
Southeast - Bob Ricker
Southern Pacific - Jeanne English
Central - Greg Lester
Northeast - Fred Mapplebeck
Midwest - Bruce Bettinger
Rocky Mountain - Karl Broberg
Northern Pacific -
Southwest - Sash Lanz

In the future the Planning Committee will meet from 9:00 AM to 1:00 PM and, B&F Committee 2:00 PM until finished.

MOTION: To waive the provisions of GCR 3.17.2.c to allow Colorado and Continental Divide Regions obtain SCCA sanctions to schedule three National Championship Races each. (Christian / Engelke) PASSED

MOTION: To waive the provisions of the Operations Manual section 5.10.8 and GCR section 3.4.3.1.1 to allow Rocky Mountain Division to obtain SCCA sanctions for two Double National Races. (Christian / Pitts) PASSED

PLANNING COMMITTEE

Charlie Clark reported on plans for a review of the Program Board Strategic plans, and the need for the planning committee to be involved very early in the development of new initiatives.

MOTION: To adjourn. (Engelke /Skirmants) PASSED

Respectfully submitted,

Jim Christian, Secretary

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

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

Steve Johnson, President and CEO, also participated.

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

MOTION: To approve the Minutes of the December 17, 2004 meeting. (Engelke/Sauce) PASSED

PRESIDENT'S REPORT

An announcement of the site for the 2006 - 2008 Runoffs will be made on January 6th.

OLD BUSINESS

The Board of Directors recognizes that C Sports Racing has not met the participation requirements of GCR section 17.1.11 and, that the 2005 competition year will be the "grace year" for the class.

LIASON REPORTS

Club Racing Board - Mike Sauce

The CRB met by teleconference January 4. Three new members, Joe Aquilante, Brian Culbertson and Craig Taylor were introduced. Kurt discussed the per-diem and expense procedures and the schedule, especially as it relates to the Convention and the Runoffs. He also explained liaison responsibilities and assignments. He discussed forums, email and confidentiality. Finally, he also discussed the need to excuse oneself from any discussions where there is a perceived or real conflict of interest.

They discussed the joint project, with the Club Racing Department, of the Runoffs schedule. It was agreed that 15 minute sessions will not work. Various proposals were discussed and Bryan Cohn will e-mail additional proposed schedules to the CRB for discussion. The subject of a possible exhibition race continues but no final recommendation has been made.

There was a lengthy discussion of EP RX7 choke and weight adjustments. No final conclusion has been reached. There were also discussions of Spec Miata bulkheads and hoses, the Star Mazda/Renesis

motor and SS and Touring adjustments. All these matters continue to be addressed.

There was a lengthy discussion of SFI and FIA approvals related to head restraints. They will continue to monitor developments, but no particular action is planned at this time.

A proposal was received to amend yellow flag rules but the CRB feels the current rules are appropriate and do not recommend any change.

A large number of IT letters were discussed and processed. There was a discussion of competition adjustments and their philosophy.

A large number of GT letters were discussed and processed.

We are excited by the quality of the 2005 team and expect excellent work from them.

SCCA Enterprises - Andy Porterfield Deliveries of the Formula SCCA car have resumed.

NEW BUSINESS

MOTION: To waive the provisions of GCR 3.17.2.e to allow Southwest Division to obtain SCCA sanctions to schedule three National Championship Races on the 2.9 mile track at Texas World Speedway. (Sauce / Holtz) PASSED

MOTION: To waive the provisions of the Operations Manual section 5.10.8 and GCR section 3.4.3.1.1 to allow Northern Pacific Division to obtain SCCA sanctions for two Double National Races. (Allen / Pitts) PASSED

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

Respectfully submitted,

Jim Christian, Secretary

CLUB RACING

CLUB RACING BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC. December 7, 2004

The Club Racing Board met via a conference call on December 7, 2004. Participating were: Kurt Weiss, Chairman; Bob Dowie, Kevin Kloefer, John Martinsen, Brian McCarthy, Jim Leithauser, Jim Rogaski, Secretary. Also participating were: Bill Weston, BoD Liaison; Charlie Clark, Area 6 Director; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Manager Club Racing; John Bauer, Technical Assistant Club Racing.

In addition to those items covered in Technical Bulletin 05-02, 05-02a, and 05-03, the following decisions were made:

PROPOSED RULE CHANGES or CAR RECLASSIFICATIONS. The following subjects will be referred to the Board of Directors for approval. Comments, both for and against, should be addressed to the Club Racing Board.

GCR

Item 1. It has come to the Club Racing Board's attention that the term "wheel" appears on several occasions throughout the GCR and has been left open for interpretation due to two separate definitions in the glossary. To reinforce the intention of the rules/definitions, the Club Racing Board is recommending that GCR Section 22.1 be changed to reflect a more clear definition.

Effective 1/1/06, change the Glossary Section 22.1 pertaining to wheels to read as follows:

~~Wheel (road) - flange and rim.~~

~~Wheel (complete) - flange, rim, and tire~~

Additionally, effective 1/1/06, GCR

Section 21.5.4.D. should also be amended to read as follows:

A qualifying attempt shall be considered started when the front wheels tires of the car cross the starting line after the qualifying start signal is given by the Starter.

Item 2. Based on member input, the Club Racing Board is recommending several changes in the SCCA Worker Licensing Program. In order to update our license types to more accurately reflect event functional needs, while providing manageable groups sizes for the National Administrators to work with, the CRB is recommending the following:

GCR Sections:

5.16 OFFICIAL'S LICENSING SPECIALTIES

1. Emergency Services
2. Flagging and Communications
3. Grid/Pit
4. Race Administration
5. Registration
6. Scrutineering
7. Sound Control
8. Starters
9. Stewards
10. Timing and Scoring

Note: Emergency Services to include three sub-areas of Medical, Fire Rescue, Course Marshal

Note: Race Administration to include Race Chairman, Radio Tech, Paddock, Hospitality, Data Coordinator, Press, Announcer, etc. (functions that are not hot-track related and may not be included in every event)

5.16 OFFICIALS

The staff of principal officials, whose duty it shall be to direct the control of the event may include:

- Stewards of the Meeting (SOM)
- Chief Steward/Series Chief Steward
- Assistant Chief Steward-Safety
- Race Chairman
- Chief Starter
- Chief Flag
- Chief of Communications
- Chief Timer and Scorer
- Chief/Series Chief Technical and Safety Inspector (Scrutineer)
- Chief Emergency Services
- Chief Observer
- Chief Pit
- Chief Grid
- Chief Race Administration
- Chief Registrar
- Judges
- Chief Sound Control

6.2.2.A National Championship Events-National License minimum for Chief

Starter, Chief Timer and Scorer, Chief of Flagging and Communications, Chief Scrutineer, Chief Registrar, Chief of Grid, Chief of Pit and Chief of Emergency Services.

6.12.1.K Arrange, in conjunction with the Chief of Emergency Services, the required equipment and facilities in accordance with Section 3.16.

6.14 COURSE CHIEF

The Course Chief shall be responsible for final preparation and maintenance of the course and other related duties assigned to him or her by the Chief of Emergency Services in conjunction with the Chief Steward.

6.19 CHIEF OF EMERGENCY SERVICE

The Chief of Emergency Services shall be responsible, in conjunction with the Race Chairman and Assistant Chief Steward-Safety or Chief Medical Official, for staffing

and equipping the medical organization in accordance with Section 3.16., Emergency Services

Item 3. In order to clarify the various Steward license levels and bring the listing of Steward licenses in line with the Stewards Manual, the Club Racing Board is recommending effective 1/1/06 that GCR section 5.1. have the following wording added to it:

3. Steward, A. Steward-in-training, B. Divisional, C. Divisional Chief, D. National, E. National Chief, F. National Series Chief, G. Senior.

Item 4. Due to the size of some of the larger grids and track configuration it is not possible for the starter to see all cars on a start prior to displaying a green for a start. Effective 1/1/06, based on recommendations from the National Staff, the Club Racing Board is recommending that GCR Section 7.5.7 be amended to read as follows:

7. During the pace lap, the Starter shall be positioned at a safe location where the approaching field can be clearly viewed, and where he or she can be seen by all the drivers in the grid. The Starter shall remain motionless, with the green flag hidden, and no other flags visible.

Item 5. In order to clarify the intent of how probation periods may be formatted, the Club Racing Board at the recommendation of the Executive Stewards, is recommending effective 1/1/06 that GCR Section 14.9.1 be amended to read as follows:

Probation may be for up to six (6) months, except that up to ten (10) months may be imposed between September 1st and September 30th, and nine (9) months may be imposed on or after October 1st, or a specified number of SCCA event days.

