

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

GENERAL

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | January 20, 2006

The Board of Directors, Sports Car Club of America Inc. met via e-mail the week of January 20th, 2006. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Mike Engelke, Kaye Fairer, R.J. Gordy, Brian Holtz, K.P. Jones, Andy Porterfield, John Sheridan, Michael Sauce.

MOTION: To approve the following change to GCR section 17.1.5.C.K effective January 20th, 2006, as submitted by the Club Racing Board. (Fairer/Engelke). PASSED, Abstaining: Allen, Christian, Gordy.

Add a new paragraph to section 17.1.5.C.5.k. to read as follows:

Optional Bodywork Modification:

A 22" diameter wheel arch may be cut in each side of the tail section. Viewing the tail section from the side, draw a vertical line at the drive axle centerline. Locate the top of the wheel arch at a point measured from the bottom edge of the tail section 8.625" vertically along the centerline. The 22" diameter circle intersects the bottom edge of the tail section 10.625" either side of the centerline. The tail section may be reinforced in the forward and aft portions of the wheel arch. Dimension tolerance is +/- 0.5". NOTE: The minimum weight of the tail will not change.

Respectfully submitted,

Jim Christian, Secretary

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | February 1-5, 2006

The Board of Directors, Sports Car Club of America, Inc. met in Kansas City, February 1st, through 5th, 2006. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Mike Engelke, Kaye Fairer, R. J. Gordy, Brian Holtz, Andy Porterfield, John Sheridan, Michael Sauce, and K.P. Jones.

Gary Pitts, President (acting), Garret Mudd, Vice President of Marketing, Peter Lyon, Risk Management/General Counsel Jeff Dahnert, Vice President of Finance, Colan Arnold, Vice President of Membership, Howard Duncan, Vice President of Program Development, Barb Lundquist, Director of Region Development, Terry Ozment, Director of Club Racing, John Martinsen, Chairman, Club Racing Board, Costa Dunias Chairman, Stewards Program, also participated.

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

MOTION: To approve the Minutes of the December 9th, 2005 open and executive sessions, January 7th, 2006 and January 20th, 2006 meetings. (Christian / Sauce) PASSED. Unanimous.

SCCA HEADQUARTERS REPORT

Gary Pitts reported on SCCA headquarters activities. He also announced the selection of James Julow as the new President of SCCA and Earl Knoper as President of SCCA Pro Racing.

MARKETING / SCCA PRO

Garret Mudd reported on changes in the Pro Racing staff. He reviewed plans for 2006 and highlighted the 2006 Pro budget.

The Board of Directors formally thanked Garret for his outstanding service and contribution to SCCA and Pro Racing.

FINANCE AND ADMINISTRATION

Jeff Dahnert presented a revised budget for 2006.

MOTION: To approve the revised SCCA Inc. budget for 2006 (Jones / Engelke) PASSED, Unanimous.

PROGRAM DEVELOPMENT

Howard Duncan presented the 2006 RallyCross rules.

MOTION: That the following 2006 RallyCross rules be accepted as presented. (Allen / Engelke) PASSED, Unanimous.

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SCCA RallyCross

RULES

2006 Edition
Sports Car Club of America®, Inc.
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FOREWORD

Effective January 1, 2006 previous editions of the SCCA **RallyCross** Rules are superseded by the following SCCA **RallyCross Rules (RXR)**. The SCCA reserves the right to revise these Rules, to issue supplements to them, and publish special rules at any time at its sole discretion. Changes of this nature will normally become effective upon publication in Fastrack on the official SCCA website; but may become effective immediately in emergency situations as determined by SCCA.

All correspondence should be addressed to: SCCA **RallyCross** Board, P.O. Box 19400, Topeka, Kansas 66619-0400. E-mail submissions may be made to rallycross@scca.com.

Questions concerning **RallyCross** Rules clarifications should be addressed to: SCCA **RallyCross** Board, C/O Rally Department, P.O. Box 19400, Topeka, Kansas 66619-0400. E-mail submissions may be made to rallycross@scca.com.

Portions of these Rules are substantially different from previous editions. Participants are advised to read the entire book.

It shall be understood that the (™) (SM) mark and/or (®) mark which reference RallyCross, SCCA® and SportsCar® shall be consistent throughout this rulebook without further notation. The masculine pronouns he, him, and his will be used generically, without actual reference to gender.

Finality of Interpretation and Application

The interpretation and application of the **SCCA RallyCross Rules** by SCCA officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all members, including competitors and officials, expressly agree that:

- A. They are familiar with the **SCCA RallyCross Rules** and agree to abide by them;
- B. Determinations by SCCA officials are non-litigable;
- C. They will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and,
- D. If a participant initiates or maintains litigation in violation of this provision, that participant agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

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SCCA RallyCross Rules

ARTICLE 1 RALLYCROSS EVENTS

1.1. DEFINITION

A **RallyCross** is any event (where an event is considered to be an entire program of competitions) in which one vehicle at a time is timed over a clearly defined course, with elapsed time and appropriate penalties for course deviations being the determining factor for awards. This shall not preclude the running of more than one vehicle at a time, provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation. Events will generally be held on an unpaved, flat surface, wherein the course generally consists of short straight sections and connecting turns or corners. These events are held on short courses that emphasize vehicle handling and agility rather than speed or power.

1.2. REVISION OF RALLYCROSS RULES

The SCCA may revise these rules or issue supplements to them at any time, via Tech or Competition bulletins in Fastrack on the official SCCA website. All supplements will have a published effective date.

1.3. REPLACEMENT OF RALLYCROSS RULES

Effective on January 1 of each year, all previous editions of the RallyCross Rules will be superseded by the current edition. No revisions previously published in *SportsCar* will remain in effect unless included in the new edition of the RallyCross Rules.

1.4. CO-SANCTIONED/CO-SPONSORED EVENTS

The prohibition against co-sanctioning and /or co-sponsoring events by SCCA shall not prevent cooperation by SCCA Regions with other organizations provided that the events are controlled by the sanctioning Region, and are conducted in accordance with SCCA rules and regulations pertaining to the event.

ARTICLE 2 RALLYCROSS BOARD

2.1. APPOINTMENT

The SCCA Board of Directors (BOD) shall appoint a Chairman and up to six other members annually to the RallyCross Board (RXB). The BOD shall also appoint Divisional **RallyCross** Stewards. Current appointees are listed on the SCCA website (www.scca.com), published in the current edition of the SCCA Directory and available from the National Office Rally Department.

As openings occur on the RXB, vacancies will be announced in the Fastrack section of the SCCA.com website. All applications will be reviewed by the RXB and recommendations will be given to the BOD for final approval.

2.2. DUTIES

A The RXB develops the rules, standards, and procedures that govern SCCA **RallyCross** events for the enjoyment, fairness, and safety of participants and spectators. The RXB also directs the evolution of the sport in accordance with the goals and procedures of the SCCA, member input, and shifts in the marketplace. The RXB makes rule clarifications and procedural changes as needed at any time. Such clarifications may become effective as soon as they are posted on the SCCA website with a stated effective date.

B. The RXB may also establish and appoint advisory positions to assist with special areas of concern.

C. The development process for current (and future) rules will follow this general timeline.

1. RXB will agree on the concept for rules revisions, and post for member input.

2. RXB will examine all member input and, if applicable, forward the change to the SCCA Rally and Technical Departments for specific wording.

3. If applicable, the specific wording will be forwarded to the SCCA Board of Directors for approval. The majority of rule changes for the subsequent year will typically be sent to the BOD for their consideration at the BOD's August meeting. g. As some changes may need additional time for consideration by the RXB, the membership, or the BOD, these rule changes would be sent to the BOD for consideration by their early November meeting.

Position	Appointee	Year Appointed	Planned Succession Date
Chairman	Tom Nelson	2005	2006
At Large			
At Large			
At Large			
At Large			
At Large			
At Large			

4. Rules will be published with a stated effective date.

D. Duties of the RXB members shall include:

1. Chairman: Organize the efforts for strategic planning for the sport. Schedule and chair RXB meetings, assigning tasks to board members as needed.

2. Other tasks that will be assigned annually to members of the RXB include Competitor Liaison, Organizer Liaison, and Secretary.

3. Subcommittees will include a Technical Advisory Committee and any other Committee the RXB deems necessary.

E. The RXB shall further be responsible for the development and maintenance of a uniform plan, requirements and procedures regarding event, competitor, marshal, spectator and general participant safety in their capacity as the RallyCross Safety Committee.

Rally Cross Board 2006

ARTICLE 3. DIVISIONAL RALLYCROSS STEWARDS

3.1. One **RallyCross** Steward per division is appointed by the RXB, subject to the approval of the BOD. The **RallyCross** Stewards are responsible to the RXB for developing, supervising, and administering a program of **RallyCross** events in their respective divisions in accordance with the rules, standards, and procedures established for **RallyCross** programs. The Divisional **RallyCross** Steward must be a current SCCA member.

3.2. RESPONSIBILITIES

General duties and tasks are outlined in the **SCCA Operations Manual**. Their specific duties are as follows:

A. Responsible to the RXB for the supervision and administration of SCCA policies, rules and standards with respect to SCCA **RallyCross** events conducted within their division. Responsible for developing, supervising and administering a program of **RallyCross** events. Such a program may include a formal Divisional Series that includes drivers points in their respective Divisions in accordance with the rules, standards and procedures established for the **Rally Cross** program.

B. Additionally, maintain liaison with the RXB Board and its advisors, appropriate SCCA officials within the Division, event organizers, and competitors.

C. Coordinate scheduling of events within the Division and with other Divisions in order to maintain an orderly and successful calendar for **RallyCross** participants. This will be done in coordination with the National Office Rally Department.

D. If Divisional fees are established, the Divisional Steward must submit a complete, detailed description of said fees at the beginning of the season and a financial statement at the end of each season to the RXB for each season that the fees are in force.

E. Review event applications and safety plans for all **RallyCross** events held in the Division.

F. Review and issue final approval for issuance of SCCA sanction when standards have been appropriately met for event regulations.

G. Assign an Event Steward for each event or act in that particular capacity as required. Event Steward (or designee) duties include heading up the Protest Committee if appropriate.

H. Assign a Safety Steward for each event or act in that particular capacity as required (but not as the Event Steward simultaneously). The Safety Steward duties include review of the event Safety Plan and supervising the course and spectator safety the day(s) of the event.

I. Promote the growth of the sport in the Division by assisting event organizers in the maintenance and improvement of event quality.

J. Make recommendations to the RXB for the improvement or general development of **RallyCross** Rules and program.

K. Make recommendations to the RXB for annual awards.

L. Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.

Position	Appointee	Year Appointed	Planned Succession Date
SWDIV	Sasha Lanz	2003	
(GLDIV) Deputy			
CENDIV	David Rudy	2005	
CENDIV	Mark Utecht	2003	
MIDDIV	Jeff Templeton	2003	
NEDIV	Scott Beliveau	2003	
NORPAC	Scott Kovalik	2003	
RMTN	Karl Sealander	2006	
SEDIV	David Brooks	2004	
SOPAC	TBD		

2006 AUTHORIZED COMPETITION LICENSE ISSUING SCHOOLS

REGIONAL & NATIONAL

AMERICAN RACING ACADEMY

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

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

BRIDGESTONE RACING ACADEMY

C/O Mosport Driver Development Cntr.
Box 373, Pontypool, Ontario LOA1K0
905-983-1114, fax 905-983-1004
www.race2000.com, info@race2000.com

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520-796-1111, www.bondurant.com

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

ARTICLE 4. MANDATORY PROVISIONS

4.1. All sections of these rules are mandatory for all SCCA sanctioned RallyCross events. Variations from these rules may be allowed, but must be included as requested sanction exceptions on the sanction application and must be in the National Office no later than a minimum of 14 days prior to said event. See Article 5.6 (Sanction Requirements) for further details.

4.2. All vehicle classifications as listed in Article 6 must be offered to entrants at all RallyCross events. However, organizers of events at all levels (Regional, Divisional, National) may add or combine classes as they deem necessary to meet local demand.

ARTICLE 5 RALLYCROSS RULES

5.1. COMMON SENSE AND RallyCross COURSES

RallyCross events are non-speed events under the rules of the SCCA. The normally expected maximum speeds for straights and turns are described in the course safety and layout section (Article 5.3). However, speed alone is not the operative factor in determining what is and is not a proper **RallyCross** event.

Safety is the operative word and hazards on the course must not exceed those encountered in legal non-paved road travel. For example, if there are two identical 30 mph turns, one bordered by a 50-foot drop off or a solid row of trees some 20 feet away, and the other turn is bordered by 50-feet of flat, obstacle-free area, the hazards involved are much different. The former is clearly not permissible for a **RallyCross** event and the latter clearly is an acceptable turn.

No event will place additional hazards on the event course. This includes steel supports for course arrows, signage, and related items.

A **RallyCross** event is also open to novices in any vehicle that can pass safety inspection. Course designers must take this into consideration when developing the course for any event. It would be possible to set extremely strict and rigid limits on **RallyCross** events regarding speed and/or course dimensions; however, it is not the intent of these rules to outlaw event sites that cannot accommodate a course of certain stated dimensions. Similarly, it is not the intent to create the impression that so long as some safe but arbitrary speed limit is not exceeded, these rules are adhered to. A course can be designed to have slow, technical corners that require not getting out of first gear or a moderate speed where there are many turns and the competitor is always being challenged. The first course will present additional concerns as the corners likely develop ruts during the running of the event. The second course will be more likely to last longer and be more easily modified for safety reasons as well as providing the perception of greater speed to the competitors.

Basically, **RallyCross** event speeds are limited to what is "reasonable and prudent for the conditions encountered," subject to the constraint that top speeds be within an allowable range described in the course safety and layout rules section. Laying out a course that will comply with the safety requirements defined in these rules calls for the exercise of good judgment and common sense.

5.2. EVENT OPERATING RULES

A. All SCCA sanctioned events must be insured for event liability and participant accident coverage by the SCCA Master Plan. A valid insurance certificate for the event must be posted at registration on the Notice Board before the event may begin and must remain posted until the conclusion of the event. The steward(s) shall delay the beginning of the event until he is satisfied that the insurance required under this Article has been provided. All events will have a Notice Board available for the competitors to review at registration. At a minimum this board will contain the SCCA Insurance Certificate that includes the event sanction number. Additional information may be posted at the discretion of the organizers. Once competition begins, the board may be relocated to a location specified in the event Supplemental Regulations or a place mutually agreed upon by the committee and posted on the board at registration.

B. Drivers must possess a currently valid automobile driver's license. Any license or permit that requires another licensed driver in the vehicle (learners permit) is not acceptable. Minor drivers under 18 years of age must be able to show that they have permission to operate the vehicle in the event. **Drivers at Divisional or National events must be current SCCA members.**

C. A passenger is allowed provided that:

1. He is no younger than twelve (12) years old
2. He is in a vehicle which has passed tech inspection

2006 ACCREDITED DRIVER SCHOOLS

DRIVING DYNAMICS

54 Birch Avenue, Little Silver, NJ 07739
732-219-0404, www.drivingdynamics.com

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www.faaasst.com

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614-793-4615, www.midohioschool.com

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STAN CZACKI'S COMPETITION ACCREDITED

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www.starsandstripesms.com

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734-428-2700, fax 734-428-2703,
www.tracktime.com

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

3. He is wearing a properly fitted seat belt and a properly fitted helmet

4. He (parent/guardian, as appropriate) has completed and signed the required participant waiver(s). In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run. However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he would be allowed at Regional events where a passenger is permitted. Passengers are not allowed during competition runs in Divisional and National Events.

D. All vehicles shall be subject to a strict safety inspection based on the RXR. See Article 6.3 for these rules, including vehicle configuration restrictions during course runs.

E. The method of scoring the event (all runs, dropping one or more runs, fastest run only, etc.) and the penalties for course deviations and course marker displacement shall be posted and available to all competitors. Additionally, this information must be included in the supplementary regulations submitted with the sanction application (Article 5.6).

F. Vehicle classifications to be used, minimum class size, class merger plan, and distribution of awards shall be established prior to the event and available to all competitors.

G. An Event Steward must be appointed by the Divisional RallyCross Steward to supervise the running of the event. This person must be an SCCA member.

H. All participants, including competitors, workers, crew, members, and guests, must sign the SCCA waiver form. Spectators should sign the waiver.

I. Any participant considered by the Event Chairman or Steward to be under the influence of alcohol or narcotics shall be removed from the event. The Divisional RallyCross Steward, RallyCross Board, and SCCA National Rally Department will be notified as soon as possible after the event if the person is an SCCA member.

J. Competitors driving in an unsafe manner at or near the event location or displaying unsportsmanlike conduct may be disqualified.

K. It is required for emergency purposes that a public telephone, cellular telephone, or ham radio be available at the event site or at a known nearby location. It is recommended that the event chairman (or designee) contact local authorities if the location is in a rural area to inform them of the event. It is recommended that all events have an ambulance and/or an EMT onsite.

L. Each driver will be provided an opportunity to walk or drive through the course or to have a parade lap prior to the first official run.

5.3. COURSE SAFETY AND LAYOUT RULES

When laying out a course, the size of the vehicles competing should be taken into consideration. The dimensions specified in the following rules are only minimums. Courses must be tight enough to allow vehicles to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Rally Stock category vehicles and should not normally exceed 60 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for Rally Stock category vehicles; however, the maximum speed in turns for any vehicle should not normally exceed 40 mph. The fastest portions of the course shall be those most remote from spectators and obstacles. In addition, the course design should allow for periodic changes to accommodate developing ruts or hazards. See Article 5.1 for further information regarding RallyCross course safety.

The course, as laid out, must contain no large holes, deep ruts, or other dangerous features. Dips or berms that could get a vehicle airborne must not be included. The course boundary shall not normally pass closer than 25 feet from solid objects. Negative cambered turns must be avoided. A long straight (over 100 feet) must not terminate in an extremely sharp turn (i.e., a short radius "U- turn"). The event Safety Steward must continually monitor course conditions. If conditions deteriorate to a point that the course no longer complies with these rules, competition will be halted and the course altered to comply with the rules. Competitors should be aware, that with the emphasis on safety, the course may change during the event at any time. To the extent possible, these changes should be made at times during the event that will allow minimum inconvenience to the competitors.

MAJOR CIRCUIT CONTACTS

ARROYO SECO MOTORPLEX
Fairacres, NM
P. O. Box 199
Fairacres, NM 88033
505-523-6192 - 505-526-5891 (fax)
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BEAVERUN MOTORSPORTS COMPLEX
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724-535-1000, fax 724-535-0100
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Kershaw, SC 29067, 803-475-2448

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PO Box 2801, Daytona Beach, FL 32114
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FIREBIRD INTERN'L RACEWAY PARK
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PO Box 5023, Chandler, AZ 85226
602-268-0200

GATEWAY INTERNATIONAL RACING
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700 Raceway Boulevard
Madison, IL 62060
618-482-5501
618-482-5595 fax

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

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616-691-7221, 616-453-4389

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Tulsa, OK 74107-2286
918-583-1134, 6, fax 918-583-1135

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785-862-4781, 785-862-7223,
fax 785-862-2016

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www.homesteadmiamispeedway.com

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

All corners shall be negotiable without reversing by any vehicle entered. The course shall be well marked with pylons or other "markers." The base of each marker may be outlined to permit accurate replacement if displaced. Vehicles should leave a gate/turn headed generally in the direction of the next gate/turn.

Course markers should mark the inner limits and may mark the outer limits of turns and corners, displacement of which results in a time penalty. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn.

Vehicles on the course simultaneously shall not run in close proximity to each other.

All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line. If this is not possible, the Safety Steward will determine if the course meets the intent of the rule. It is preferred that the Safety Steward be able to view all of the course, but it is acceptable for the Safety Steward to have radio communications with those parts of the course not visible from his position.

Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible and the finishing straight tightly defined. Competitor vehicles should not be required to come to a complete stop immediately following the finish line. It is preferred that vehicles be required to slow to a walking speed within a controlled area when leaving the course.

In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing vehicle from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazards and spectators.

Spectators must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, spectator areas must be in an area defined by banner or similar marker. The **RallyCross** Safety Steward (RXSS) shall have the authority to set minimum spectator distances from the course but such minimum distances may not be less than 75 feet from the course edge in unprotected areas (areas without barrier protection such as concrete or tire walls).

Video or still cameras are not permitted at course worker positions or other locations within the course area. The Safety Steward may grant exceptions for media relations purposes. This permission may be given only if the location is acceptable to the Safety Steward and if the photographer is accompanied by a spotter to warn of approaching vehicles. The spotter may not be a course worker at that location.

5.4. EVENT OFFICIALS - DUTIES

A. The Event Steward and the Event Safety Steward shall be SCCA members and will be appointed by the Divisional RallyCross Steward with jurisdiction in the area the event is being conducted. Members filling these two positions may not serve in any other official capacity.

B. The Event Steward (Chairman) shall be the chief planner and organizer of the event. The Event Steward shall design and establish, or oversee development of, all necessary event administrative process including:

1. Establishing event administration procedures that achieve compliance with all applicable RXR and supplementary regulations, including a waiver signing system.

2. Formulating procedures to implement the Divisional RallyCross Steward's plans for ensuring spectator, driver and worker safety.

C. The Event Safety Steward duties shall concern the safety of spectators, workers and driver's safety relative to course design. Control over course design extends only to such issues as course safety and not to design philosophy. This includes course security, which is defined as maintaining control over spectator access to the course.

1. Verify that the Certificate of Insurance is present at the event site and correct before the event begins. If this is not in order, the Event Safety Steward must confirm corrections or

MAJOR CIRCUIT CONTACTS

(continued)

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

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

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

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

LOWES MOTOR SPEEDWAY
Concord, NC
5555 Highway US 29 No., Concord, NC
28026-0600
704-455-3200, fax 704-455-2547

MAZDA RACEWAY AT LAGUNA SECA
Monterey, CA
1021 Monterey Highway 68, Salinas, CA 93942
408-648-5111, 408-373-0533

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

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

MID-OHIO SPORTS CAR COURSE
Lexington, OH
7721 Steam Corners Road, PO Box 3108
Lexington, OH 44904
419-884-4000
Office: True Sports, Inc.
545 Metro Place South, Suite 400
Dublin, OH 43017-5367
614-793-4600, fax 614-793-4621
www.midohio.com

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

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

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

NEW HAMPSHIRE INTERNATIONAL SPDY
Loudon, NH
Route 106, PO Box 7888, Loudon, NH 03301
603-783-4744, fax 603-783-9691
tix 603-783-4931

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

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

issuance of the certificate with SCCA Risk Management prior to the start of the event. If outside of business hours, the Event Safety Steward must call the Insurance/Incident Emergency Number, 1-800-770-9994.

2. Verify that the Event Steward has a system in place to assure that persons at the event site have signed the release and waiver forms.

3. The Event Safety Steward's final recommendations(s) for the control of spectators, driver or worker safety (relative to course design), becomes mandatory. It is the responsibility of the host region to implement safety controls to the satisfaction of the Event Safety Steward. Failure of a region to implement these controls can cause the cancellation of the event for safety reasons, which includes loss of insurance coverage.

D. The Event Technical Inspector shall ascertain that the vehicles comply with the RXR and any supplementary regulations. Competitors are directed to Article 7.3.D for claims information regarding class eligibility.

E. The Event Registrar must be a SCCA member (or a member must be present to witness waivers are signed). The registrar's duties include accepting and verifying entry information and assuring that all participants sign the SCCA Waiver and Release Form.

F. The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them conspicuously during the event, and preparing the official results.

5.5. INSURANCE

A. Event Liability / Participant Accident coverage

All SCCA sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be found in the current copy of the SCCA Risk Management Department. The Event Chairman shall not let the event begin until assured by the receipt of an appropriate insurance certificate that the insurance requirements have been met and the certificate is posted at the event.

If a certificate is not available, call the following number immediately: 800-770-9994

B. Event Insurance Plan Request Form

Each SCCA RallyCross Event must submit a SCCA RallyCross Sanction/Insurance Application, RallyCross Safety Plan and whatever sanction fee is applicable. These forms and the sanction payment must arrive at the SCCA Rally Department at least 14 days prior to the event or an additional late fee will be assessed.

C. Incident Reporting

Any incident resulting in personal injury or needing medical review must be called to the insurance line at 800-770-9994 immediately.

The driver (or owner) of a vehicle participating in a **RallyCross** which is involved in an incident resulting in personal injury or property damage of any kind, must report the incident by submitting a completed SCCA Incident Report Form to the Event Safety Steward or designated representative. This form must be submitted prior to the end of the event or as soon as practical thereafter (see also Article 7 for penalties). The Event Safety Steward or a designated representative is charged with the submission of the completed SCCA Incident Report and/or green card and should file the report within ten days of the incident with the SCCA Risk Management Department.

D. Spectator and Non-Spectator Events

1. A spectator **RallyCross** event is one that encourages the general public to come and watch the event, without signing the SCCA release and waiver form, through wording on flyers or other media such as newspaper advertisements or radio. Events where admission is charged are also automatically considered spectator events. A Region should exercise care in how both the Region and its sponsors advertise an event if it does not apply for spectator event sanction and insurance. Spectator events, their site controls, layout, course, and safety measures must be specifically approved by the Divisional **RallyCross** Steward, and SCCA National Rally Department.

MAJOR CIRCUIT CONTACTS

(continued)

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

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

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

PUEBLO MOTORSPORTS PARK
Pueblo, CO
524 Santa Fe, Pueblo, CO 81003
719-543-7747

ROAD AMERICA
Elkhart Lake, WI
N 7390 Highway 67, Elkhart Lake, WI 53020
920-892-4576, fax 920-892-4550

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

ROEBLING ROAD
Bloomington, GA
1135 Roebling Road, Bloomington, GA 31302
912-748-4205, fax 912-748-8038
www.roeblingroad.com

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

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

SUMMIT POINT RACEWAY
Summit Point, WV
Route 13, PO Box 190, Summit Point, WV 25446
304-725-8444
info@bsr-inc.com
www.summitpoint-raceway.com

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

THUNDERHILL PARK
Willows, CA
PO Box 966, Willows, CA 95988
530-934-5588, track 530-934-4455
fax 530-934-7275

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

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

WATKINS GLEN INTERNATIONAL
Watkins Glen, NY
County Route 16, Watkins Glen, NY 14891
607-535-2481, fax 607-535-7508

WILLOW SPRINGS INT'L RACEWAY
Rosamond, CA
75th and Rosamond Boulevard, Rosamond,
CA 93560
805-256-2471

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

An additional insurance premium must be paid prior to the issuance of an insurance certificate. Confirm specific additional insurance fees with Risk Management as to the amount. Spectator events must employ site and course control barriers.

2. A non-spectator **RallyCross** event may be advertised to the general public for the purpose of informing them of the activities of the SCCA if the following provisions are met:

- A. Advertising must be targeted to encourage the public to discover the SCCA and its activities. Examples of acceptable language include: "Car buffs are invited to experience the SCCA" or "Motorsports enthusiasts are invited to come see what the SCCA is all about." The focus of the advertising must be recruitment of possible future participants.
- B. Advertising must not be broad based or entertainment oriented. Examples of unacceptable language would include: "spectators welcome", "spectators free", "come see the excitement-slides, spins, screeching tires!" (Entertainment example).
- C. All advertising must include a statement on waiver signing such as "everyone entering the event site must sign a release and waiver form".
- D. When an event is advertised in the manner above, a plan must be in place to limit access to the event site to those who have signed the release and waiver form and to issue a credential (wristband, etc.) to those having signed the form. This may be done by either limiting physical access to controlled locations or by assigning multiple workers equipped with forms and credentials to continually survey the event site for non-credentialed people.
- E. It is highly recommended that a minimum of two Event Safety Stewards be assigned to the advertised event.
- F. Sanction application must be received by the National Office at least 21 days prior to the event and must indicate that the event is a non-spectator advertised event.

5.6. SANCTION REQUIREMENTS

A. Sanction

A formal SCCA sanction is required for all RallyCross events. Sanction requirements and all documents will be issued by the SCCA National Office. A completed Safety Plan and Supplementary Regulations must accompany the sanction/insurance request form and sanction fee.