Item 6. In order to ensure that probation notices are accurately and effectively communicated to the Club Racing Board, the Club Racing Board is recommending effective 1/1/06 that the following language be added to GCR Section 14.9.2 as follows:

~~Verbal notice shall be given by calling the Club Racing Department on Monday following the event to notify them of any drivers who have been placed on probation at that event.~~ Written notice shall first be given by faxing or emailing the Club Racing Department on Monday following the event with notification of any drivers who have been placed on probation at the event.

Written notice shall also be provided by including the confiscated license and tear-off coupon from the probation letter with the Observer's Report from the event which will be mailed to the SCCA within ten (10) days of the event. (6.10.1)

RECOMMENDATIONS TO THE BoD. The Club Racing Board provides its input to the Board of Directors on the following items.

None

MEMBER ADVISORIES. The Club Racing Board has become aware of the following issues and publishes these advisories to alert the membership to the Club Racing Board's plans regarding these issues.

FORMULA

FV

The concept of allowing an alternate steering box was put before the membership a while back and was not supported by the FV community. The Club Racing Board has received some input from competitors that there may be some supply

and cost issues regarding the availability of the current steering box. The Club Racing Board is seeking input on whether the FV community feels it is necessary at this time to identify an alternate steering box as an option for the FV class.

SPORTS RACER

Based on concerns over the difficulty of safely working with titanium as a suspension component material due its fabrication and welding characteristics, the Club Racing is considering outlawing the use of titanium in suspension components. The Club Racing Board is seeking both positive and negative comments relating to this issue prior to making a decision.

NEW CAR CLASSIFICATIONS

In order to inform the membership as quickly as possible of our intent to add new cars we will also be listing the cars being added in this section of our minutes under the heading of New Car Classifications. The details of the specifications will be found in the Technical Bulletins as the specifications are researched and confirmed.

New Car Classifications

TOURING

T1-T2

1. Add model years 2004-05 to the BMW M3 classified in T1 but recommended for reclassification to T2.

2. Add model years 2005 to the Subaru WRX STi classified in T1 but recommended for reclassification to T2.

3. Add model years 2005 to the Mitsubishi Evolution classified in T1 but recommended for reclassification to T2. Add model types 8, RS, GSR, and MR to spec line.

T2

1. Classify the 2004-05 Pontiac GTO.

2. Classify the 2005 Porsche Boxster S.

3. Add model year 2005 to the Cadillac CTS-V.

4. Add model years 2004-05 to the Nissan 350Z.

T3 (new class) - T2 (National)

1. Classify the 2005 Subaru Legacy GT in Regional T3 and National T2.

SHOWROOM STOCK

SSB

1. Classify the 2004-05 Subaru Impreza (Non-turbo) in SSB.

2. Classify the 2005 Acura RSX Type S in SSB.

SSC

1. Classify the 2005 Toyota Corolla XRS in SSC.

2. Classify the 2005 to the MINI Cooper in SSC.

3. Classify the 2005 to the MINI Cooper S in SSC.

The following items have been REFERRED to their respective advisory committees or TABLED pending receipt of additional information.

GT

GT2

1. I support the concept of allowing the use of 18-inch diameter rims, allowing the Porsche Cup cars to use Porsche fuel tanks, and reducing the weight on the Panoz GTS in GT2. (Kadunc) Tabled to the GT Advisory Committee for further comment.

2. Allow the use of the Porsche fuel tank and alternate material hoods in Porsche Cups cars in GT2. (Sanda) Tabled to the GT Advisory Committee for further comment.

3. Reduce weight on 3.6L Porsche engine cars and classify the 3.8L engine in GT2. (Barnes) Tabled to the GT Advisory Committee for further comment.

4. Allow the use of 18-inch rims in GT2. (Erion) Tabled to the GT Advisory Committee for further comment.

GT3

1. Reduce weight on Volkswagen engine cars in GT3. (Rugh) Tabled to the GT Advisory Committee for further comment.

SPORTS RACER

1. Clarify the SR cockpit dimension rule for SR cars. (Staff) Tabled to the SR Advisory Committee for further comment.

CSR

1. Oldsmobile engines are out of production and will need alternate parts also allow same aero rules for Olds engine CSR cars. (Richter) Tabled to the SR Advisory Committee for further comment.

2. Change weight of 1300cc engine CSR cars to 1100lbs. (Grafton) Tabled to the SR Advisory Committee for further comment.

3. Change the motorcycle engine CSR weight formula. (Schader) Tabled to the SR Advisory Committee for further comment.

DSR

1. Set minimum weight for DSR at 1,000lbs. (Hoover, Reupert) Tabled to the SR Advisory Committee for further comment.

S2000

1. Allow the use of adjustable camshaft sprockets on the Ford 2.0L engine in S2000. (LaManna) Tabled to the SR Advisory Committee for further comment on impact to FC cars and identification of a part number as an optional component.

The following items are NOT RECOMMENDED for implementation at this time.

GT

GT1

1. Classify the Olds Achieva built to another sanctioning bodies specifications in GT1. (Santiago) The GT Advisory Committee reviewed the specifications for the vehicle and determined that it does not fit within the parameters of the GT1 class.

2. Allow TRANSAM rear wing and splitter on 2000 and newer Ford Mustangs. (Lasco) The current rules are adequate are written, GT1 has a lot of cars that the TRANSAM series does not recognize.

GT2

1. Allow the Porsche Cup cars in GT2 the following modifications; free exhaust system, Alternate clutch and flywheels, and the use of the Spec GRAND-AM SGS rear wing. (Sanda) The CRB will continue to monitor the performance levels of all cars in the class.

2. Remove the restrictor from the Sunbeam Tiger and add weight to the Porsche 944 and Toyotas in GT2. (Schonberger) The CRB will continue to monitor the performance levels of all cars in the class.

3. Remove the restrictor from the Sunbeam Tiger. (Patton) The CRB will continue to monitor the performance levels of all cars in the class.

4. Reduce the weight on tub based cars

and allow reproduction wings on Porsche cars in GT2. (Barnes) The current specifications and rear wing rules are adequate for the class.

5. Allow alternate rear wings on GT2 cars. (Erion) This would not be consistent with the class philosophy for rear spoilers and wings, however we are currently looking at changes to the aero rules for the GT classes.

GT3

1. Assist the Ford, Nissan and Volkswagen powered car to be more competitive in GT3. (Jackson) The CRB will continue to monitor the performance levels of all cars in the class.

2. Allow the use of the Porsche Getty Design wing on Porsche 911 cars. (Eastman) This would not be consistent with the class philosophy for rear spoilers and wings.

3. Increase the weight on the Toyotas and restrict the intake on the Mazda powered cars in GT3. (Rugh) The performance level of the cars mentioned fit within the performance parameters of the GT3 class.

4. Add an alternate cylinder head to the Toyota Tercel spec line that was only available in Japan. (Martin) This would not be consistent with class philosophy.

TOURING

T1

1. Classify the new 2005 Porsche 997 Carrera and late model Porsche 996s in T1. (Aquilante) Due to the time constraints of classifying cars by December 31 and the fact no specifications, manuals or VTS sheets were submitted with the request, this item will need to be addressed as a 2006 racing season item.

SHOWROOM STOCK

1. Classify the 2003 Mazdaspeed Protégé in SSC. (Sanders) This car was a very limited production vehicle that is out of production now and does not fit within the concept of readily available vehicles that the class philosophy is built around.

SPORTS RACER

DSR

1. Increase 2-valve automotive-based engine displacement to 1500cc. (Hoover) This request would provide too much performance potential for the class.

The following items have been addressed, are submitted for information only, or require no further action by the Club Racing Board.

GT

GT2-GTL

1. I oppose the use of rear wings and front diffusers in GT2-GTL. (Kroll) Thank you for your input.

2. I support the use of rear wings and front diffusers in GT2-GTL. (Kadunc) Thank you for your input.

3. I support 6 speed transmissions. (Hotz) Thank you for your input

GT2

1. Allow the use of the Nissan LD28 crankshaft in GT2 Nissan powered cars. (Matakactic, Goughary) This item was previously addressed in the December issue of *Fastrack*.

2. I oppose additional Porsche Cup car allowances; I also oppose classifying any other cars under special condition allowances like the Panoz and Porsche Cup

cars; but I do support classification of modern sports cars in the GT2 class. (Kadunc) Thank you for your input.