B. Supplementary Regulations

- 1. Each SCCA **RallyCross** shall have Supplementary Regulations covering areas not specified in these Rules and adding to rules contained herein. This will include as a minimum the timing and scoring method to be used and course penalties but may also include information on awards, divisional championships, sponsors of the event, etc. These Supplementary Regulations should be posted on the Official Notice Board.
- 2. Except in cases where a specific sanction exception has been granted in writing by the Divisional **RallyCross** Steward and the National Office Rally Department, Supplementary Regulations may not alter or contradict the RXR. If such contradictions occur, the RXR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations. A list of Sanctioned Exceptions should be posted on the Notice Board at registration.
- 3. Organizers will list in the Supplementary Regulations any deviations from the RXR as sanctioned exceptions. However, last minute changes (before and during the event) published in written bulletins on the Notice Board or as written instructions from bona fide officials must be deemed official and correct. If these instructions are not posted on the notice board, the organizers shall ensure that all competitors affected are notified appropriately. A protest may not be based on the fact that last minute changes were not listed as exceptions to these rules providing competitors were notified as above.

ARTICLE 6. VEHICLE CATEGORIES AND PREPARATION

6.1. ELIGIBLE VEHICLES

A **RallyCross** event is open to any fixed-roof production based vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place, t-tops with factory panels in place) that can pass safety inspection. If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded.

6.2. VEHICLE CLASSIFICATION

- A. Regions and Divisions may specify local classes providing they are clearly described and that event organizers realize that a dual-scoring system must be used to score events both for local points and for divisional and national championships (when applicable).
- B. All items that are not specifically allowed or referred to as unrestricted must be of manufacturer's specification.
- C. **Rally Stock Category**
 - Stock Rear Wheel Drive (SR)
 - Stock Front Wheel Drive (SF)
 - Stock All Wheel Drive (SA)

Preparation allowances:

1. All Cars must be equipped as from the manufacturer, with only factory-installed and port-installed option packages. Options that were only part of a package must be present with the entire package. Complete option packages may be installed after purchase of the vehicle.
2. Tires must be DOT approved. Snow tires are allowed. No studded tires are permitted unless ice or snow are present. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc).

"Aggressive" tires are prohibited. A tire will be considered an "aggressive tire" if it meets any of the following criteria:
 - a. It does not carry a DOT approval.
 - b. It is marked "For competition only", "Not for street use" or similar verbiage.
 - c. It is modified or altered from its original tread pattern in any way.
 - d. The tread gap of the tire is equal to or greater than 0.34" as measured in the space between any tread blocks. This does not apply to any circumferential grooving that may be part of the original pattern of the tire.
3. Air filter material is free, but it must fit in the stock location.
4. The additions of protective equipment are allowed with the following exceptions:
 - a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage.
 - b. Mud flaps may only be made of urethane and other flexible plastic derivatives (i.e. no carbon-Kevlar)
 - c. Skidplates protecting suspension and drive train components may only be made out of metal or plastic derivatives.
 - d. Driver restraints and roll cage may be added.
 - e. Additional or replacement hood and trunk latches are permitted. All latch systems must be secure.
5. Dress-up and convenience items which do not give a performance advantage, reduce the weight of the car, or weigh less than the replaced standard part they are replacing are allowed (i.e. shift knobs, pedal covers).
6. ABS and/or traction control systems may be electronically/electrically disabled but not removed.
7. Vehicle lights may be replaced with alternate bulbs and housing. Auxiliary lights may be added. The total number of lights shall not be less than standard.
8. Brake pad material is free.
9. Fuel may be any type of unleaded or diesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event RallyCross Safety Steward prior to the event. No alcohol fuels or nitrous oxide are allowed.
10. Clutch material is free.
11. Exhaust systems from the catalytic converter back are free with the following exceptions:
 - a. The exhaust must exit the body work.
 - b. The exhaust must exit to the rear of the driver.
 - c. The exhaust must comply with local noise restrictions

D. Rally Prepared Category

Prepared Rear Wheel Drive (PR)
Prepared Front Wheel Drive (PF)
Prepared All Wheel Drive (PA)

Preparation allowances:

1. All Rally Stock category modifications are allowed.
2. Sway bars and their mounting are free.
3. Brakes are free except no carbon brakes allowed.
4. Exhaust systems from the cylinder head exhaust ports back are free with the following exceptions:
 - a. The exhaust must exit the body work.
 - b. The exhaust must exit to the rear of the driver.
 - c. The exhaust must comply with local noise restrictions.
 - d. Downstream there must be at least one functioning catalytic converter in the exhaust system on cars originally equipped with a catalytic converter.

5. The intake system upstream from the throttle body is free. Under no circumstances may forced induction components be changed or added (turbochargers, superchargers, intercoolers).

6. Short shift kits are allowed.

7. Front and/or rear strut tower bars are permitted.

8. Shocks are free but the shock/strut must mount to the original mounting position using unmodified mounting points. Springs may also be replaced, but they must be of the same type and use original mounting points. Threaded collars and camber plates are allowed.

9. Electronic engine controls may be modified or piggybacked, but not replaced.

10. Any tire is allowed except homebuilt studded tires.

11. Seats are free but must be solidly mounted.

12. Any non-metallic bushing is allowed.

13. Wheels are unrestricted.

E. Rally Modified Categories

Modified Two Wheel Drive (M2)

Modified All Wheel Drive (M4)

Preparation allowances:

1. All Rally Prepared category modifications are allowed.

2. Electronic engine controls are free.

3. Any replacement hood may be used.

4. The clutch is free.

5. Any car that is currently legal for stage rally competition in other sanctioning bodies may run in its appropriate Rally Modified class regardless of whether it meets the Rally Modified rules.

6. Glass, with the exception of the front windshield, may be replaced with lexan or equivalent.

7. Engines are free but must be internal combustion.

8. Drive train is free.

9. The suspension is free. This allows changes to all components and geometry.

10. Body work may be added or substituted with any material.

11. The interior components may be completely removed and/or replaced.

12. Additional chassis braces and seam-welding are permitted.

13. All log booked race cars that meet entry requirements are legal for the proper Modified class.

14. The fuel system is free provided gasoline or diesel fuel is used.

6.3. VEHICLE/DRIVER SAFETY

All vehicles must pass safety inspection on the following points prior to competing. This applies at each event entered. Entry fees, if already paid, will be refunded if a car fails to pass the safety inspection. A safety inspection is not concerned with class compliance.

A. All loose items, inside and outside the car (including the trunk and storage areas), must be removed.

B. Snap-on hubcaps, detachable fender skirts and trim rings must be removed.

C. Convertible, targa, or t-top vehicles must have their factory hard top or panels securely in place during course runs.

D. Sunroofs must be fully closed unless vehicle is equipped with a net at the opening and/or the driver is wearing arm restraints.

E. The driver's window may not be down more than 1" during course runs unless the vehicle is equipped with a window net and/or the driver is using arm restraints. The same restriction applies to the passenger window if there is a passenger.

F. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present, installed correctly and functional.

G. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.

- H. Seat lap belts are required in all cars. Installation of shoulder and lap belts is strongly recommended. Seat/shoulder belts must be properly installed with attaching hardware secure and tight. Additional belts must be installed per the manufacturer's recommendations.
- I. Throttle return action shall be safe and positive.
- J. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
- K. Steering wheel "spinner" knobs are not permitted.
- L. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks and shall be operational at all four wheels. The vehicle must have a working parking/emergency brake system.
- M. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
- N. All batteries (on board power supplies) shall be attached to ensure that the battery and/or power supply will remain in place. If a lead-acid (wet cell) type battery is located in the drivers/co-drivers compartment it must be equipped with leak-proof caps and enclosed in a non-conductive, marine-type box. Dry cell batteries, commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries, are not required to be in a marine-type box. The hot terminal must be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle.
- O. Roll cages are strongly recommended in all cars. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies.
- P. Snell 1995 (SA95, M95, or K98) or newer labeled helmets are approved for use. This is a minimum standards for use in **RallyCross**, other approved helmets are:

1. British Standards: BS 6658-85 type A/FR, including all amendments.
2. SFI Foundation, Inc; SFI Spec 31.1

ARTICLE 7. PENALTIES AND CLAIMS

7.1. PENALTIES

- A. A 2 seconds penalty will be given if a course marker/pylon is upset or totally displaced.
- B. A 10 second penalty will be given for each missed gate. This is called a "gate penalty". A gate is defined as a pair of cones placed opposite each other on the track, or a single cone with a directional cone to indicate a specific way around that cone. If a gate or a pointer cone is placed at the beginning of slalom then the car must go through the slalom on alternating sides of the cones. If no gate is at the beginning then the driver can decide which way to drive through the slalom.
- C. An additional time penalty if so specified in the supplementary regulations may be charged for any uncorrected deviation from the course or for unnecessarily delaying the event.
- D. The penalties listed in this Article can be regarded as the normal penalty. However, the Event Steward can, at his discretion, apply any of the following as warranted by the offense:
- Reprimand which shall be noted in his or her record within the sponsoring region.
 - Fine (\$1 to \$1000)
 - Probation of competition privileges
 - Time or Position
 - Disqualification from competition
 - Exclusion from competition
 - Suspension of competition privileges
 - Loss of accrued points
 - Expulsion from SCCA
- E. Contestants are reminded that conduct is evaluated and scrutinized both on the course and within the confines of the event site. Unsportsmanlike conduct will be treated as a serious matter. Endangering other competitors, workers or spectators will be evaluated on a case-by-case basis by the Event Steward and Safety Steward. They shall apply penalties as described in "D" at their discretion as warranted by the offense.

7.2. PROTESTS

While the right to protest in proper cases is undoubted, it should be remembered that **RallyCross** events are Motorsport events conducted in a sporting spirit. Events are organized and managed by amateurs who cheerfully give their time and do their best. The competitor may encounter

some imperfections with the event organization and his fellow competitors. To a reasonable extent, these things are part of the chances he takes in entering the competition. A competitor who wishes to file a protest is entitled to do so, but it is recommended that he confer with one of the stewards at the event prior to doing so.

7.3. CLAIMS

The right to file a claim lies with any competitor who may consider himself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event.

A. Types of claims

1. An inquiry is an informal written communication from the competitor to the organizer, describing a situation and requesting an action. It requires unilateral action on the part of the organizer; organizers will respond in writing. If such an inquiry is given to the event or safety steward, it will be passed along to the organizer in a timely manner.

2. A protest is a written communication, on an official protest form, from a competitor to the Protest Committee. A committee of three voting members shall settle all protests. This committee will consist of the Event Steward (or his representative) who will act as chairman and will also select two or three other members.

The Event Steward will chair the meeting and will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held. This meeting should be held at the event, or should this not be possible, in a timely manner.

3. Protests must be submitted to the Event Steward on the official SCCA Protest Form and be accompanied by a \$50.00 fee, in cash, per item. These forms will be available from the Event Steward or the organizer. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the claimant. Written witness statements and the committee's decision will be taken during the meeting and kept on file by the SCCA Rally Department.

4. Monies from claims which are denied and which are kept by the Protest Committee shall be collected by the Event Steward and forwarded to the SCCA Rally Department.

B. Claims Against the Conduct of the Event

Claims submitted for situations arising on the course or event procedures must be submitted within 15 minutes of the contestant's finishing his final competition run. Claims prompted by the posting of provisional scores shall be submitted within 10 minutes of the posting of those scores and must be based on information contained in those scores

C. Claims Against Competitors

Claims submitted against the actions of another competitor must be submitted within 15 minutes of the claimant's finishing his final run.

D. Claims Against Vehicles

A claim against the legality or classing of a competition vehicle shall be lodged no later than the start of the first competitor. The Event Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event. The Event Steward shall penalize any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation rules.

The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be a minimum of \$200.00.

Upon inspection if the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Protest Committee at the end of an event with the exception of Automatic Penalties (see Article 7.1).

7.4. APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Protest Committee. A written notice of intention to appeal and one half of the appeal fee (\$100.00) must be given to the Event Steward within 15 minutes of the announcement of the decision of the Protest Committee. A written notice of appeal, and including the balance (\$100.00) of the appeal fee of \$200.00, shall be received by the SCCA Rally Department within ten days after the announcement of the Protest Committee's decision.

An appeal will be heard by a Court of Appeals (appointed by the RXB) to consider its merits. The Court of Appeals will render a final decision within 15 days of the receipt of the written appeal. Appeals that are upheld may alter the official results of an event but will not affect the trophies already presented by the event's organizers. Pending the disposition of an appeal, all cash awards affected by the appeal shall be withheld until its resolution. Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee. If the Court of Appeals does not find for the appellant the fee may be forfeited.

MOTION: That the following members be appointed to the RallyCross Board.

Mark Utecht - CenDiv

Scott Kovalik - NorPac

John Barnett - SEDiv

Mark Walker - MidDiv

(Allen / Holtz) PASSED, Unanimous.

RISK MANAGEMENT

Peter Lyon reviewed issues surrounding annual waivers. He also reviewed the group Directors and Officers insurance program.

MEMBER SERVICES

Colan Arnold presented an overview of membership trends. He reported on continuing improvements to the membership renewal process.

SAFETY COMMITTEE

The Safety Committee has completed its report and submitted it to the Club Racing Board.

CLUB RACING BOARD

John Martinson reported on the status of the reorganization of the General Competition Rules. He also reviewed the issues surrounding the number of national classes. John highlighted the implementation of the single inlet restrictor.

MOTION: To adopt the following changes to the GCR as presented by the Competition Board. (Sauce / Christian) PASSED, Unanimous

Formula

Item 1. (FM) Effective 3/1/06: Change section 17.1.6.F.1.e.3.A. to read as follows:

The spec engine shall be the six (6) port Mazda 13B Rotary ~~(eligible for Regional and National competition)~~ or the 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.

Change section 17.1.6.F.1.e.4.D. to read as follows:

Only the factory fuel injection can be used with the Renesis motor (no carburetor). *A throttle restrictor shall be between the throttle body and the intake plenum. The restrictor shall be a 0.250" flat steel or Aluminum plate with one 52.5mm hole. The restrictor shall be held in place by the stock mounting of the throttle body to the plenum and centered between the mounting holes. No air shall bypass the throttle restrictor and mounting holes shall be no larger than the mounting bolt diameter +2mm.*

Item 2. (F500) Effective 3/1/06, add the following after the first paragraph of section 17.1.6.E.15: *The engine must be installed in the chassis so that the exhaust ports face to the front of the car. The engine may be inclined from vertical.*

STEWARDS

Costa Dunias presented an overview of the Stewards Program and presented some ideas to improve processes related to the Program.

SCCA FOUNDATION

Bob Introne reported that the 2006 Foundation Officers and Board members are as follows:

Howard Duncan, President, Barb Lundquist, Vice President and Secretary, Jeffery Danhart, Treasurer, Larry Dent, Chairman, Kaye Fairer, Board Member, Howard Allen, Board Member.

OLD BUSINESS

MOTION: To ratify the Boards and Committees appointments from the January 9th 2006, E-mail meeting. (Allen / Sauce) PASSED, Unanimous

NEW BUSINESS

MOTION: The board recognizes the value of the National staff and the Program board system as established by the Operations Manual and would like to reemphasize our support of the National staff and the Program boards and their systems of operation. (Dent / Sheridan) PASSED, Unanimous

MOTION: To appoint Bob Horansky as the second alternate to the Court of Appeals as recommended by the Chairman of the Stewards Program. (Allen/ Fairer) PASSED, Unanimous

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 four Double National Races in 2006. (Christian / Porterfield) PASSED, Unanimous

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

Respectfully submitted,

Jim Christian, Secretary

2006 Boards and Committees

SCCA Board of Directors

Bob Introne - Area 1
Brian Holtz - Area 2
K. P. Jones - Area 3
Larry Dent - Area 4
Mike Engelke - Area 5
Charlie Clark - Area 6
Mike Sauce - Area 7
Jim Christian - Area 8
R. J. Gordy - Area 9
John C. Sheridan - Area 10
Andy Porterfield - Area 11
Kaye Fairer - Area 12
Howard Allen - Area 13

Club Racing Boards, Committees and Field Staff

Club Racing Board

Brian Culbertson - At Large
John Martinsen - Chairman
Peter Keane - At Large
Bob Dowie - At Large
Russ McHugh - At Large
Craig Taylor - At Large
Stan Clayton - At Large

Stewards Program

Costa Dunias - Chairman
Stephen Harris - Central Div
Jack Kish Midwest Div
Gary Meeker - Northern Pacific Div
Jack Hanifan - Northeast Div
Joseph Hobbs - Rocky Mntn Div
Fred Schmucker - Southeast Div.
Marge Binks - Southern Pacific Div
Jim Averett - Southwest Div

National Administrators

Lisa Noble - Driver Licensing
Mark Smith - Flagging & Comm
Stephen Hyatt - Emergency Services
Marina Kraft - Race Administration
Rusty Clayton - Registration
Bill Pichardo - Scrutineering

National Administrators continued

Neil Swanson - Sound Control
Dee Greaves - Starters
Connie Peplowski - Timing & Scoring
Peter Hylton - Archivist/Historian
Gayle Lorenz - Grid/Pit

Time Trials Stewards

Mike Poupart - SWDIV
Steve Thompkins - SEDIV
Barry Burke - DENDIV
Glenn Duensing - SOPAC
Ken Richins - NORPAC
Nelson Kase - NEDIV
Gary Phillis - RMDIV
TBA - MIDDIV
Gary Phillis - RMDIV
TBA - MIDDIV

Court of Appeals

Roger Eandi - Chairman
Steve Limbert - At Large
Clyde Kiser - At Large
Mike West/Bob Horansky - Alternate
Sue Roethel - Secretary

Solo Boards and Committees

Solo Events Board

Marcus Merideth - CENDIV, Chairman
Steve Hoelscher - SEDIV
Andy Hollis SWDIV
Ron Bauer - NORPAC
Jason Isley - SOPAC
Chris Dorsey - RMDIV
Dick Berger - MIDDIV
Tina Reeves- NEDIV

Divisional Solo Stewards

Todd Ferris - SWDIV
Karl Rickert - SEDIV
Pete Hetman - CENDIV
Robbie Robinson - SOPAC
Katie Elder - NORPAC
Chris Franson - NEDIV
Mark Dempsey - FMDIV
Dave Whitworth - MIDDIV

Solo Safety Committee

Al Mitchell - Chairman
Rob Pickrell - At Large
John Lieberman - At Large
Kathy Barnes - At Large
Rick Swartz - At Large
Bruce Bellom - At Large
Dede Padberg - At Large

Road Rally Board

Tim Craft - Chairman
Steve Gaddy - At Large
Ron Ferris - At Large
Lois Van Vleet - At Large
Jessica Toney - At Large
Kevin Poirier - At Large
Rick Beattie - At Large

Divisional RoadRally Stewards

Bob Ricker - SEDIV
Jeanne English - SOPAC
Mike Thompson - CENDIV
Mike Bennett - Deputy (GLDiv)
Fred Mapplebeck - NEDIV
Bruce Bettinger - MIDDIV
R. Dale Kraushaar - RMDIV
Matt Tabor - NORPAC
Sasha Lanz - SWDIV

Divisional RallyCross Stewards

Sasha Lanz - SWDIV
David Rudy (GLDiv)
Mark Utecht - CENDIV
Jeff Templeton - MIDDIV
Scott Beliveau - NEDIV
Scott Kovalik - NORPAC
Karl Sealander - RMTN
David Brooks - SEDIV
TBD - SOPAC

RallyCross Board

Tom Nelson - Chairman

Road Rally Rules Committee

Mike Thompson - Chairman
Jim Friedman
W. David Teter
David Kolb

CLUB RACING

CLUB RACING BOARD MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | February 5-6, 2006

The Club Racing Board met at the national office in Topeka, KS, February 5-6, 2006. Participating were John Martinsen, Chairman; Bob Dowie, Vice-Chairman; Stan Clayton, Brian Culbertson, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were Larry Dent, BoD Liaison; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 06-03, the following decisions were made:

SUBMITTED TO BoD FOR APPROVAL

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

GCR

Item 1. Effective 11/1/06: Add ASCS to the list of specification books to section 1.2.4.

Item 2. Effective 11/1/06: Add the following to the end of section 6.18.1.B:

Conduct inspections of cars at the request of the Chief Steward *and recommend inspection of cars to the Chief Steward as necessary.*

Item 3. Effective 11/1/06: Change section 11.1 to read as follows:

A full and complete Technical and Safety Inspection shall be performed by a Licensed Scrutineer (Divisional/National) on each car once a year (12 months). ~~The year shall be defined as the calendar year.~~ If the car passes Tech, the logbook shall be stamped with the "official" inspection stamp, dated, and signed. ~~Annual Tech may be performed in December of the preceding year.~~

Item 4. Effective 11/1/06: Add a new section EE to 11.2.1 to read as follows:

Fire suppression systems and fire extinguishers shall comply with section 17.22.

Item 5. Effective 11/1/06: Add a new section FF to 11.2.1 to read as follows:

The master switch, if applicable, shall comply with section 17.27.

Item 6. Effective 11/1/06: Change section 11.3.1 to read as follows:

The first three (3) finishers in each class shall be immediately impounded for a minimum of thirty (30) minutes after the completion of each race, unless otherwise provided in the Supplementary Regulations. The Chief Steward may direct that the additional finishers in any class be impounded immediately following a competition. It is the driver's responsibility to ascertain his or her finishing position and present his or her car to impound immediately, without going to the paddock, if among the top three (3) in class. Failure to do so promptly may result in a penalty. Each impounded car shall be given an inspection that shall, at minimum, include verification of conformity to the minimum weight and ~~track dimensions where applicable~~ *two additional items as appropriate for the class, as determined by the Chief Technical Inspector and Chief Steward.* During the weighing, if there is any doubt about the weight, the car shall be weighed in both directions. If there is any other doubt about the car's conformity to the rules, any appropriate methods may be used by the Technical Inspector to determine the car's legality. *The Chief Steward may also order the removal of a wheel or intake choke(s) or restrictors during impound. These inspections are not subject to the fees outlined in section 6.11.3.E. Additional inspections may be conducted through the protest procedures outlined in section 13.4.*

Item 7. Effective 11/1/06: Change section 11.3.3.B to read as follows:

~~Individual scale pads that weigh a single wheel are preferable. Platform scales, or individual scales that weigh one axle (two wheels) at a time, are acceptable. Scales or test weights shall be certified.~~ *The following scale configurations are acceptable: platform scales, individual scales that weigh one axle (two wheels) at a time, or four individual scale pads that each weighs a single wheel. If all four wheels cannot be weighed at the same time, the driver shall be weighed independently of the car. Scales or test weights shall be certified.*

Item 8. Effective 11/1/06: Revised wording for the new paragraph in section 16.4 submitted in the January 2006 Minutes:

The number of races allowed in the Runoffs will not exceed 24. If there are more than 24 national classes in a given year, the classes eligible for Runoffs competition in the following year will be determined by the total entries per class over all divisions, and the class(es) with the least number of entrants will be determined to be ineligible for the following year.

Item 9. Effective 11/1/06: Add a new paragraph to section 17.3.1 as follows:

All vehicle logbooks shall remain solely in possession and control of a Divisional or National Scrutineer prior to their issuance, whether new, replacement, or continuation.

Item 10. In response to government changes regarding specific chemicals, the following changes are proposed to our fuel testing rules. Effective 11/1/06: Change section 17.4.1 to read as follows, starting with the last sentence of the first paragraph:

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"~~

Item 11. Effective 11/1/06: Remove the column titled Reagent D from the Fuel Standards table in section 17.4.1.

Item 12. Effective 11/1/06: Remove the "No black pos." in the Reagent A column for "All SS, SM, T, IT, SRF, Olds SR running as CSR (exc. rotary)" and "All rotary engines" from the Fuel Standards table in section 17.4.1

Item 13. Effective 11/1/06: Add new section 39 to section 17 as follows:

39. *RIGHT SIDE NET*

A right side net running between the main roll hoop and the dash is recommended for all production-based cars and two-seater sports racers (see figure 5). It is recommended that the lower strand of the net pass the shoulder and run horizontally from the cage to the dash. The upper strand should pass the Cg of the helmet in the side view. The net should run parallel to the center of the car in plan view and be as close to the seat as possible. It is recommended that the net be tensioned tightly and have a way to quickly disconnect it in case the driver needs to exit the right side of the car in an emergency. Metal collars, or some other equivalent method, should be used to keep the strands of the net from moving from where they are positioned on the roll cage. The recommended mounting method is to wrap the net strands around the back of the seat and attach them to the main hoop upright. However, teams should consult the net manufacturer to verify their recommended method of mounting.

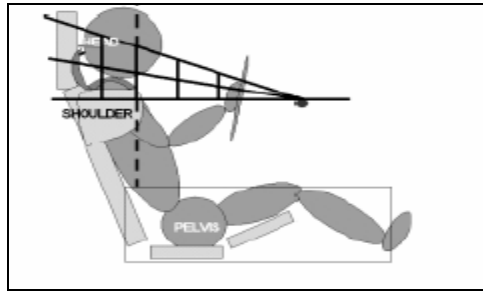


Figure 5: Right Side Net Schematic

Item 14. Effective 1/1/07: Change the first sentence of section 17.23.2 to read as follows:

Crash helmets approved by the Snell Foundation with Snell sticker ~~1995~~ 2000 or later Special Application (~~SA95~~ SA2000), or by the SFI with a SFI Sticker 31.1a for open faced helmets and a SFI sticker 31.2a for closed faced (if purchased prior to 12/31/04), SFI 31.1 (if purchased after 1/1/05), or by the FIA standard 8860-2004.

Item 15. Effective 11/1/06: Change section 17.30 as follows:

17.30. WINDOW SAFETY NETS

Window safety nets shall be used on the driver's side window of all closed cars. ~~As of January 1, 1995 and thereafter, a~~ All window nets shall meet SFI Specification 27.1, and shall bear an "SFI Spec 27.1., Label" to that effect. (Note - Window nets need not be dated.) The window net shall be equipped with a quick-release device and when released it shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the rollcage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to Figure 4, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit sports racers may use arm restraints in lieu of a window net.

Item 16. Effective 11/1/06: Change GCR sections 18.1.2 and 18.1.3 to read as follows:

18.1.2. 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 restraint 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® or Ensolite®~~ with a minimum thickness of one (1) inch. ~~It is strongly recommended that p~~ Padding shall meet SFI spec 45.2 or FIA Sports Car Head Rest Material. The head restraint shall be capable of withstanding a force of two-hundred (200) lbs., in a rearward direction. The head restraint support shall be such that it continues rearward or upward from the top edge in a way that the driver's helmet can not hook over the pad.

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

Item 17. Effective 11/1/06: Add new section 11 to section 20 as follows:

11. Head and Neck Restraint

The use of a head and neck restraint device is highly recommended. All head and neck restraint devices must be certified by the SFI Foundation and bear the SFI 38.1 label.

Production

Item 1. Effective 11/1/06: Change section 17.1.1.D.6.e.1 to read as follows:

~~Steering arms, pitman arms, and steering linkage components may be reinforced. The steering system shall not be changed.~~

Racks, steering boxes, steering arms, idler arms, pitman arms, and other steering linkage components may be reinforced by the addition of material and/or the addition of support to the stock component. Rubber bushings locating or retaining any steering component may be replaced by bushings of any material. The replacement bushing can not in anyway relocate the component it retains.

The outer tie rod end may be replaced by a rod end. The rod end may be coupled to the steering system by a rod or threaded tube of unrestricted origin and material. The tapered hole in the steering arm on the outboard side of the tie rod (rod end) may be drilled or reamed to allow a bolt to be used to retain the rod end to the steering arm. The rod end can be moved up or down by the installation of spacers for the sole purpose of reducing bump steer. The original style and design (rack and pinion, reciprocating ball, front or rear steer) of the steering system shall not be changed or relocated in anyway.

Item 2. Effective 11/1/06: Reclassify the Honda Civic Del Sol (1595cc) from EP to FP, at 2,190 lbs with .410 inch lift on the camshaft, and 11.0:1 compression ratio.

Item 3. Effective 11/1/06: Reclassify the 1995-98 LP Dodge Neon (SOHC and DOHC) from EP to FP at current EP weight, with .450 inch lift on the camshaft, and 11.0:1 compression ratio.