3. I support the concept of limited preparation engines in GT2. (Kadunc) Thank you for your input, the Advisory Committee and the Club Racing Board are continuing to discuss limited preparation engines and how they will fit into the future of the GT category.

4. Allow the use of an alternate aluminum head on the Nissan V6 engine in GT2. (St. Clair) This item was added in the December *Fastrack* Tech Bulletin.

5. Reduce weight on the Mazda rotary engine cars, make no changes on any car with 3.0L or smaller engine, consider the 3.0L the baseline engine for the GT2 class, and do not mandate single restrictors for all GT2 cars. (Goughary) Thank you for your input.

6. Restrict all GT2 engines that have the potential to make more than 350hp and I oppose any changes to allow aerodynamic devices. (Schonberger) Thank you for your input.

7. Restrict GT2 engines to 350hp at 2280lbs. (Patton) Thank you for your input

GT3

Classify the K20A2 engine in GT3. (Grudynski) This item was included in the January *Fastrack* Tech Bulletin.

GT4-5 (GTL)

1. Input on the Consolidation of GT4 and GT5. (Denney, Huffaker) Thank you for your comments.

SPORTS RACER

1. Eliminate the 45% flat bottom rules in CSR/DSR and make a true flat bottom rule. (8 letters) The Club Racing Board after lengthy consultation with the Advisory Committee has decided to leave the existing rules as they are and will monitor the progress of the class. The desire is to create a stable rules environment to assist in building the class up.

2. I support the proposed flat bottom rule change. (Dowmont) See Item 1 comment regarding flat bottom rules.

3. I oppose the use of tunnels in CSR/DSR. (Chesmore, Novak, Reupert) See Item 1 comment regarding flat bottom rules.

4. I support the use of tunnels in CSR/DSR. (Ferguson) See Item 1 comment regarding flat bottom rules.

5. I oppose the use of tunnels in CSR/DSR. (4 letters) See Item 1 comment regarding flat bottom rules.

6. I support the current set of flat bottom rules. (Mayfield) See Item 1 comment regarding flat bottom rules.

CSR

1. Allow the Olds powered CSR the same aero package as the rest of the class. (Richter) This was done during the class rules rewrite.

2. Allow 4 or more valve 1310cc engines to weight 1150lbs. (Major) This was corrected prior to the 2004 Runoffs®.

3. I support the use of the Mazda Renesis engine in CSR. (Wheless, Lorenz) Thank you for your input.

DSR

1. Allow 880cc two-stroke engines in DSR. (Reupert, Novak) This item was approved at our October Club Racing Board Meeting.

SRF

1. Specify a spec fuel for SRF. (Marinangel) The Club Racing Board has recommended a new approach to specific

approved fuels for Club Racing.

2. We support mandating the use of the new 5th gear ratio. (Brown) Thank you for your input.

3. We support allowing an optional 5th gear ratio. (7 letters) Thank you for your input.

S2000

1. Allow the use of alternate aluminum brake calipers. (LaManna) The Advisory Committee has studied this issue several times in the past years and determined that steel calipers are still available and just allowing aluminum will drive the actual cost up as exotic aluminum calipers will then be allowed.

CLUB RACING BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC. January 4, 2005

The Club Racing Board met via a conference call on January 4, 2005. Participating were: Kurt Weiss, Chairman; Bob Dowie, Kevin Kloefer, John Martinsen, Craig Taylor, Brian Culbertson, and Joe Aquilante. Also participating were: Mike Sauce, Bill Weston, BoD Liaisons; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Manager Club Racing; John Bauer, Technical Assistant Club Racing, Lauri Burkons, CRB Secretary, and Bryan Cohn, Manager Club Racing.

In addition to those items covered in Technical Bulletin 05-03, the following decisions were made:

PROPOSED RULE CHANGES or CAR RECLASSIFICATIONS. The following subjects will be referred to the Board of Directors for approval. Comments, both for and against, should be addressed to the Club Racing Board.

GT

Item 1. The GT advisory committee has investigated the price and availability of electric water pumps and has concluded that they are helpful in dealing with current automotive packaging constraints, and are no longer cost prohibitive for use in the GT classes. Based on the input from the Advisory Committee, the CRB is recommending that effective 1/1/06 the GTCS section 17.1.2.F.4.e.6. be changed as follows:

Alternate engine and drive train components considered replacement parts, such as seals, bearings, valve guides, pushrods, water pump, timing chains/belts and sprockets, nuts, bolts, studs, washers, and gaskets are permitted. Bushings or offset keys of unrestricted origin may be installed. ~~The water pump(s) may be replaced with any water pump(s) mechanically driven by the engine.~~

Item 2. Based on the performance and availability and relative performance of sequential shifting transmissions, the GT Advisory Committee and the Club Racing Board are recommending that effective 10/1/05 the weight penalty for a sequential transmission be changed from 50 lbs. to 2.5% of the weight listed on the spec line.

Effective 1/1/06, change GTCS section 17.1.2.F.4.e.11 to read as follows:

Any readily available transmission having a functional reverse and no more than five (5) forward speeds may be used, providing the location is the same as the production automobile. Any shift linkage may be used. Sequential shifting transmissions are permitted with a ~~50 lb.~~ weight penalty equal to 2.5% of the cars weight as listed on the vehicle spec line. Note: the minimum

vehicle weight is to be rounded to the nearest pound. Air, hydraulic or electric actuation of the gearshift mechanism is not allowed. For front engine, rear drive cars requiring the transmission to be attached to the engine, the transmission front seal shall be within twelve (12) inches of the back of the engine block. On front engine/rear drive cars, the transmission front seal is that seal which is within 5" of the gear on the input shaft which meshes with the foremost gear on the counter/layshaft."

IT

Item 1. Based on the performance potential of the (90-92) Volkswagen Golf GTI 16V in ITS, the IT Advisory Committee and the Club Racing Board is recommending that the car be reclassified from ITS to ITA and have its weight adjusted to 2475 lbs. effective 1/1/06.

Item 2. Based on the performance potential of the (1991) Volkswagen Jetta GLI in ITS, the IT Advisory Committee and the Club Racing Board is recommending that the car be reclassified from ITS to ITA and have its weight adjusted to 2935 lbs. effective 1/1/06.

Item 3. A question has arisen regarding the removal of airbags and if that allowance also includes the removal of the remaining components of the system. Since we want to ensure that none of the bags deploy inadvertently in an incident, the Club Racing Board is recommending that the ITCS be changed to read that the air bag "system" may be removed, and this includes all side and passenger airbag systems.

Effective 1/1/06 change ITCS section 17.1.4.D.10.j. to read as follows:

Air bags ~~systems~~ shall be disarmed and may be removed.

RECOMMENDATIONS TO THE BoD. The Club Racing Board provides its input to the Board of Directors on the following items.

None

MEMBER ADVISORIES. The Club Racing Board has become aware of the following issues and publishes these advisories to alert the membership to the Club Racing Board's plans regarding these issues.

None

NEW CAR CLASSIFICATIONS

In order to inform the membership as quickly as possible of our intent to add new cars we will also be listing the cars being added in this section of our minutes under the heading of New Car Classifications. The details of the specifications will be found in the Technical Bulletins as the specifications are researched and confirmed.

None

The following items have been REFERRED to their respective advisory committees or TABLED pending receipt of additional information.

GT

The future of GT racing will include the use of single inlet restrictors (SIR) in the equalization of the engines. Working in conjunction with the CRB, the GT Advisory Committee is using state of the art modeling software to conduct detailed engine simulations. The results of these simulations will set the initial sizes for the SIR, and future adjustments will be made on an as needed basis. The sizes of the SIR will be in the April *Fastrack*.

GT2

1. Reduce the weight of the Panoz in GT2 by 150 lbs. (Kadunc) Tabled for input from Panoz, a majority of the cars cannot get to the current minimum weight.

2. Reduce the weight of the Panoz and allow a larger wheel and tire. (Jones) Tabled for input from Panoz.

3. Classify the 20B Mazda engine in GT2. (Drummond) We will classify the engine as soon as the Single Inlet Restrictor (SIR) specs have been finalized.

4. Classify the Porsche 3.8L engine and reduce the weight of the 3.6L. (Barnes) We will classify the engine as soon as the SIR specs have been finalized.

5. Classify the 95 BMW M3 in GT2. (Mason) We will classify the car as soon as the SIR specs have been finalized. The car must meet all the current GT2 rules.