Improved Touring

Item 1. Effective 11/1/06: Effective 11/1/06: Add new section k to 17.1.4.D.10 to read as follows:

k. If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

None

NEW CAR CLASSIFICATIONS

FP - 1995-2001 Acura Integra LS as limited prep

FP - 1984-87 Mazda 626 as limited prep

FP - 1985-94 Saab 900S as limited prep

SSB - 2003-04 model years Accura RSX Type S

ITA - 1996-97 model years Mazda MX-5 Miata

ITB - 1989 model year Honda Accord LX-i

ITB - 1989 Honda Accord SE-i

REFERRED or TABLED

GCR

1. Accept SCCA pro licenses as equivalent to a national racing license (staff). Tabled for further research.
2. Suggested changed to section 4.6 and 4.7 (Butler). Tabled for further research.
3. Final emergency services handbook proposal (Hyatt). Tabled for review by the staff and safety committee.
4. Allow other fire resistant materials (staff). Tabled for further research.
5. Require all cars to have scatter shields (Martin). Tabled for further research.
6. Approve ELF blocks (Drevsky). Tabled for further research.
7. Recognize STS safety standards (Schneider). Tabled for further research.

Production

1. EP - Reclassify the 2L Alpha Romeo (Alfetta, GTV, Spider) to FP (various - 9 letters). Tabled for input from the advisory committee.
2. EP - Classify the Honda Cup-prepared S2000 in EP (Chen). Tabled for further research.
3. GP - Reduce the minimum weight of the Triumph Spitfire by 100 lbs to 1,580 lbs (Bailey). Tabled for further research.
4. GP - Reclassify the full prep 1147 Triumph Spitfire to HP (McAllister). Tabled for further research.

Improved Touring

1. IT - Create an ITR class for cars that exceed the performance parameters of ITS (Earp/Thompson). Tabled for discussion by the advisory committee.
2. ITA - Correct the 1994-95 Honda Civic to specify 14-inch wheels (Downing). Tabled for further research.

3. ITA - Reduce the 1992-95 Honda Civic DX weight rather than reclassify (Derra). Tabled for further research.
4. ITB - Correct the Suzuki Swift GA engine specs (Blaylock). Tabled for further research.
5. ITS - Allow .040-in overbore for the 1992 BMW 325 (Jones). Tabled for further research.

NOT RECOMMENDED

GCR

1. Change section 16.3.3 to set a final date for changing the division of record (staff). The BoD rejected the proposal during their November meeting (February FasTrack).
2. Modify the rules to increase track time for the more subscribed classes (Weisberg). The current rules are adequate as written.
3. Mandate a start speed, mandate that the front row not accelerate until they reach the acceleration line, and mandate that there be no passing until the start/finish line (DuLude). These three items would be impractical to implement. The current rules require the pole car to maintain the speed of the pace car.
4. Instruct the corner workers to signal the drivers during a restart (Holmes). This is already done by the withdrawal of the yellow flags.
5. Give more severe penalties for aggressive driving (Susko). Penalties are adequate as written.
6. Require car numbers to be of a solid color (Waggoner). The current language is adequate as written.
7. Disallow scrubbing tires at the green flag (Bennet). The current rules are adequate as written.
8. Allow 3-digit numbers or letter suffixes when numbers conflict (Zekert). The current rules are adequate as written; however, the CRB will discuss the subject in the future.
9. Further define the use of the yellow flag (Smith). The rules are adequate as written.
10. Specify a minimum height for the upper side protection door bar (Williams). The rules are adequate as written. We allow for a wide variety of cars to be on course at the same time.
11. Change the maximum allowable seatbelt mounting angle to 10 degrees (Davison). We will continue to monitor, and we recommend following the manufacturer's installation instructions. Some manufacturers continue to allow the shoulder harness mounting at 20 degrees below the shoulder.
12. Require check valves on all vent lines (Lybarger). The rules are adequate as written.
13. Do not allow the use of antifreeze coolant (Schlosser/Hayden). The rules are adequate as written.
14. Impose a weight penalty for technical infractions (Finch). This would be impractical to enforce.
15. Allow gutting of doors (Whitton). The rules are adequate as written.

Production

1. EP - Allow the 1998 Integra R to use aftermarket rods (Bloomberg). Current limited prep cars are not being classified with aftermarket rods.
2. EP - Increase the compression ratio of the 1998 Integra R to 13.0:1 and increase the weight (Bloomberg). We wish to monitor the car's performance before making any changes.
3. EP - Classify the 2006 MX-5 Miata in EP as limited prep (Daniels). The car exceeds the performance parameters of the class. We will consider classification as we get more data with SIRs.
4. EP - Allow alternate front brakes on the Triumph TR6 (Halkias). We currently do not allow non-OEM front brakes in the Production classes.
5. EP - Allow the Caterham limited prep engine prep rules instead of IT rules, and increase the weight of the Caterham to 1,500 lbs (Fox). The car is classified appropriately.
6. EP - Reduce the weight of the Nissan 240Z by 100 lbs, and increase the horsepower (Ahrens). The car is classed correctly. We will continue to monitor its performance.
7. EP - Classify the 1994-98 Porsche 911 (Rodd). The car exceeds the performance parameters of the class.
8. EP - Increase the chokes and reduce the weight of the 1990-97 1.8L carbureted Miata (Heintzman). The car is specified appropriately.
9. EP - Allow fuel injection on carbureted cars (Drummond). As the fuel injection cars do not come with a carburetor from the factory, this change would be outside the philosophy of the class.
10. EP - Reclassify the Elva Courier to FP (various - 3 letters). The car is classed correctly.

11. GP - Reclassify the Ford Fiesta to GP (Kittleston). The car was moved to FP as a result of member input. We will continue to monitor its performance.
12. GP - Allow the Datsun L16 engine as an alternate for the Datsun SPL311 (Harlan). The car is specified appropriately.
13. HP - Allow an alternate carburetor for the Renault 1.7L, and change the minimum weight to 1,990 lbs (Hafkenschiel). We have made changes to the car's specifications and wish to monitor the results.
14. HP - Reclassify the MG Midget/Sprite to GP (Camilleri). The car is classified correctly.
15. HP - Increase the compression of the VW Scirocco to 12.0:1, and allow a full prep suspension (Aldred). The car is specified appropriately.
16. HP - Increase the compression of the VW Rabbit to 11.5:1, and allow 7-inch wide wheels (Root). The car is specified appropriately for the class.
17. HP - Permit the full and limited prep Sprite to use a stock gearbox at a 5% weight savings (Flesher). We wish to monitor the car's performance before making any changes.

Improved Touring

1. IT - Increase the spec weight of the VW Golf III to 2,450 lbs (Gran). The car is specified appropriately.
2. IT - Eliminate the "create a model" prohibition and "two VIN number" requirement clauses from the ITCS (Knestis). The rule is appropriate for the stated purpose and intent of the IT category.
3. IT - Allow removal of the seat belt towers (Pichardo). Removal of integral welded chassis components or structure is inconsistent with the class philosophy.
4. ITA - Allow 15-inch wheels for the BMW Z3 (Breault). The requested 15-inch wheels were available only with a snow tire option.
5. ITA - Allow adjustable upper control arms on Hondas (Darling). Alternate control arms are inconsistent with the philosophy of IT.
6. ITB - Reclassify the Pinto to ITC (Laird). The car is classed appropriately.
7. ITS - Remove the restrictor from the BMW E36 (Giovanis). The car is specified appropriately.
8. ITS - Reduce the weight of the Porsche 944S by 100 lbs (Jones/Leonard). The car is specified appropriately.
9. ITS - Reduce the weight of the Integra (Seck). The car is specified appropriately.
10. ITS - Reduce the weight of the Porsche 944S and the 1999 Miata (vanSteenburg). We will continue to monitor the performance of both cars.
11. ITS - Reclassify the Miata 1.8L to ITA (Alphin). The car is classed appropriately.
12. ITS - Classify the 1997-2001 Integra Type R (Giles). The car exceeds the performance parameters of the class.
13. ITS - Classify the 2000-01 Honda S2000 in ITS (Sabatello). The car exceeds the performance parameters of the class.
14. ITS - Classify the Audi A4 Quattro (Phillips). The advisory committee will continue to explore AWD.
15. ITS - Allow AWD vehicles in IT (Haney). The advisory committee will continue to explore AWD.
16. ITS - Reduce the weight of the of the 1994+ Acura Integra GSR by 150 lbs (Billie/Ferenczy). The car is specified appropriately.
17. ITS - Reduce the weight of the 1993-95 Honda Prelude 2.2L VTEC by 100 lbs (Fowler). The car is specified appropriately.

Previously Addressed

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

1. FP - Slow the Porsche 914 (Blust).
2. GP - Reduce the weight of the Honda CRX and Civic models to 1,760 lbs (Griffin).
3. ITS - Correct the BMW restrictor plate specifications (Cohen).

Addressed in the February 2006 Fastrack Addendum:

1. ITA - Reconsider keeping the 1983-88 Porsche 944 iV in ITS (Seifert).
2. ITA - Reclassify the 1992-95 Honda Civic DX to ITB (Derra).
3. ITA - Reconsider reducing the weight of the 1984-87 BMW 325e by 200 lbs (Bachenberg).
4. ITA - Reclassify the Mazda RX-7 to ITB (Weaver).
5. ITA - Reclassify the Toyota Corolla GTS to ITB (Benazic).

6. ITA - Reclassify the Mazda RX-7 to ITB (Weaver).
7. ITA - Reduce the weight of the BMW E30 by 200 lbs (Baader).
8. ITB - Change the weight of the 1.8L VW Scirocco to 2,180 lbs (Trainer).
9. ITB - Reduce the weight of the 1974-77 Toyota Celica to 2,300 lbs (Marlowe).
10. ITC - Help the VW Rabbit GTI (Stephenson).
11. ITS - Reduce the weight of the BMW 325e by 200 lbs (Baader).
12. ITS - Cease all adjustments to the BMW E36 and Mazda RX-7 (Giovanis).
13. ITS - Restrict the BMW 325i/s and do not add weight (Phillip).
14. ITS - Remove the restrictor plate from the 1992-95 BMW 325i/s (Peterson).
15. ITS - Spec a restrictor plate for the Mazda RX-7 (Peterson).
16. ITS - Do not penalize the BMW E36 (Robertson).

No Action Required

GCR

1. Work towards a nationally uniform flagging practice (Armburst). Thank you for your input. The F&C community is making every attempt to accomplish this.
2. Runoffs input re qualification, appeals, penalties, etc. (Flesher). Thank you for your input.
3. Do not allow competition adjustments 65 days before the Runoffs (Hallock). Thank you for your input. The CRB makes every effort to avoid competition adjustments within the mentioned timeframe.
4. Planning committee input regarding the Runoffs and national classes (Waldrop). Thank you for your input.
5. Praise for Lisa Noble (List). Thank you for your comments.
6. National class status input (Skirmants). Thank you for your input.
7. Input on seat belt tensioners and airbags (Irwin). Thank you for your input.
8. Support for changing your region of record as late as May 1st (White). Thank you for your input.
9. Do not allow appeals of entry refusal (Roethel). Thank you for your input.
10. Opposition to exclusion of national classes at the Runoffs (various - 4 letters). Thank you for your input.
11. Support for limiting Runoffs to 24 classes (Rice). Thank you for your input.
12. Input on class participation (Kryder). Thank you for your input.
13. Include dual nationals in GCR section 3.4.3.1 (Morrison). Thank you for your input. The concept of a dual national is already permitted in the rulebook.
14. Head and neck restraint input (staff). Thank you for your input.
15. Specify the fuels for the 2006 Runoffs by December 31st (Jackson). The 2006 Runoffs will have the same fuel rules as 2005.
16. Allow the use of wireless data logging systems (Glimmerveen). Thank you for your input.
17. Opposition to the proposed Production roll cage changes (Weber/Canfield). Thank you for your input.
18. Define a used tire (Williamson). This request was related to the SRF tire rule, which was changed by the BoD in January 2006.

Production

1. P - Opposition to limited prep engines in full prep classes and to dry sumps on limited prep engines (Salisbury). Thank you for your input.
2. P - Opposition to dry sumps on limited prep engines (various - 9 letters). Thank you for your input.
3. P - Support for dry sumps on limited prep engines (various - 3 letters). Thank you for your input.
4. P - Class structure input (Bovis). Thank you for your input.
5. P - Alternate roll cage input (Haynes). Thank you for your input.
6. P - Revisit allowing OEM factory spoilers (Ruse). Thank you for your input. We have withdrawn the recommendation because of the variations in spoilers, effectiveness, issues with model options, and complications in determining an OEM spoiler versus an aftermarket spoiler.

7. P - Allow port matching 1 inch into both sides of the ports (Chima). It is always the competitor's responsibility to prove the compliance of parts.
8. P - Opposition to roll cage changes, 510 and MGA in GP, and 1275 Bugeye (Baumgartner). Thank you for your input.
9. P - Re-evaluate the EP to FP reclassifications (Sargis). Thank you for your input.
10. P - Revisit the classification of the RWD ITB cars in Production (Broring). Thank you for your input.
11. P - Separate roadsters and sedans (Toman). Thank you for your input.
12. FP - Allow the 77-79 3101 cylinder heads for the 2002/TII (Jones). The part numbers and specifications are the same and are already allowed.
13. HP - Add the 34 DMTR carburetor to the Fiat X1-9 spec line (Hafkenschiel). The car is required to run IT carburetion. The IT rules allow a 34 DMTR.
14. Do not declassify the Fiat 850 Spider (Luke). Thank you for your input.

Improved Touring

1. IT - Reclassify the VW Jetta III to ITB at a spec weight of 2,450 lbs (Gran). Thank you for your input. The Jetta is classed at the same weight as the Golf.
2. IT - Questioning why the side protection rules are different in GT and Production (Dewhurst). The IT roll cages are based on the rules of Showroom Stock and, to some extent, Touring. The door bars allowed in IT are compliant in both Production and GT.
3. IT - Keep competition adjustments to a minimum (Robertson). Thank you for your input.
4. IT - Restructure the ITAC (Giovanis). If you are interested in serving on the ITAC or any other advisory committee, please submit your racing resume to the CRB.
5. IT - Make all information available to the membership before any decisions are made (Giovanis). All recommendations to the BoD are put before the membership before the board makes any decisions. In many instances, the CRB requests member input through the member advisories in FasTrack.
6. IT - Support for the new philosophy (various - 4 letters). Thank you for your input.
7. IT - Support for the ITAC (Knestis). Thank you for your input.
8. ITA - Opposition to the reclassification of the 1994-95 Miata to ITA (Fields/Dohne). Thank you for your input.
9. ITA - Support for the weight reduction for the 1985-89 Toyota MR2 (Whiteside). Thank you for your input.
10. ITC - Correct the 1984 VW Scirocco engine size (Miller). The listing is correct.
11. ITS - Do not penalize the BMW 325 (Jones). Thank you for your input.
12. ITS - BMW and Mazda RX-7 input (Giovanis). Thank you for your input.

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: February 5-6, 2006

NUMBER: TB 06-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/06 unless otherwise noted.

GCR

1. Section 11.4.6, p. 64, clarify by changing to read as follows: Throttle bore and/or venturi size and intake restrictor size is absolute maximum.
2. Section 22.1. Glossary, add to the Bushing/Bush definition as follows: A protective liner that cushions noise, friction, or movement such as a rod end or spherical bearing.

Production

1. Section 17.1.1.D.6.c.1, clarify by adding to the end as follows: Alternate control arms may incorporate adjustable spherical bearings and/or rod ends.

EP

1. BMW 2002/2002tii, p. 26-27, add to the specs as follows: Brakes Alt.(mm): (F) 256 x 22 Disc, calipers: 34111101859, 34111101860.
2. Porsche 914-6 2.0L, p. 42-43, correct the specs to read as follows: Track (F&R)(mm/in.): 1452 / 1499 (57.2 / 59.0).
3. Porsche 924, p. 42-43, correct the specs to read as follows: Track (F&R)(mm/in.): 1420 / 1392 (55.9 / 54.8).

FP

1. Classify Acura Integra LS in FP as limited prep.

Add new spec line to PCS p. 50-51, Acura Integra LS (95-01), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 81.0 x 89.0, Displ.(cc): 1835, Block Mat'l: Alum, Head/PN & Mat'l: Alum, Valves IN & EX(mm): 31.0 (I) 28.0 (E), Carb. No & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm): 2570, Track(F&R)(mm): 62.3 / 62.1, Wheels(max): 15 x 7, Trans Speeds: 5, Brakes Std.(mm): (F) 262 Vented Disc (R) 239 Solid Disc, Brakes Alt.(mm): None, Weight(lbs): 2400 *2460 **2520, Notes: Compression ratio limited to 11.0:1 Valve lift limited to .450". Restricted Suspension. Limited Prep cyl head. Stock intake manifold only - may be port matched on port mating surface to a depth of no more than 1.00". Balance tube(s) may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at the valve with zero lash or clearance. Stock rocker arms, cam followers, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods required but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a maximum undersize of .045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

2. BMW 320i (E21) (77-80), p. 52-53, change the specs to read as follows: Weight(lbs): 2110 *2163 **2216.
3. BMW 2002/tii, p. 54-55, change the specs to read as follows: Weight(lbs): 2075 *2127 **2179.
4. Lancia Scorpion (1976), p. 58-59, add to the specs as follows: Brakes Alt.(mm): (F&R) 254 x 10 Solid Disc.
5. Classify Mazda 626 in FP as limited prep.

Add new spec line to PCS p. 58-59, Mazda 626 (84-87), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 86.0 x 86.0, Displ.(cc): 1998, Block Mat'l: Iron, Head/PN & Mat'l: Alum, Valves IN & EX(mm): 44.0 (I) 36.0 (E), Carb. No & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, or (1) Weber 32/36 DGV, Wheelbase(mm): 2510, Track(F&R)(mm): 60.5 / 60.3, Wheels(max): 15 x 7, Trans Speeds: 5, Brakes Std.(mm): (F) 254 Solid Disc (R) 231 Drum, Brakes Alt.(mm): None, Weight(lbs): 2000 *2050 **2100, Notes: Compression ratio limited to 11.0:1 Valve lift limited to .450". Restricted Suspension. Limited Prep cyl head. Stock intake manifold only - may be port matched on port mating surface to a depth of no more than 1.00". Balance tube(s) may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at the valve with zero lash or clearance. Stock rocker arms, cam followers, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods required but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a maximum undersize of .045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

6. Classify Saab 900S in FP as limited prep.

Add new spec line to PCS p. 62-63, Saab 900S (85-94), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 90.0 x 78.0, Displ.(cc): 1985, Block Mat'l: Iron, Head/PN & Mat'l: Alum, Valves IN & EX(mm): 32.0 (I) 29.0 (E), Carb. No & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm): 2515, Track(F&R)(mm): 60.5 / 60.9, Wheels(max): 15 x 7, Trans Speeds: 5, Brakes Std.(mm): (F) 276 Disc (R) 276.5 Disc, Brakes Alt.(mm): None, Weight(lbs): Sedan: 2400 *2460 **2520 Conv.: 2500 *2563 **2625, Notes: Compression ratio limited to 11.0:1 Valve lift limited to .380". Restricted Suspension. Limited Prep cyl head. Stock intake manifold only - may be port matched on port mating surface to a depth of no more than 1.00". Balance tube(s) may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at the valve with zero lash or clearance. Stock rocker arms, cam followers, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods required but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a maximum undersize of .045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

GP

1. Honda Civic, p. 70-71, change the specs to read as follows: Carb. No & Type: (1) 40 DCN, (1) 40 DCNF, (1) 40 IDF, (1) 32/36 DGV/DGAV. 28mm choke(s) required.

HP

1. Renault Alliance / Encore 1.7 (84-87), p. 84-85, change the specs to read as follows: Weight(lbs): 1800 *1845 **1890.

Showroom Stock

SSB

1. Acura RSX Type-S (2002), p. 8, add the 03-04 model years.
2. Pontiac Solstice (2006), classified in TB 06-02, correct the classification by adding to the Notes as follows: ZOK suspension option permitted.

SSC

1. Chevrolet Cobalt SS Coupe (2006), p. 14, change the specs to read as follows: Weight(lbs): 3100.
2. Mini Cooper S (02-04), p. 18, change the specs to read as follows: Weight(lbs): 2975.
3. Mini Cooper S (05-06), p. 18, change the specs to read as follows: Weight(lbs): 2975.

Spec Miata

1. Correct section 17.1.9.C.4.a.4. by changing the rear anti-roll bar size to 15mm adjustable for the K-SPEC-M5-SUSP9 kit (99-05 cars).

Improved Touring

1. Section 17.1.4.D.5.d.6, clarify by adding to the end as follows: This includes the use of spherical bearings, so long as no suspension component is modified to facilitate their installation. Retention of spherical bearings by use of tack welds is allowed, as long as the welds serve no other purpose.

ITA

1. Mazda MX-5 / Miata includes R (94-95), p. 27, add the 96-97 model years.

ITB

1. Honda Accord LX-i 12V Coupe & HB (86-88), p. 35, add the 89 model year, correct the specs as follows: Comp. Ratio: 9.3.
2. Classify Honda Accord SE-I in ITB.

Add new spec line to ITCS, p. 35, Honda Accord SE-i (1989), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm) / Displ.(cc): 82.7 x 91.0 / 1955, Valves IN & EX(mm): 30.1 (I) 35.1 (E), Comp. Ratio: 9.3, Wheelbase(in): 102.4, Wheel Dia(in): 14, Gear Ratios: 3.181, 1.842, 1.208, 0.878, 0.694, Brakes Std.(mm): (F) 240 or 214 Disc (R) 240 Disc, Weight(lbs): 2590.

ITC

1. Volkswagen Scirocco II 1.7 (82-84), p. 48, correct the specs to read as follows: Gear Ratios: 3.45, 1.94, 1.29, 0.91, 0.71.

Sports Racer

CSR

1. Section 17.1.5.A.2.a, CSR engine table, add new line X to read as follows: Engine Type or Specific Engine: Ford Duratec 2.3L, Max. Displ.(cc): 2260, Head Type: Crossflow, Max Valves per Cyl: 4, Carburetion or Fuel Injection: FI only w/ 43mm restrictors per cyl, Weight (w/driver): 1325, Notes: Comp. Ratio limited to 9.8:1. Stock crankshaft, connecting rods and pistons. Limited Prep Cylinder Head - see PCS section 17.1.1.D.1.e.3, p. 5. The specified valve diameters are those listed in the factory service manual. Camshafts - Crane kit #224-0012 (intake .410" lift, exhaust .385" at zero lash).

SRF

The BoD approved a rule change regarding SRF tires during their December meeting as published in their minutes in the February *Fastrack*. In order to avoid confusion, it is our intention to re-publish all changes in the Technical Bulletin along with the BoD minutes.

1. Effective 1/20/06, change Section 17.1.5.C. Spec Racer Ford Specifications Chassis F. to read as follows:

Tires: Dry: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. ~~Yokohama A008 Spec Racer, or Yokohama A048 Spec Racer,~~
Wet: Yokohama A008 Spec Racer, *Yokohama A048 Spec Racer*, or Yokohama A021; Size: Front: 185/60R13, Rear: 205/60R13.

Change section 17.1.5.C.24.f as follows:

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

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

2. Effective 3/1/06, change Section 17.1.5.C. Spec Racer Ford Specifications Chassis F. to read as follows:

Tires: Dry: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525.

Wet: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2524. ~~Yokohama A008 Spec Racer, Yokohama A048 Spec Racer, or Yokohama A021;~~ Size: Front: 185/60R13, Rear: 205/60R13.

Formula

F500

1. Effective 3/1/06 approved by the BoD during their February meeting, add the following after the first paragraph of section 17.1.6.E.15:

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

FF

1. The Club Racing Board has recommended the approval of an alternate Mallory distributor as published in the February *Fastrack* Addendum. Since publication, they have become aware of a shortage of the current parts. For this reason, the CRB is withdrawing the recommended item and issuing the following technical bulletin. Section 17.1.6.D.2.r, add to the section as follows: Mallory distributor #4558101 is allowed.

FM

1. Effective 3/1/06 as approved by the BoD during their February meeting: Change section 17.1.6.F.1.e.3.A. to read as follows:

The spec engine shall be the six (6) port Mazda 13B Rotary (~~eligible for Regional and National competition~~) or the 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.

Change section 17.1.6.F.1.e.4.D. to read as follows:

Only the factory fuel injection can be used with the Renesis motor (no carburetor). *A throttle restrictor shall be between the throttle body and the intake plenum. The restrictor shall be a 0.250" flat steel or Aluminum plate with one 52.5mm hole. The restrictor shall be held in place by the stock mounting of the throttle body to the plenum and centered between the mounting holes. No air shall bypass the throttle restrictor and mounting holes shall be no larger than the mounting bolt diameter +2mm.*

2. The Club Racing Board has become aware of recent changes to the muffler plates available from SuperTrapp. In order to maintain a balance between the competitors with the old plates and the new plates, change Section 17.1.6.F.1.e.13.A. to read as follows:

A. All cars shall be equipped with a SuperTrapp muffler P/N 5AS-2556 with ~~none or any number of twelve (12)~~ plates installed as needed to meet sound. *If no plates are present then the end plate is not required. Twelve (12) plate stack not to exceed 35mm or 1 3/8" from mount to lid, inclusive. Plates shall not be loose regardless of dimension.*

~~B. No matching of the plates, washer, or spacer insertion, or other modification will be allowed.~~

C. The main muffler, Power Pulse Muffler (Racing Beat) P/N 16400, shall be in good working order with no removal of steel wool or other alternations allowed.

D. The following options are allowed:

1. Use of the approved "Lo-back" muffler as a substitute for the Racing Beat muffler. Alternate Muffler STAR RACE CARS P/N 050-134 and header STAR RACE CARS P/N 050-133, are permitted. All other specifications to remain the same.

2. Use of deflectors such as the SuperTrapp mud ring are allowed ~~as long as the twelve (12) plates do not exceed the specified height and exhaust gases are only affected after passing through the SuperTrapp plates.~~

- ~~3. Use of fewer than twelve (12) with a proportionate reduction of the specified height of the plate stack.~~

CLUB RACING TECHNICAL BULLETIN MEMORANDUM

To: Competitors, Stewards, and Scrutineers
From: Jeremy Thoennes
Re: Immediate Rule Changes TB 06-02b
Date: January 25, 2006

Spec Miata

Effective immediately, correct section 17.1.9.C.4.a.4. by changing the front anti-roll bar size to 27mm non-adjustable for the K-SPEC-M5-SUSP9 kit (99-05 cars).

Spec Racer Ford

The Board of Directors approved the following rule change by email on January 21, 2006:

Effective immediately, add a new paragraph to section 17.1.5.C.5.k. to read as follows:

Optional Bodywork Modification:

A 22.5" diameter wheel arch may be cut in each side of the tail section. Viewing the tail section from the side, draw a vertical line at the drive axle centerline. Locate the top of the wheel arch at a point measured from the bottom edge of the tail section 9.25" vertically along the centerline. The 22.5" diameter circle intersects the bottom edge of the tail section 11.1" either side of the centerline. The tail section may be

reinforced in the forward and aft portions of the wheel arch. Dimension tolerance is +/- 0.75". **NOTE:** The minimum weight of the tail will not change.

A template of the cut-out can be downloaded from SCCA Enterprises website, www.sccaenterprises.com.

Thanks,

Jeremy Thoennes
Technical Services Manager

CLUB RACING TECHNICAL BULLETIN MEMORANDUM

To: Competitors, Stewards, and Scrutineers
From: Jeremy Thoennes
Re: Immediate Rule Changes TB 06-02c
Date: February 7, 2006

The Club Racing Board approved the following change during their meeting held on February 5-6, 2006.

Improved Touring

ITS

1. Change the effective date of TB 06-02a item 1. to 4/1/06. Effective 4/1/06: BMW 325i/is (2 & 4 door) (92-95), p. 18, change the specs to read as follows: Notes: Trunk mounted fuel cell with no larger capacity than stock. 27mm SIR required and must comply with GTCS section 17.1.2.F.4.i.10.

Jeremy Thoennes
Technical Services Manager

JUDGEMENT OF THE COURT OF APPEALS

Robert Davis vs. SOM
COA. Ref. 06-02-SP and COA 06-03-SP
January 20, 2006

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On January 14, 2006, following the race for T3 held at Phoenix International Raceway, the Malfunction Indicator Light (MIL) [commonly referred to as the check engine light] on entrant Robert Davis' Mazda RX8 #5 and # 34 were observed to be illuminated. The Chief of Tech, Mike Higgins, reported this observation to the Chief Steward, JoAnne Jensen, who issued Chief Stewards Actions (CSAs), which disqualified both of Mr. Davis' cars. (#5 and #34). Mr. Davis protested those CSAs. The Stewards of the Meet (SOM), Jack Brabban, Jim Malone, Irene Wells, and Anne Christian, Chairman, held a hearing and upheld the CSAs, imposing the penalty of disqualification of both cars..