GT3

1. Classify the Nissan SR20DE engine in GT3. (Muramoto) We will classify the engine as soon as the SIR specs have been finalized.

GTL

1. Allow the EN1 Honda engine in GTL. (Hargrove) We will classify the engine as soon as the SIR specs have been finalized.

2. Classify the 2005 Mini in GTL. (Stracco) We will classify the car as soon as the SIR specs have been finalized.

3. Allow alternate bore for the GTL Nissan engines. (Burke) Tabled for further comment by the GT Advisory Committee.

4. Look at the weight penalties for RWD Minis in GTL. (Griffin) Tabled to get more info from the letter writer.

IT

1. Allow the removal of power steering and related components. (Amy) Tabled for input from the IT Advisory Committee.

The following items are NOT RECOMMENDED for implementation at this time.

GT

1. Set a maximum brake rotor size of 13.25" for all GT cars. (Jones) Not consistent with the philosophy of the class.

2. Allow bias-ply tires a 50 lb. weight break. (Jones) Radials have become the standard for the GT category.

GTL

1. Re-evaluate the choke sizes of the GTL cars. (Burke) We will continue to monitor the performance of the cars within the class.

IT

1. Reclassify the 88-91 CRX and Civic DX to ITB. (Giles) Not recommended at this time, but we will continue to monitor the performance.

2. Reclassify the 79-85 Mazda RX-7 to ITB. (various) Not recommended at this time, but we will continue to monitor its performance.

3. Reclassify the Porsche 944 to ITA. (Scott) The car's potential exceeds the parameters of the ITA class. We will continue to monitor its performance, and compare it to other cars in the class.

4. Delete redundant language pertaining to ECU modifications in the ITCS. (Amy) The IT Advisory committee feels that one section is there for carbureted cars while the other applies to fuel injected cars.

5. Allow alternate pistons that differ from the OE design provided they lower the compression ratio. (Chris) Not consistent with the philosophy of the IT classes.

ITS

1. Reduce the weight of the Acura GSR. (Davis) The weight is appropriate as listed.

The following items have been previously addressed, are submitted for information only, or require no further action by the Club Racing Board.

GT

1. Here are suggestions for improving the rules making process. (Jones) Thank you for your input, your ideas will be considered as we move forward.

2. Allow cars not equipped with factory spoilers to install a restricted wing. (Jones) Thanks for your input, we are currently looking at wings and aero devices for the GT classes.

3. Allow spoilers that were previously accepted in CP. (Jones) The advisory committee is currently looking at wings and aero devices for the GT classes.

4. Do not allow wheel sizes larger than 16" unless they are available as standard equipment for the car. (Jones) Thanks for your input, the advisory committee is currently looking at the issue.

5. Keep the 2.5% IRS weight penalty if you institute a weight break for bias-ply tires, or change the IRS penalty back to 100 lbs. (Jones). Thank you for your input, we are not instituting a weight break for bias-ply tires, and the 2.5% weight penalty was recently approved by the BoD.

6. Explore limited prep engines with a focus being to build participation. (Jones) Thank you for your input, as the SIR specs are finalized the GT advisory will continue to investigate the use of limited prep engines for GT.

7. Here is suggested wording for the floor / undertray rules. (Jones) Thanks for your input, the advisory committee is currently looking at wings and aero devices for the GT classes.

GT2

1. Reclassify the Lotus Elan to GT3. (Myers) The requestor has withdrawn this request.

2. Reduce the weight of rotary powered cars in GT2. (Jones) We have recently made adjustments to the weights of these cars and would like to monitor the impact of the changes.

3. Remove all intake restrictions from the GT2 rotary engines. (Jones) We have recently made adjustments to the weights of these cars and would like to monitor the impact of the changes.

4. Allow weight reductions for the older CP/GT2 cars. (Jones) This item has been previously addressed and we will not treat tube frame cars differently than tub (unibody) cars.

5. Do not make adjustments to the Porsche Cup cars. (Jones) We have recently made changes to the Cup car and will continue to monitor its performance.

GTL

1. Are the weight adjustments for the GTL class based on the 2003 or 2004 weights? (Burke) The weight changes were based on the weights of the cars at the 2004 Runoffs®.

IT

1. Resume for the advisory committee. (Gulick) Thanks for your resume, it will be kept on file for future consideration.

2. Allow window nets on the passenger side. (Zaslow) Properly installed window/upperbody nets are recommended by the Club Racing Board.

3. I oppose the reclassifications listed in

the November FasTrack. (Scott) Thank you for your input, the items were previously approved by the BoD.

4. I support the proposed revisions to the wiring harness / ECU rules. (Gran) Thank you for your input.

TECHNICAL BULLETIN

DATE: December 20, 2004

NUMBER: TB 05-02a

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/05 unless otherwise noted.

T2

1. Nissan 350Z Track/Touring/Standard (2003), p.25, add the 04-05 model year.

2. Subaru Impreza WRX STi (02-04), p. 27, add to the specs as follows: add the 2005 model, Wheel size(in): 17 x 8.0 (F&R), Notes: Cars may update and backdate among the model years listed within this spec line.

3. Mitsubishi Lancer Evolution (03-04), p. 25, add to the specs as follows: model types Evo 8/RS/GSR/MR, add the 2005 model, Gear ratios: 2.91, 1.94, 1.43, 1.10, .87, .69, Brakes(mm): 320 vented disc(F) 300 vented disc(R), Notes: Cars may update and backdate among the model years listed within this spec line.

SSC

1. Mini Cooper, 2005, classified in TB 05-02, correct the notes to read as follows: This max. tire size superseded SS tire rule in SSS section 17.1.3.E.7. Limited slip and convertible not allowed.

ITB

1. Classify Mazda 626 (83-84), note: this car was inadvertently dropped from the 2005 GCR.

Add new spec line to ITCS p. 45, Mazda 626 (83-84), Engine type: 4 Cyl SOHC, Bore x Stroke(mm)/Displ.(cc): 86.0 x 86.0/1998, Valves IN&EX(mm): 44.0(I) 36.0(E), Comp. Ratio: 8.6, Wheelbase(in): 98.8, Wheel Dia.(in): 14, Gear Ratios: 3.31, 1.83, 1.23, 0.97, 0.80, Brakes Std.(mm): 231 Disc(F) 229 Drum(R), Weight(lbs.): 2300.

TECHNICAL BULLETIN

DATE: December 7, 2004 and January 4, 2005

NUMBER: TB 05-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/05 unless otherwise noted.

Production

EP

1. Mazda RX-7 (13B) (86-91), p. 44-45, change the specs as follows: Weight(lbs.): carbureted @ 2250, FI @ 2300.

GT

GT2

1. Mazda Miata M-2 (1990-), p. 51, change the notes to read as follows: 12A peripheral port/bridge port/street port @ 1980 lbs. Engine setback from the front spindle centerline to the front spark plug is 4.5". Windshield and hardtop required. 12A street port w/ 40mm choke(s) @ 1880

lbs. 13B @ 1980 lbs. 13B peripheral port w/unrestricted choke(s) @ 2130 lbs. Street port Renesis w/44mm choke(s) @ 1980 lbs.

2. Mazda RX-7 (12A Peripheral port), p. 51, change the specs as follows: Weight: 1980.

3. Mazda RX-7 (13B), p. 51, change the specs as follows: Notes: 13B peripheral port w/ unrestricted choke(s) @ 2130 lbs. Street port Renesis w/ 44mm choke(s) @ 1980 lbs.

4. Mazda RX-8, p. 51, change the notes to read as follows: 12A peripheral port/bridge port/street port @ 1980 lbs. Engine setback from the front spindle centerline to the front spark plug is 4.5". Windshield and hardtop required. 12A street port w/ 40mm choke(s) @ 1880 lbs. 13B @ 1980 lbs. 13B peripheral port w/unrestricted choke(s) @ 2130 lbs. Street port Renesis w/44mm choke(s) @ 1980 lbs.

5. Porsche 996 GT3 Cup (98-04), p. 57, add to the specs as follows: add the 2005 model year, Notes: Any wheel, including 5-bolt, may be used provided it does not exceed the maximum size listed. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock location using the stock pick up points.

GT3

1. Acura RSX (02-05), p. 60, change the specs as follows: Carburetion: 1590cc: (2) 45mm w/ 42mm choke(s), 1797cc: (2) 45mm w/ 42mm choke(s), 1834cc: (2) 45mm w/ 38mm choke(s), 1998cc: 31mm single inlet restrictor.

2. Mazda MX-5 / Miata, p. 65, change the specs as follows: Carburetion: 1.6L: (2) auto-type w/ 42mm choke(s), 1.8L: (2) auto-type w/ 38mm choke(s), 2292: (1) auto-type 2bbl w/ 42mm choke(s).

3. Mazda RX-2, p. 65, change the specs as follows: Carburetion: One (1) auto-type 2bbl w/ 42mm choke(s).

4. Mazda RX-3, p. 65, change the specs as follows: Carburetion: One (1) auto-type 2bbl w/ 42mm choke(s).

5. Mazda RX-7, p. 65, change the specs as follows: Carburetion: One (1) auto-type 2bbl w/ 42mm choke(s).

6. Mazda RX-8, p. 66, change the specs as follows: Carburetion One (1) auto-type 2bbl w/ 42mm choke(s).

7. Mazda Protégé 12A/1.6/1.8 (2001), p. 66, change the specs as follows: Carburetion: 12A: (1) auto-type 2bbl w/ 42mm choke(s), 1.6: (2) auto-type w/ 42mm choke(s), 1.8: (2) auto-type w/ 38mm choke(s).

8. Porsche 911 Coupe & Targa (1968-), p. 68, change the specs as follows: Weight: 2030, add to the specs as follows: Notes: OEM 2-valve air-cooled heads may be modified to utilize two (2) spark plugs per cyl.

9. Porsche 914-6, p. 69, change the specs as follows: Weight: 2030, change the first sentence of the Notes to read as follows: OEM 2-valve air-cooled heads may be modified to utilize two (2) spark plugs per cyl.

10. Porsche 911 Coupe & Targa (1968-) p. 68, add to the specs as follows: Notes: OEM 2-valve air-cooled heads may be modified to utilize two (2) spark plugs per cyl.

11. Classify Nissan Sentra SER Spec V in GT3.

Add new spec line to the GTCS, p. 68, Nissan Sentra SER Spec V (2002), Engine type: 4 Cyl SOHC, Bore x Stroke(mm) 85.0 x 86.0, 84.5 x 88.0, 87.0 x 92.0, Displ.(cc): 1952, 1974, 2188, Head Type: Alum, Non-crossflow, crossflow, Valves Per Cyl.: 2,

Carburetion: 50mm w/ 50mm choke(s), Wheelbase(in): 95.7, Track(max. in.): 60, Wheels 7" wide: 13/14/15, Weight: 1952cc @ 1850, 1974cc @ 1980, 2188cc @ 2180, Notes: Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.

12. Classify Toyota Tercel in GT3. Add new spec line to GTCS, p. 70, Toyota Tercel (91-), Engine type: 4 Cyl SOHC, (20R) DOHC, Bore x Stroke(mm) 81.0 x 77.0, Displ.(cc): 1998, 1587, Head Type: Alum, crossflow, Valves Per Cyl.: 4, Carburetion: Automotive-type sidedraft w/ 36mm choke(s), 1587: 45mm w/ 42mm choke(s), Wheelbase(in): 95.3, Track(max. in.): 60, Wheels 7" wide: 13/14/15, Weight: 1900, 1587cc @ 1980.

13. Volkswagen Beetle (98-01), p. 71, change the specs as follows: Weight: 1830.

14. Volkswagen Golf and GTI, p. 71, change the specs as follows: Weight: 1780cc @ 1930, 1984cc @ 1830.

15. Volkswagen Golf Mk IV, p. 71, change the specs as follows: Weight: 1780cc @ 1930, 1984cc @ 1830.

16. Volkswagen Jetta, p. 71, change the specs as follows: Weight: 1780cc @ 1930, 1984cc @ 1830.

17. Volkswagen Jetta Mk IV, p. 72, change the specs as follows: Weight: 1780cc @ 1930, 1984cc @ 1830.

18. Volkswagen Scirocco, p. 72, change the specs as follows: Weight: 1715cc @ 1880, 1780cc @ 1930, 1984cc @ 1830.

19. BMW (E46) (2000-), p. 62, add to the specs as follows: Engine type: 4 Cyl SOHC, Bore x Stroke(mm): 89.0 x 71.0, Displ.(cc): 1767, Valves per Cyl.: 2, Carburetion: 1767cc: unrestricted, Wheelbase(in): 101.2, 100.9, Weight: 1767cc @ 1880, Notes: Engine: 89.0 x 80.0 (1990cc), unrestricted choke(s) @ 1980.

20. BMW 320i / 318i (72-82), p. 61, correct the specs as follows: model years to include (77-82).

Touring T1

1. Lotus Elise (2005) p. 18, add to the notes as follows: An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part # ALS3E0022J (Accusump part # 24-026 and electric valve part # 24-270) is allowed.

Formula FF

1. Section 17.1.6.D.2.e., p. 61-62, add to the end of the second paragraph as follows: Standard size CP piston, part # 81- 2 FF1600, may be used in the uprated engine. Change selected portions of the table to read as follows: Depth of bowl (+/- .005"): uprated engine .470", Maximum diameter of bowl: uprated engine 2.250", Overall height: uprated engine 2.80" CP Piston, 3.30" AE Piston, Minimum weight w/ rings & pin: uprated engine 515 grams.

FM

1. Section 17.1.6.F.1.e.3.B.1, correct to read as follows: Daryl Drummond Enterprises, Inc. 3590 North River Rd, Gold Hill, OR, 97525, mailing address: PO Box 678 Rogue River OR 97537, (541) 582-1786.

JUDGEMENT OF THE COURT OF APPEALS Steve Lawrence vs. SOM COA Ref. No. 04-21-SE December 16, 2004

PRIOR PROCEEDINGS AND FACTS IN BRIEF

During the regional endurance race event held at Virginia International Raceway on October 23, 2004, Stephen Smith, entrant of SM car #30, protested Steve Lawrence, driver of SM car #1, for an alleged technical violation of GCR 17.1.9.c.b.(fuel system). The Stewards of the Meet (SOM) Ann Taylor, John Willis, and Mike Pressley, Chairman, held a hearing, reviewed the evidence, and upheld the protest. The SOM disqualified the car driven by Mr. Lawrence and assigned him four (4) automatic penalty points. Mr. Lawrence is appealing that decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Steve Lawrence.
2. Observers Report and related documents.
3. Email from Stephen Smith, Entrant of car # 30.

FINDINGS

Mr. Smith's protest was received by the Chief Steward forty-two minutes before the end of the 13 hour endurance race. The SOM evaluated the protest with respect to GCR 13.3. (time limit requirements). They determined that Mr. Smith had a valid claim for extenuating circumstances based on the greater than expected elapsed track time between fuel stops for his car and Mr. Lawrence's car. Mr. Lawrence's car was impounded after the completion of the race. Two other SM cars were the subject of a protest for the same technical situation. The basis for Mr. Smith's protest was that Mr. Lawrence's fuel tank had been modified. The claim was that the modification provided the opportunity for greater fuel tank working capacity.

The fuel tanks of Mr. Lawrence's car and one other (the subject of another protest for the same situation) were inspected. The access covers of the fuel tanks were removed and the interior details compared. Differences between the cars were identified with respect to length and configuration of the filler vent tube. The SOM determined that the vent tube in Mr. Lawrence's fuel tank had been modified by removing the end of the tube that bends at an angle down toward the bottom of the tank. The SOM produced a well-documented report instead of impounding the non-compliant part.

The COA finds that the extenuating circumstances used to support the extension of the GCR time limits are valid. The inspection and evaluation were done correctly and support the SOM decision. A teardown bond is not required for this type of straightforward inspection. The COA obtained and examined a stock 1991 Miata gas tank and found the vent tube was angled down and the configuration corresponded to the SOM findings for a compliant component. Mr. Smith's request to supply a sample fuel tank was not accepted because the validity of that evidence could not be affirmed.

This endurance event had multiple drivers for each car. The protest named only one member of the driver team, Mr. Lawrence. The GCR provides for shared victory points but makes no allowance for penalty points. Therefore, the assigned points for the infraction are awarded only to the driver named in the action.