DATES OF THE COURT

The Court of Appeals (CoA), Clyde Kiser, Steve Limbert, and Roger Eandi, Chairman, met on February 9 and 16, 2006 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Davis and many related documents.
2. Observers report and related documents.
3. CoA precedent decision COA-03-04-SW.
4. Meeting with Club Racing Board (CRB) members at 2006 SCCA Convention.

FINDINGS

The Court cites SCCA appeal COA-03-04-SW as historical precedent for this decision. The cited precedent provided a definitive ruling regarding compliance with federal emissions standards in accordance with the rule as set forth in GCR 17.1.8.B. (MIL observed at post race inspection). This precedent is still valid because, since that decision was rendered in 2003, no challenging appeals have been submitted or decided on this subject. Additionally, the CRB has reviewed the precedent and Mr. Davis' appeal, and has stated its continued support of the ruling in the precedent appeal, that is, non-compliance with federal emissions standards is grounds for disqualification per GCR 17.1.8.B. (absolute requirement to be in compliance with federal emissions standards at all times). Title 4, Part 86 of the Code of Federal Regulations (EPA) clearly states that a Malfunction Indicator Light (MIL) shall illuminate and remain illuminated when any of the conditions specified in paragraph 86.099-17(b) are detected and verified. That paragraph clearly defines specific malfunctions that indicate an emissions system failure. A MIL that stays illuminated while the engine is running is by definition in the federal regulation an absolute indicator the emissions system has failed to meet the federal standards. Any touring car with an illuminated MIL is non-compliant, regardless of what caused the MIL to illuminate and remain illuminated.

In his appeal, Mr. Davis provided voluminous documentation enumerating the causes for the illumination of the light, and their relevancy to GCR 17.1.8.B. (meeting EPA standards). His appeal deals with the interpretation of the faults shown on the OBD (on board diagnostic system). He further states that Mazda Motors has set more stringent standards than federal standards and therefore, the car is subject to displaying a MIL more often than would be the case with just meeting federal standards. The fact that Mazda Motors OBD may be more stringent (sensitive) is not germane to this case. An illuminated MIL, with the engine running, is prima facie evidence of federal emissions standards failure

The CRB and this Court continue to hold the position that illumination of the MIL alone is basis for judging the vehicle non-compliant per the current wording in GCR 17.1.8.B. Therefore, T3 cars # 5 and # 34 are judged to be non-compliant.

DECISION

The Court of Appeals upholds the decisions of the SOM in their entirety. Mr. Davis' appeal is well founded and the portion of his appeal fees not retained by the SCCA will be returned to him.

SOLO

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

SOLO EVENTS BOARD

The Solo Events Board met at the SCCA Convention February 3-5. Attending were board members Chris Dorsey, Jason Isley, Ron Bauer, Andy Hollis, Marcus Merideth, Steve Hoelscher, Dick Berger, and Tina Reeves. Also attending were Tasha Goodale, Howard Duncan, and Doug Gill of the National Staff, and BOD liaison Charlie Clark. These minutes are presented in topical order rather than in the order of discussion.

SOLO GENERAL ITEMS

The following rule change proposal, effective 1/1/2007 and recommended for use immediately at all levels, is being submitted for member review:

ITEM 1) Add the following new section 5.5 and renumber the subsequent sections accordingly:

5.5 Chief of Waivers

The Chief of Waivers shall be responsible for ensuring that the waiver function complies with the requirements of the SCCA insurance coverage as regards Solo events. Specifically, the Chief of Waivers shall ensure that the following are met:

- 1) The waiver function follows the Solo department guidelines.
- 2) All waivers used at an event are correctly signed, witnessed, and completed, including the event designation, location, date, and all required signee and witness information.
- 3) Necessary supplies and equipment are maintained as applicable.
- 4) Waiver workers are on duty from the time the gate or site is opened until the event has been completed.
- 5) Waiver workers have been recruited, trained, and assigned in cooperation with the Chief of Workers.
- 6) Waiver workers are SCCA members.
- 7) Communication is provided between the waiver station(s) and event administration.
- 8) Waivers are properly stored for the number of years required by Solo department guidelines and local laws.

This position shall be filled by an SCCA member. It is strongly recommended that the Chief of Waivers perform no other duties for the event."

Andy Hollis and Chris Dorsey will be the SEB liaisons to the ad hoc Event Operations Committee.

Tina Reeves will be the SEB liaison to the Site Committee.

The SEB and National Staff will be researching event sound levels in preparation for a possible rule change proposal.

SOLO SAFETY AND RISK MANAGEMENT

The SEB met with Pete Lyons of SCCA Risk Management and reviewed concerns regarding course speeds and course finish safety issues. Regions are reminded that Solo course speed constraints are among the mandatory provisions of the Solo Rules, that finish lanes should not be aimed at solid objects, grid, parking, or non-participant viewing areas, and that finish runouts should be designed with ample margins for overruns.

Marcus Merideth will be the SEB liaison to the Solo Safety Committee for 2006.

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

The SEB reviewed the draft supplemental regulations for the 2006 Solo Nationals at Heartland Park Topeka.

Course designers for the event were selected; they are Kevin Youngers and Karen Babb. The designers, event chair Roger H. Johnson, and members of the National Staff visited Heartland Park examine the competition and paddock areas, and to further plan details of the event logistics.

A proposed organization chart for event officials was reviewed and approved by the SEB.

SOLO STOCK CATEGORY

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

ITEM 2) Change the second paragraph in Appendix A - Automobile Classes to read as follows (changed wording shown in italics):

"All unclassified cars will compete in Super Stock until classified by the SEB, unless covered by a "catch-all" description. To use the catch-alls at the end of the specific car classes in Appendix A, start from Super Stock and work down the classes until a class is found. **Such unclassified cars will not be eligible for Divisionals, Tours, or the National Championships. Members should look for a Tech Bulletin in an early current-year Fastracks for details, or contact the National office.**"

Jason Isley and Ron Bauer will be the SEB liaisons to the SAC.

SOLO STREET TOURING CATEGORY

Andy Hollis and Marcus Merideth will be the SEB liaisons to the STAC.

SOLO STREET PREPARED CATEGORY

Dan Popp was approved as a new member of the SPAC. The SEB thanks Karl Litterer for his years of service to the Club with this committee.

Steve Hoelscher and Ron Bauer will be the SEB liaisons to the SPAC.

The SPAC has a current opening and interested members are encouraged to contact the SEB via the National Office with their qualifications and interest in this position.

SOLO PREPARED CATEGORY

Tina Reeves and Chris Dorsey will be the SEB liaisons to the PAC.

SOLO STREET MODIFIED CATEGORY

The previously-published change proposal for subframe allowances has been withdrawn.

The following rule change proposal, recommended by the SMAC, is being published for member comment: Effective 1/1/2007 Revise section 16.2 MINIMUM WEIGHTS to read as follows:

ITEM 3) "Classes, displacements, and minimum weights are listed in Appendix A. For the purpose of determining minimum weights, a mid-engine vehicle is defined as one having a chassis configuration where the engine block is not located entirely in front of the driver's seat and is not far enough back to be considered a rear-engine vehicle."

The following changes to the SM and SM2 weights listed in Appendix A have been recommended by the SMAC and are being published for member comment:

ITEM 4) SM - Displacement Limits and Minimum Weights:

- I. Up to 3.0L, naturally aspirated, OHC engines
Up to 4.0L, naturally aspirated, pushrod engines
Up to 1.3L Rotary N/A
FWD: 1700 pounds
RWD (front engine): 2200 pounds
AWD and RWD (rear & mid-engine): 2400 pounds
- II. Up to 3.0L, forced induction, OHC engines
Up to 4.0L, forced induction, pushrod engines
Up to 1.3L Rotary, forced induction
Up to 2.0L Rotary, naturally aspirated
FWD: 1900 pounds
RWD (front engine): 2400 pounds
AWD and RWD (rear & mid-engine): 2600 pounds
- III. 3.0L to 5.0L, naturally aspirated, OHC engines
4.0L to 6.0L, naturally aspirated, pushrod engines
Up to 2.0L, rotary engines, *forced induction*
FWD: 2100 pounds
RWD (front engine): 2600 pounds
AWD and RWD (rear & mid-engine): 2800 pounds

- IV. 3.0L to 5.0L, forced induction, OHC engines
4.0L to 6.0L, forced induction, pushrod engines
FWD: 2400 pounds
RWD (front engine): 2800 pounds
AWD and RWD (rear & mid-engine): 3000 pounds

ITEM 5) SM2- Displacement Limits and Minimum Weights:

- I. Up to 3.0L, naturally aspirated, OHC engines
Up to 4.0L, naturally aspirated, pushrod engines
Up to 1.3L Rotary, naturally aspirated
FWD: 1500 lbs.
RWD (front engine): 1900 lbs.
AWD and RWD (rear & mid-engine): 2100 lbs.
- II. Up to 3.0L, forced induction, OHC engines
Up to 4.0L, forced induction, pushrod engines
Up to 1.3L Rotary, forced induction
Up to 2.0L Rotary, naturally aspirated
FWD: 1700 lbs.
RWD (front engine): 2200 lbs.
AWD and RWD (rear & mid-engine): 2400 lbs.
- III. 3.0L to 5.0L, naturally aspirated, OHC engines
4.0L to 6.0L, naturally aspirated, pushrod engines
Up to 2.0L, Rotary, forced induction
Over Displacement SM vehicles, any
FWD: 2100 lbs.
RWD (front engine): 2500 lbs.
AWD and RWD (rear & mid-engine): 2700 lbs.
- IV. Over-displacement SM2 vehicles
3.0L - 5.0L, forced induction, OHC engines
4.0L - 6.0L, forced induction, pushrod engines
FWD: 2400 pounds
RWD (front engine): 2800 pounds
AWD and RWD (rear & mid-engine): 3000 pounds
- V. Over-displacement forced induction vehicles
FWD: 2600 pounds
RWD (front engine): 3000 pounds
AWD and RWD (rear & mid-engine): 3200 pounds

Dick Berger, Chris Dorsey, and Steve Hoelscher will be the SEB liaisons to the SMAC.

SOLO MODIFIED CATEGORY

The following rule change proposals have been recommended by the MAC and are being published for member comment:

Regarding F Modified, The MAC made three(3) clarifications relative to the Rotax 493 engines this year. We are now recommending that these clarifications be permanently listed as new rules in the ruleset for 2007 in order to eliminate any future questions relative to the differences between the Racing Program directives and the needs of the Solo Program.

ITEM 6) Add new A.7 as follows: "Rotax 494/493 and AMW 500 engines may only use one (1) exhaust expansion chamber. *Comment:* An omission in the GCR and reflects the late 2005 clarification.

ITEM 7) Add new A.8 as follows: "The stock spec intake plenum on the Rotax 493 engine may removed and the resulting openings blocked or the plenum may be left intact on the engine. If left on the engine, no alterations to the plenum may be made. *Comment:* Reflects the late 2005 clarification.

Also, in order to address other differences in need between the two programs, the MAC is recommending an additional rule pertaining to water cooling and noise control. As with the clarification additions, both of these additions are member driven responses to direct comments or emails received by MAC members.

ITEM 8) Add new A.9 as follows: "All F440/500 engines may use any water thermostat. It may be modified or completely removed as necessary to aid water cooling. The water bypass may be blocked and alternate water cooling plumbing may be used." *Comment:* Solo cars are in need of better cooling alternatives than required/restricted in the GCR when ambient temperature reach higher summer levels. Idling while waiting to enter the course, multiple drivers, and less cooling air flow through the radiators at Solo speeds require these alternatives. Being snowmobile engines, they are designed to run at about 100 -110 degrees. During the summer months, engine temperatures in the 150 -170 degree range are not uncommon. This is at least 45% higher than the design range and will stress the engine, causing future durability problems, if not

abated. The alteration or outright removal of the water thermostat should help increase water flow and aid the limited cooling capabilities in these cars.

Tina Reeves and Dick Berger will be the SEB liaisons to the MAC.

SOLO F125 AND FORMULA JUNIOR

The following change proposals, recommended by the KAC, are being published for member comment:

ITEM 9) Change APPENDIX H - JUNIOR DRIVER PROGRAM, Section III.B to read as follows:

"The minimum age is 8 years old. It is important that Solo Rules Section 1.4.N be strictly adhered to when Junior Drivers are participating. Formula Junior B drivers must be 8 years old before being allowed to compete. Formula Junior A drivers must be between 12 years old and 15 years old. Regions are free to adjust the FJB to FJA transition age (the year in which a child turns 12 years old) to accommodate their region's competition season." *Comment:* SRB 19.2.A.1 and 19.2.A.2 have the correct age ranges for FJA and FJB. This requested change is to bring the two parts of the rules book which deal with Junior drivers into alignment.

ITEM 10) Delete 19.2.A.2.b.3.D. *Comment:* This is an engine section. The "Cadet" sized chassis is approved for ALL engine configurations in FJB. Additionally, ALL FJB legal engines are by default legal for use in FJA.

ITEM 11) Change 19.2.B. CHASSIS to read as follows:

"Formula Junior will follow section 19.1.A. 2. Additionally, Cadet sized chassis (overall length 69", wheelbase 35" minimum and 38" maximum) is approved for all engine configurations in FJB. All FJ karts will follow rules section 19.1 items pertaining to construction materials and ballast." *Comment:* FJA (the older kids) run the full sized chassis, comparable to what all the F125 eligible engines are run on. Some of the smaller drivers fit better in the Cadet chassis, so they are allowed in FJB. The current listing says FJA, which is a continuation of the Appendix G error corrected above. Note that "Comer" is an engine brand, not a chassis configuration. Bodywork is covered under 19.2.F.

ITEM 12) Change 19.2.C WHEELS AND TIRES, second paragraph, to read as follows:

"Kart specific "rain tread" tires of any durometer reading may be used at a rain event. This does not allow the use of slick type tires with compounds or designations softer than class specifications, even if grooved to show a defined three dimensional tread pattern. Declaration of a rain event is at the discretion of the Youth Steward." *Comment:* It was brought to the attention to the KAC that if an event were declared to be a "rain event", some parents or competitors might construe the current wording to allow unrestricted compound slick tires. Under drying conditions, the steward would then have had to police the use of softer than spec slicks. The new wording effectively bans the use of any softer than spec slick, even if they do have "tread".