DECISION

The Court of Appeals upholds the decision of the SOM. The Court considers the appeal not well founded, and the appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Charlie Putnam vs. SOM
COA Ref. No. 04-22-SE
December 16, 2004

PRIOR PROCEEDINGS AND FACTS IN BRIEF

During the regional endurance race event held at Virginia International Raceway on October 23, 2004, Frank Wolf, driver of SM # 8, protested Charlie Putnam, driver of SM #19, for an alleged technical violation of GCR 17.1.9.c.b. (fuel system). The Stewards of the Meet (SOM) Ann Taylor, John Willis, and Mike Presley, Chairman, held a hearing, reviewed the evidence, and upheld the protest. The SOM disqualified the car driven by Mr. Putnam and assigned him four (4) automatic penalty points. Mr. Putnam is appealing that decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Charlie Putnam and related documents.
2. Observers Report and related documents.
3. Email from Stephen Smith, entrant of SM # 30.

FINDINGS

The Chief Steward received Mr. Wolf's protest forty-two minutes before the end of the 13-hour endurance race. The SOM evaluated the protest with respect to GCR 13.3. (time limit requirements). They determined that Mr. Wolf had a valid claim for extenuating circumstances based on their observation of the greater than expected elapsed track time between fuel stops for Mr. Putnam's car. Both Mr. Putnam's and Mr. Wolf's cars were impounded after the race completion. Mr. Wolf's car was the subject of a protest for the same technical situation. The question raised by Mr. Wolf's protest was that Mr. Putnam's fuel tank had been modified. The claim was that the modification provided the opportunity for greater fuel tank working capacity.

The fuel tanks of both cars and one other (the subject of another protest for the same situation) were inspected. The access covers of the fuel tanks were removed and the interior details compared. Differences between the cars were identified with respect to length and configuration of the filler vent tube. The SOM determined that the vent tube in Mr. Putnam's fuel tank had been modified by removing the end of the tube that bends at an angle down toward the bottom of the tank. The SOM produced a well-documented report instead of impounding the non-compliant part.

The COA finds that the extenuating circumstances used to support the extension of the GCR time limits are valid. The inspection and evaluation were done correctly and support the SOM decision. A teardown bond is not required for this type of straightforward inspection. The COA obtained and examined a stock 1991 Miata gas tank and found the vent tube was angled down and the configuration corresponded to the SOM findings for a compliant component.

This endurance event had multiple drivers for each car. The protest named only one member of the driver team, Mr. Putnam. The GCR provides for shared victory points but makes no allowance for penalty points. The assigned points for the infraction are awarded only to the driver named in this action.

DECISION

The Court of Appeals upholds the decision of the SOM. The Court considers the appeal not well founded, and the appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Ed Dickinson vs. SOM
COA Ref. No. 04-25-SE
January 19, 2005

PRIOR PROCEEDINGS AND FACTS IN BRIEF

After the Group 3 race for formula cars at the Turkey Trot regional race held on the Sebring long course, November 27, 2004, Ed Dickinson, driver of FS #01, filed a protest. The protest alleged that Jonathan Branam, driver of FC #08, was in violation of GCR 9.1.1.A&B. (Driver Responsibility-Contact), 9.1.2. (passing) and 14.1.4. (reckless and dangerous driving). The Stewards of the Meet (SOM) Fritz Baker, Norm Esau, Walt McCarthy, Bill Weston and Peter Magnuson, Chairman (CSOM), held a hearing, reviewed the evidence and upheld the protest. The SOM decision penalized both drivers with probation, Mr. Branam received a 3-event probation; Mr. Dickinson received a 6-event probation. Mr. Dickinson is appealing the severity of his penalty.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Dickinson.
2. Observers Report and related documents.
3. Race results from MyLaps.com
4. E-mail from Bill Weston, SOM.
5. Verbal phone report from Mr. Magnuson, Chairman, SOM to the Secretary of the Court.

FINDINGS

Witness statements indicate that during the third lap of the race, Mr. Dickinson was approaching turn 1, a sweeping left hand corner, with Mr. Branam following closely. Mr. Branam moved to the inside of Mr. Dickinson and there was contact between the two cars. The contact was reported by several sources as a side-to-side situation. The contact resulted in damage to both cars that prevented their continuing in the race. The damage that prevented Mr. Dickinson from continuing was to his left rear wheel. The flag captain at the turn one station reported that this incident occurred under a standing yellow flag at the turn one station. Another driver testified that he observed the yellow flag at the turn 1 station and slowed while following the two cars in question into the corner.

Mr. Dickinson attempted to gather witnesses and information relating to the on-track incident prior to filing the protest with the Chief Steward. He encountered Mr. Branam and his crew in the paddock and allegedly approached them with a "less than cordial manner." The encounter was characterized by witnesses as confrontational and threatening. Mr. Dickinson did voluntarily disengage himself from the situation.

Mr. Dickinson's protest was heard by the SOM near the end of the day at which time he was allowed to testify and complete a witness statement. The CSOM advised Mr. Dickinson that he would be called when a decision was reached and that he should not leave the track. The SOM heard additional witnesses and received witness statements. The next morning Mr. Dickinson left the track for personal reasons with no other contact with the SOM. He did ask another person to contact the SOM on his behalf.

The SOM upheld the protest and penalized both drivers for their actions with respect to the yellow flag situation. Mr. Branam submitted his license and was issued his probation document. The SOM did not allow Mr. Dickinson's representative to represent him because the SOM had not been notified of the arrangement. Mr. Dickinson was notified by the CSOM of the SOM decision by telephone on November 30. He was advised at that time to turn in his license. He mailed his license to Mr. Magnuson on December 9, 2004 and it was forwarded to the SCCA National office. Mr. Dickinson's probation began on December 9, 2004.

In addition to the 3-event probation and 3 penalty points the SOM awarded to each driver for violation of GCR 9.1.2. (Passing) and GCR 9.4.2.B. (Passing under yellow), Mr. Dickinson was penalized an additional 3-event probation (total of 6 events) for violation of GCR 14.1.7. (Unsportsmanlike conduct).

The COA finds that the SOM evaluated the situations correctly and assigned penalties that are within their power and are commensurate with the infractions. The appellant presented no information that was not judged by the SOM.

Decision

The Court of Appeals upholds the decision of the SOM in its entirety. The Court considers this appeal not well founded and the appeal fee will be retained by SCCA.

Stewards are again reminded that all documentation for SOM actions must be completed in full.

SOLO

SOLO EVENTS BOARD
SPORTS CAR CLUB OF AMERICA, INC.
January 5, 2005

The Solo Events Board met by conference call January 5th. Attending were 2005 SEB members Colan Arnold, Ron Bauer, Chris Dorsey, Tina Reeves, Mari Clements, Steve Hoelscher, and Andy Hollis; 2004 members Mark Sirota and Mark Sipe; Doug Gill, and Tasha Goodale of the National Staff. The following Minutes are presented in topical rather than chronological order.

SOLO II GENERAL ITEMS

- SEB liaisons to the various advisory committees were designated for 2005.
- The SEB liaison to the Solo II Nationals Chair and Chiefs will be Mari Clements.
- Chris Franson was approved as the NEDIV Divisional Solo II Steward.
- The SEB is requesting that Impound crews record the weights for vehicles in Kart classes at Divisionals and National Tours, and forward those weights to Doug Gill at the National Office.

SOLO II STOCK CATEGORY

- The SEB approved the addition of Brian Connors and Stephen Hui to the SAC.

SOLO II STREET TOURING CATEGORY

- Jeff Brown will be Chair of the STAC for 2005. Jason Rhoades will be STAC Secretary.
- The following rule change proposal, effective 1/1/2006, is submitted for member comment: Change 14.8.E to read as follows:
 - E. Live axle suspension allowances:

1. Addition or replacement of suspension stabilizers (linkage connecting the axle housing or De Dion to the chassis, which controls lateral suspension location) is permitted.

2. Traction bars or torque arms may be added or replaced on live axle suspensions.

3. A panhard rod may be added or replaced.

4. The upper arm(s) may be removed, replaced, or modified, and the upper pickup points on the rear axle housing may be relocated.

5. The lower arms may not be altered, except as permitted under 14.8.C, or relocated. Methods of attachment and attachment points are unrestricted, but may serve no other purpose (e.g. chassis stiffening). This does not authorize removal of a welded-on part of a subframe to accommodate the installation.

Comment: this is to bring the ST rule covering this area into consistency with current content of the analogous SP rule.

SOLO II PREPARED CATEGORY

- The PAC and SEB are requesting input on the following proposed change, effective 1/1/2006: Modify FP Porsche 911 2.7, 2.8 and Porsche 914-6 2.0, 2.5, 2.7, 2.8 listings as follows: Replace "Dual spark plug heads prohibited" with "Dual spark plug conversion allowed."

- Per the PAC, the following rule change proposal is submitted for member comment: Effective 1/1/2006, modify 17.11.C to read: "Data acquisition/recording systems are unrestricted provided they serve no otherwise illegal purpose."

- The PAC and SEB thank Shawn Cousins for his service to the club as a committee member.

ITEMS REFERRED TO APPLICABLE COMMITTEES

SAC: Stock shocks (ref. 04-790)

SAC: Civic Si (86-'87), move to HS

STAC: Fender liner modifications to accommodate brake ducts

PAC: Replacement of rotary engine rotors in Prepared (ref. 04-801)

MEMBER ITEMS NOT RECOMMENDED

Civic Si, move to HS (Note: the SAC plans on reviewing this proposal as part of a larger reorganization of the Stock classes)

Various ST changes (ref. 04-762)

Nissan Sentra SE-R classing (ref. 04-783) (Note: the SAC plans on reviewing this proposal as part of a larger reorganization of the Stock classes)

Various DS moves to GS (ref. 04-796) (Note: the SAC plans on reviewing this proposal as part of a larger reorganization of the Stock classes)

ST blow-off valve rule (ref. 04-798)

Move E36 M3 to ESP (ref. 04-837)

Supra TT classing (ref. 04-843)

FSP class changes (ref. 04-857)

Subaru WRX classing (ref. 04-877)

Mopar 318 engines in Prepared (ref. 04-879)

TECH BULLETINS

1) General: The 3rd sentence of 1.1 should read as follows: "Automobile classifications are not mandatory. Regions should use classing structures which are best for the development of their programs. However, regions may not allow faster karts per age group than those already described in section 19."

2) Stock: Per the SAC, the following new listings, effective immediately upon publication, are added in Appendix A:

Chrysler Crossfire SRT-6	AS
'05 Mercedes SLK55, CLK55	AS
'05 Porsche Boxster	AS
Chevrolet Cobalt SS	DS

Subaru Legacy 2.5GT	DS
Chrysler '04 300/300C	FS
Dodge Magnum, SRT-8	FS
'05 Acura RSX Type-S	GS
Chevrolet Aveo	HS
Chevrolet Cobalt 2.2 (all)	HS
Kia Spectra5	HS
Scion TC	HS

3) SP: The first sentence of 3.6.B should read: "...vehicles may use diesel fuel or any grade of gasoline."

4) SP: Stock: Per the SPAC, the following new listings, effective immediately upon publication, are added in Appendix A:

Pontiac Firebird Firehawk ('90-'92)	BSP
Ford GT	ASP

5) Formula Junior: Add to 19.2.C: "Tires of any durometer reading may be used at a rain event. Declaration of a rain event is at the discretion of the Youth Steward."

6) Prepared: Per the PAC, the following new listings, effective immediately upon publication, are added in Appendix A:

General Motors A-body (Monte Carlo, Grand Prix, Regal, El Camino, etc) ('82-'88)	CP
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ROADRALLY

ROADRALLY TOWN HALL MEETING SPORTS CAR CLUB OF AMERICA, INC.

USRRC - Santa Maria, California
October 16, 2004

A town hall was conducted at the USRRC on October 16, 2004. The following are notes from this meeting. Further input on these, or any other topics, are welcome at any time.

Board members attending were Ron Ferris, Steve Gaddy, Kevin Poirier, and Mike Thompson.

1 - Marketing/Sponsorship/Contingency - The need for promotion of our sport and the steps needed to attract sponsors was discussed. The ending of SCCA's involvement in ProRally presents a unique and limited opportunity for our program to gain some momentum within the organization. RoadRally can provide an outlet for those sponsors that currently are supporting ProRally to maintain a professional relationship with the organization, and be seen both at the grassroots level of the organization, as well as by the organization as a whole.

2 - National event sanctioning - Single course/tour events as well as three-event weekends were discussed. Most people agree that more quality events are a good thing. Contrary to rumor, course/tour events ARE allowed under current rules at the same sanctioning rate as a single event. The emphasis, however, must be on quality events. Writing a course rally is a difficult venture, and the additional burden of a tour event must not compromise the course event. Additionally, the tour event must be interesting for those competitors, and frequently this will require significant deviation from the course rally route. Three-event weekends are not currently permitted (outside of the Challenge), but if an experienced and well-staffed committee wishes to attempt this, the board is willing to consider such a proposal. As a reminder, additional divisional rallies may be scheduled as part of a national weekend within the current rules.

3 - RRRs - Several potential rule changes were discussed. The current length and control requirements for national events are daunting to some committees as well as many contestants. One proposed change would reduce the minimum number of controls to 9 for divisional events

and 18 for national events, while also reducing minimum mileages accordingly. A relaxation on the requirements for DIYC controls (may not be first/last/consecutive) was also proposed. The general idea is that anything for which sanction exceptions are routinely granted should be considered for a permanent rule change. Other changes discussed involve requiring the reporting of certain information in General Instructions, specifically the exact method of timing to be used (eg. timing hoses, by hand, etc), and also listing more detailed information about the measurement conditions (eg. more specific weather information, date of measurement, etc). Safety measures, such as a more strict interpretation of the prohibition of controls in or near no passing zones, as well as the elimination of all penalties for TAs, were discussed. Further input on any of these proposals is welcome prior to the 2006 rules season next Spring.

4 - Regional growth - There are at least three distinct levels of growth needed in the RoadRally program. The first involves starting regional programs where there are none, and growing them to the point of sustainability. The training materials being developed by the RRB are considered a vital asset in this pursuit. The long-postponed newsletter is also a key asset to keep RoadRally on the front burner for regions that may otherwise lose interest, and to share useful ideas. Given its importance, the task of publication of the newsletter will be revisited to see that a regular publication schedule can be attained and maintained. One final idea is to create some sample materials for rallymasters to use, such as sample GIs, scorecards, control logs, etc, to avoid reinventing the wheel. CalClub is presenting us with an early look at the second stage of regional growth. The first stage has, to some extent, been accomplished, as the First Friday Nighter program has resulted in consistent fields of 20 or more cars, up from single digit totals in the recent past. The second stage involves moving some of these competitors into more advanced events. Some of the challenges include (1) getting them to show up on weekends, instead of just Friday night, (2) migrating them to longer rallies (Friday night rallies are just 90 minutes in length), and (3) training some competitors to help organize and write events. As usual, answers are not readily apparent. The best suggestions seem to involve working toward a series of 2-3 hour regional events, even if it only involves a few events, and to make worker points part of the equation. The inclusion of one moderate-length (4 hours) divisional event as part of the series can ease the transition for many of the competitors. The third stage of growth involves moving some of these people into the national program, and few ideas are readily apparent now, with the best suggestions involving either the simplification of the rulebook, or at least the creation of a "cheat-sheet" of the most basic rules that can be used by rookie national competitors to keep them at least afloat in national events. This step may be more practical to address once a successful formula is derived for the second stage of growth.

Respectfully submitted,
Steve Gaddy, Secretary

**ROADRALLY BOARD MINUTES
SPORTS CAR CLUB OF AMERICA, INC.
Via conference call
January 5, 2005**

REGIONAL SCHEDULES

REGIONAL SOLO II

The RoadRally Board (RRB) met via conference call on January 5, 2005.

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

Pego Mack, Jessica Toney, and Sue Robinson were unable to attend.

Chairman Craft called the meeting to order at 8:49 pm CST.

The final version of the December 2004 Minutes were accepted (Thompson/Poirier).

Pending business

1. 2005 Schedule

Discussion: The initial national schedule is complete, and has been posted to the SCCA website. We will be working with SCCA to ensure that updates to the schedule are made in a timely manner, and that flyers, entry forms, and results can be included. An informal companion website, named "Just the Facts," has been developed for the RoadRally program in order to mirror this information in a place that can be updated directly by the RRB. It can be accessed at <http://gra.midco.net/roadrally>. In other news, liaisons have been assigned for all national events, with Ron, Mike, and Steve assigned to work with all the committees, and enlist others help as needed. Limiting the number of liaisons will hopefully make communications more seamless and helpful throughout the year.

2. 2005 rulebook

Discussion: As reported earlier, there will not be a printing of the 2005 rulebook. Instead, the 2004 rulebook will be available, with 2005 rule changes available as an addendum. The addendum should be available by the convention, and will be made available with all 2004 rulebooks purchased, as well as at no cost to anyone requesting just the addendum. Both the full 2005 rulebook as well as the 2005 addendum to the 2004 rulebook will be posted to the web.

3. Convention happenings

Discussion: All plans for the 2005 convention are a go. Full minutes will follow after the convention is complete.

New business

1. New Rally department

Discussion: Details on the day-to-day function of the new rally department will be discussed at the convention. The subject of the term "Closed Course Rally", and its potential confusion with the TSD Course Rally series was noted, along with our request that a different name be considered. We may also consider changing the name of the TSD Course Rally series to something more descriptive of the series (such as trap rally series or logic rally series) to further clarify the situation.

Action items

- All: Prepare topics of discussion for the convention
- Steve: Work with Sue on webpage development
- Steve: Complete the first newsletter for the convention

Next meeting

January 27, 2005, at the SCCA Convention in Kansas City, Missouri.

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

Respectfully submitted,
Steve Gaddy, Secretary

CENDIV

Mar 5	Saginaw Bay, Linwood, MI	989-695-6731
April 29-20	MN SE Tech College, Winona, MN	608-582-2543
May 22	LaCrosse Fairgrounds Speedway, West Salem, WI	608-582-2543
June 26	John Menard Corp Center, Eau Claire, WI	608-785-1773
July 24	LaCrosse Fairgrounds Speedway, West Salem, WI	507-456-6283
Aug 13-14	MN SE Tech College, Winona, MN	608-582-2543
Sept 25	LaCrosse Fairgrounds Speedway, West Salem, WI	608-785-1773
Oct 9	MN SE Tech College, Winona, MN	608-582-2543

MIDDIV

Mar 6	Remington Park, Oklahoma City, OK	405-844-6543
Mar 26	Remington Park, Oklahoma City, OK	405-844-6543
May 15	Remington Park, Oklahoma City, OK	405-844-6543
May 29	Remington Park, Oklahoma City, OK	405-844-6543
Jun 11	Remington Park, Oklahoma City, OK	405-844-6543
July 10	Remington Park, Oklahoma City, OK	405-844-6543
Aug 28	Oklahoma State University, Oklahoma City, OK	405-844-6543
Sept 18	Remington Park, Oklahoma City, OK	405-844-6543
Oct 16	Oklahoma State University, Oklahoma City, OK	405-844-6543
Oct 30	Remington Park, Oklahoma City, OK	405-844-6543

NEDIV

Mar 19	Cal Ripken Stadium, Aberdeen, MD	610-488-6644
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SEDIV

Mar 5	White Knoll High School, Lexington, SC	803-796-5498
Mar 6	University of North Carolina, Lexington, NC	910-790-8587
Mar 19	BMW Plant, Greer, SC	803-796-5498

SOPAC

Mar 6	Hawaii Raceway Park, Kailua, HI	808-262-5987
Mar 6	Libby Army Airfield, Sierra Vista, AZ	520-378-2599
Mar 26	Hilo Drag Strip, Hilo, HI	808-327-0362
Mar 27	Maui Raceway Park, Kahului, HI	808-283-1705
Apr 3	Libby Army Airfield, Sierra Vista, AZ	520-378-2599
Apr 3	Hawaii Raceway Park, Kailua, HI	808-262-5987
Apr 24	Maui Raceway Park, Kahului, HI	808-283-1705
April 30	Hilo Drag Strip, Hilo, HI	808-327-0362
May 1	Libby Army Airfield, Sierra Vista, AZ	520-378-2599
May 1	Hawaii Raceway Park, Kailua, HI	808-262-5987
May 22	Maui Raceway Park, Kahului, HI	808-283-1705
May 22	Hilo Drag Strip, Hilo, HI	808-327-0362
Jun 5	Libby Army Airfield, Sierra Vista, AZ	520-378-2599
Jun 5	Hawaii Raceway Park, Kailua, HI	808-262-5987
Jun 26	Hilo Drag Strip, Hilo, HI	808-327-0362
Jun 26	Maui Raceway Park, Kahului, HI	808-283-1705
Jul 3	Hawaii Raceway Park, Kailua, HI	808-262-5987
Jul 31	Maui Raceway Park, Kahului, HI	808-283-1705
Jul 31	Hilo Drag Strip, Hilo, HI	808-327-0362
Aug 14	Hawaii Raceway Park, Kailua, HI	808-262-5987
Aug 28	Hilo Drag Strip, Hilo, HI	808-327-0362
Aug 28	Maui Raceway Park, Kahului, HI	808-283-1705
Sept 18	Hawaii Raceway Park, Kailua, HI	808-262-5987
Sept 25	Hilo Drag Strip, Hilo, HI	808-327-0362
Set 25	Maui Raceway Park, Kahului, HI	808-283-1705
Oct 2	Hawaii Raceway Park, Kailua, HI	808-262-5987
Oct 23	Hilo Drag Strip, Hilo, HI	808-327-0362
Oct 30	Maui Raceway Park, Kahului, HI	808-283-1705
Nov 13	Hawaii Raceway Park, Kailua, HI	808-262-5987
Nov 20	Maui Raceway Park, Kahului, HI	808-283-1705
Nov 27	Hilo Drag Strip, Hilo, HI	808-327-0362
Dec 11	Maui Raceway Park, Kahului, HI	808-283-1705
Dec 18	Hilo Drag Strip, Hilo, HI	808-327-0362
Dec 26	Hawaii Raceway Park, Kailua, HI	808-262-5987

SWDIV

Mar 6	Gulf Greyhound Park, LaMarque, TX	281-474-4368
Apr 24	Gulf Greyhound Park, LaMarque, TX	281-474-4368
May 29	Gulf Greyhound Park, LaMarque, TX	281-474-4368
July 2	Gulf Greyhound Park, LaMarque, TX	281-474-4368
Aug 6	Gulf Greyhound Park, LaMarque, TX	281-474-4368
Aug 14-15	Gulf Greyhound Park, LaMarque, TX	281-474-4368
Sept 4	Gulf Greyhound Park, LaMarque, TX	281-474-4368
Oct 1-2	Gulf Greyhound Park, LaMarque, TX	281-474-4368
Nov 6	Gulf Greyhound Park, LaMarque, TX	281-474-4368
Dec 4	Gulf Greyhound Park, LaMarque, TX	281-474-4368

REGIONAL ROADRALLY

SOPAC

Mar 4	First Friday Niter, Mission Hills, CA	818-986-4565
Apr 1	First Friday Niter, Mission Hills, CA	818-986-4565
May 6	First Friday Niter, Mission Hills, CA	818-986-4565
Jun 3	First Friday Niter, Mission Hills, CA	818-986-4565

OFFICIAL SOLO ENTRY FORM

Check appropriate boxes:

- ProSolo™ NationalSeries™**
- Solo National Tour
- Divisional Solo 2
- Divisional Solo 1

Event Date

____ / ____ / ____

Location

Results are available within 48 hours of the event on www.scca.com
 Would you like a copy of the results mailed to you? Yes No

DRIVER INFORMATION

Class _____ Car No. _____

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

Name _____

Address _____

City _____ State _____ Zip _____

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

Member No. _____ Exp. _____ Division _____ Region _____

ProSolo license holder? Yes No

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

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

Additional Driver Name: _____

Additional Driver Car Number: _____

CAR/PRODUCT INFORMATION

Year _____ Make _____ Model _____ Color _____

Brand of Tires _____ Size _____ Wheels _____

Mufflers _____ Shocks _____ Spark Plugs _____

Oil _____ Other _____

Sponsor/Team Name _____

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

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

The Entrant agrees to permit the Sports Car Club of America Inc., SCCA Pro Racing Ltd, and their assigns (including but not limited to series sponsors, promoters/organizers of and Event), free of any charges, duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation is space or time, all soundtracks, photographs, drawings, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the event(s) on any medium whatsoever for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Entrant further acknowledges and agrees that SCCA and/or SCCA Pro Racing may freely assign or license its rights to a third party.

Driver's Signature: _____ Date: _____

Visa/MasterCard No.: _____ Exp.: _____

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

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

<p>CONTACT APPROPRIATE REGISTRAR FOR DEADLINES AND LATE FEES</p>	<p>ENTRY FEES</p> <p><i>ProSolo NationalSeries</i>..... \$ 73 Solo National Tour..... \$ 73 Divisional Solo 2/Divisional Solo 1: (mail entry form to appropriate registrar. See <i>SportsCar</i> calendar section for contact number)</p>	<p>TOTAL AMOUNT ENCLOSED</p> <p>\$ _____</p> <p>Sanctioned by the Sports Car Club of America, Inc. Held under SCCA Solo Rules.</p>