Jason Isley, Marcus Merideth, and Andy Hollis will be the SEB liaisons to the KAC.

The KAC has a current opening, and interested members are encouraged to submit their qualifications in writing to the SEB via the National Office.

MEMBER ITEMS NOT RECOMMENDED

Neon classing in Stock (ref. 05-254)

Body-on-Frame cars in Prepared (ref. 05-265)

Vee compression in FM (ref. 05-268)

ITEMS REFERRED TO THE APPLICABLE COMMITTEES

SSC: Seat mounting (ref. 06-009)

SAC: Preliminary consideration of possible restructuring involving ES and/or FS cars.

STAC: Miata/STS2 classing

STAC: Wing area constraints

STAC: Emissions legality rule wording

SPAC: Preliminary consideration of possible DSP-to-FSP moves.

SPAC: Spec Miata classing

SPAC: Oil line routing (ref. 06-005)

PAC: DP issues (ref. 05-233)

SMAC: Wing allowances

SMAC: Weight changes, FWD cars

MAC: Exhaust length rule for F440/F500 in FM.

SOLO TECHNICAL BULLETINS

- 1) Stock: per the SAC, the Solstice Club Sport (ZOQ option) is eligible for Stock category competition.
- 2) Stock: the Shelby GT500 listing in F Stock should read: "GT500 ('67-'70)"
- 3) Stock: the following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:

Mercedes C32 AMG	AS
Suzuki Foreza	HS
- 4) Stock, ST, SP, SM, Prep, Mod: All listings for the Mitsubishi Evo (8, VIII, etc.) should read "Evo ('03+)"
- 5) Street Touring: the following new listing, effective immediately upon publication, has been recommended by the STAC and approved by the SEB:

Mitsubishi Evo ('03+)	STU (also on STX exclusion list)
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- 6) Street Prepared: the following new listing, effective immediately upon publication, has been approved by the SEB:

Mazdaspeed Miata	BSP
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- 7) Prepared: the limited-prep cars (from Club Racing, E Production) listed in Appendix A, at the front of class E Prepared, should be deleted. *Comment:* each of these models appears in a regular listing within an appropriate class elsewhere in Prepared.
- 8) Modified: the third paragraph of Section 18 - Modified Category is clarified to read as follows:

"Engine Classifications

 1. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
 2. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.
 3. Turbocharged or supercharged versions of *all* engines will be classified on a basis of 1.4 times the *computed* displacement."
- 9) Modified: Per the MAC, in order to answer questions on the appropriate weight designation in E Mod for forced induction (1.4x factor) Mazda rotary engines when compared to the piston engines listed (3.2L OHC vs. 4.5L OHV), 13B rotary engines should be equated to the 3.2L OHC engines, i.e. 13B forced induction rotary engines (1308 x 2 x 1.4=3662cc), as with all 3 rotor engines, shall be grouped in with vehicles required to meet the stated 1800# minimum weight.
- 10) Modified: Add to 18.A.1 Modified Category, Safety Rules, the following statement after the 1st paragraph and before the specified material requirements: "The following material requirements apply to scattershields/explosion-proof bell housings:" "In response to a members question, material requirements as listed in the Modified Category, Safety Rules, section 18.A.1 shall not override specific requirements for chain guards as specified in the applicable vehicle preparation rules of either the SR or the GCR.
- 11) Modified: The following new sections have been submitted by the MAC as clarifications of the net effect of the existing rule set: **Add 18.1.A.6. Bodywork:** "Hoods may be altered to allow for induction system changes without restriction. Such alterations shall serve no other purpose."**Change 18.1.C. Drivetrain,** 2nd paragraph to read: "Engine and/or *drivetrain* changes are permitted....." 18.1.C.4 as follows: "Internal and external components of the engine, transmission, and rear differential are unrestricted. Any shifting mechanism or pattern is permitted. Driveshafts may be made of any material deemed safe. Supercharging and turbocharging are permitted without restriction but shall require the displacement specifics of Section 18.B." Add new 18.1.G. as follows: "Brakes: The use of any type brakes, pads, and components are permitted (disc or drum). The location of brake components (inboard vs. outboard) may be changed from original. The original 'emergency' or hand brake may be removed."

ROADRALLY

ROADRALLY BOARD MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | December 7, 2005

The RoadRally Board (RRB) met via conference call on December 7, 2005.

Attending were: Tim Craft, Chairman; Steve Gaddy, Secretary; members Ron Ferris, Kevin Poirier, Mike Thompson and Jessica Toney; Nominated board member Rick Beattie; Duck Allen, Board of Directors Liaison; Pego Mack, National Office; and guest R. Bruce Gezon.

Chairman Craft called the meeting to order at 8:33 pm CST.

The final version of the November 2005 Minutes were accepted (Ferris/Thompson).

Pending business

1. 2007 Rules Proposal

Discussion: Bruce Gezon joined the call to re-brief the board on his proposal for major changes to the program beginning in 2007, and to answer questions and clarify details. While the proposal in general has been very positively received by nearly the entire rally community, there are several details that have been discussed by this community, and these details will need to be worked out in the final proposal. These details will be worked out at the National Convention, with final input expected at the town hall.

One of the biggest debates involves whether a USRRRC should be a winner-take-all runoff event, or just an end to the series based national championship (which would include all rallies in the region, as per the proposal). Some regional rallyists have indicated they would be more likely to attend a national championship event such as this, if they could just make the single long-distance trip per year. The board will attempt to contact these regional rallyists, whom are the ones most likely to voice an opinion which will make this program succeed or fail. We will attempt to use regional rallyists as a point of contact for this survey.

New business

1. Term Limits

Discussion: The subject of term limits was brought up by a board member, and Pego noted that the RRB policies and procedures sets 6 years for a term limit. As such, Mike Thompson will be stepping down from the board at year's end. A second nominee, in addition to Rick Beattie, has been approved by the board, and both will be presented to the BoD for final approval this month.

2. RRB policies and procedures

Discussion: The above item brought to light that our policy manual still needs updating. Jessica and/or Mike will tackle this task.

3. Divisional Stewards

Discussion: R. Dale Kraushaar has been appointed as divisional steward for SW division. Mike Bennett will take over as divisional steward for CenDiv, and will become the inaugural steward for Great Lakes Division. Mike Thompson will be the new CenDiv steward following the split.

4. Year-end awards

Discussion: This year, 41 awards will be given for year-end winners in the national championship. In order to sustain a reasonable number of awards given participation level, the number of awards must be reduced. Thus, awards will now be presented to the top ten percent of members in the final standings, rather than the top ten members overall. The 25 point minimum rule would still apply. This will be an immediate change, enacted beginning in the 2006 season.

5. Rally awards

Discussion: A suggestion was made in reference to the naming of awards, such as the Touring Rally of the year, and the Regional Achievement award. This topic will be discussed at future meetings. Awards for this year were finalized at this meeting, and will be announced at the convention.

Next meeting

Jan 4, 2006, at 8:30 pm CST via conference call.

The meeting was adjourned at 10:15 pm CST (Ferris/Poirier).

Respectfully submitted,

Steve Gaddy, Secretary

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

The RoadRally Board (RRB) met via conference call on January 4, 2006.

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

Jessica Toney was unable to attend.

Chairman Craft called the meeting to order at 8:33 pm CST.

The final version of the December 2005 Minutes was accepted (Poirier/Van Vleet).

Pending business

1. National Convention

Discussion: The board is set with all activities for the convention.

2. 2006 Road Rally Rules

Discussion: The final version of the rulebook is being finalized, and will be posted on the website before the end of the month.

3. 2006 Schedule

Discussion: The first national events of the year in Arizona (in March) are progressing as scheduled. Liaisons have been assigned for all events calendared so far.

4. USRRC

Discussion: The planning for the 2006 event in Topeka continues. Headquarters have been reserved, and rallies have been mapped out. Significant ground work will be accomplished at the Convention.

5. RRB Operations manual

Discussion: The task of revising the operations manual resumed after a long break. The manual is being worked through, and changes will be finalized at the convention.

New business

1. Liaisons

Discussion: Lois will be the liaison to safety stewards. Rick will be the liaison to the Rules Committee. Liaisons for divisional stewards will be determined at the convention.

2. Road Rally Safety Stewards

Discussion: The form is in the process of being updated. In order to remove confusion by those renewing their license, the option to check whether or not one is an instructor shall be removed. When a renewal is received, licensing shall maintain the previous level of license. If one is upgraded from steward to trainer, the change shall be made through the rally department at that time.

Next meeting

February 3-5, 2006, at the SCCA National Convention.

The meeting was adjourned at 9:42 pm CST (Ferris).

Respectfully submitted,
Steve Gaddy, Secretary

RALLY MEMORANDUMS

Memo from RallyCross Board (RXB)

The RallyCross Board is seeking candidates for the position of Divisional RallyCross Steward in the following Divisions: NorPac, SoPac and CenDiv. Anyone interested please send a resume to Pego Mack, Rally Manager at pmack@scca.com

Memo from the RallyCross Board (RXB)

The RallyCross Board is currently seeking to fill two remaining positions on the Board.

During this formative year they are seeking candidates from areas with active RallyCross programs. Anyone interested please send a resume to Pego Mack, Rally Manager at pmack@scca.com

Memo to Participants

The RallyCross Board (RXB) is soliciting input from the membership concerning the 2007 RallyCross rules. The member input period is from March 1st, 2006 to May 31st, 2006.

Members wishing to contribute should send their submission via email to rxb@scca.com or via regular mail to the SCCA address listed in *SportsCar*.

Memo to participants:

RallyCross and RoadRally boards will be using the SCCA website discussion forum to post new information regarding RoadRally and RallyCross. Please go to the site to get new and updated information in addition to *Fastrack* and *Inside line*.

REGIONAL SCHEDULES

REGIONAL SOLO

CENDIV

Mar 4	Saginaw Bay, Linwood, MI	989-249-8664
Mar 11	Saginaw Bay, Linwood, MI	989-249-8664
April 1	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Apr 1-2	River Downs, Cincinnati, OH	513-947-0171
Apr 2	16th St Stadium, Indianapolis, IN	317-865-0864
April 22-23	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Apr 30	16th St Stadium, Indianapolis, IN	317-865-0864
Apr 30	Ford Motor Company, Cincinnati, OH	513-947-0171
May 20-21	Rantoul Aviation Center, Rantoul, IL	217-351-1907
May 21	Ford Motor Company, Cincinnati, OH	513-947-0171
May 21	Grissom Aeroplex, Peru, IN	317-865-0864
June 9-11	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Jun 25	Kentucky Speedway, Sparta, KY	513-947-0171
July 1-2	Rantoul Aviation Center, Rantoul, IL	217-351-1907
July 15-16	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Jul 16	Kentucky Speedway, Sparta, KY	513-947-0171
Aug 6	Kentucky Speedway, Sparta, KY	513-947-0171
Aug 19-20	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Aug 27	Ford Motor Company, Cincinnati, OH	513-947-0171
Sept 2-4	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Sep 9-10	Ford Motor Company, Cincinnati, OH	513-947-0171
Sep 23	16th St Stadium, Indianapolis, IN	317-865-0864
Sept 23-24	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Oct 8	Ford Motor Company, Cincinnati, OH	513-947-0171
Oct 21-22	Rantoul Aviation Center, Rantoul, IL	217-351-1907
Nov 5	16th St Stadium, Indianapolis, IN	317-865-0864
Nov 18-19	Rantoul Aviation Center, Rantoul, IL	217-351-1907

NEDIV

Mar 26	FedEx Field, Landover, MD	410-465-1533
Apr 22-23	Warminster Community Park, Warminster, PA	acouplebucks@comcast.net
Apr 23	FedEx Field, Landover, MD	410-465-1533
May 14	FedEx Field, Landover, MD	410-465-1533
Jun 11	FedEx Field, Landover, MD	410-465-1533
Jul 16	FedEx Field, Landover, MD	410-465-1533
Jul 30	FedEx Field, Landover, MD	410-465-1533
Aug 13	FedEx Field, Landover, MD	410-465-1533
Sept 3	FedEx Field, Landover, MD	410-465-1533
Oct 8	FedEx Field, Landover, MD	410-465-1533

NORPAC

Mar 5	Oakland Coliseum, Oakland, CA	650-599-2615
Apr 2	Marina Airport, Marina, CA	650-599-2615
Apr 16	Marina Airport, Marina, CA	650-599-2615
May 14	Marina Airport, Marina, CA	650-599-2615
Jun 4	San Francisco Park & Recreation, San Francisco, CA	650-599-2615
Jun 18	San Francisco Park & Recreation, San Francisco, CA	650-599-2615
Jul 9	San Francisco Park & Recreation, San Francisco, CA	650-599-2615
Jul 23	Oakland Coliseum, Oakland, CA	650-599-2615
Aug 6	Oakland Coliseum, Oakland, CA	650-599-2615
Aug 13	Golden Gate Fields, Albany, CA	650-599-2615
Aug 27	Oakland Coliseum, Oakland, CA	650-599-2615

RMDIV

Apr 15-16	Denver Int. Airport, Mt. Elbert Lot, Denver, CO	303-810-2222
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REGIONAL SCHEDULES CONTINUED

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

SEDIV

Mar 5	ADESA Knoxville, Lenoir City, TN	865-692-0067
Mar 11-12	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Mar 18-19	Brooksville Airport, Brooksville, FL	813-986-5722
Mar 19	Homestead Miami Speedway, Homestead, FL	954-772-3002
Mar 26	Deland Airport, Deland, FL	321-268-2940
Apr 2	Gainesville Raceway, Gainesville, FL	813-986-5722
Apr 2	Salem Civic Center, Salem, VA	540-200-2322
Apr 8-9	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Apr 23	Deland Airport, Deland, FL	321-268-2940
Apr 29-30	Mercer County Regional Airport, Princeton, WV	340-425-0128
May 6-7	Brooksville Airport, Brooksville, FL	813-986-5722
May 13-14	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
May 13-14	Charlotte Knights Stadium, Ft. Mill, SC	704-875-8071
May 21	Deland Airport, Deland, FL	321-268-2940
Jun 4	3125 Leeman Ferry Rd, Huntsville, AL	256-482-8595
Jun 10-11	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Jun 1	Kannapolis Intimidators Stadium, Kannapolis, NC	704-875-8071
Jun 25	Deland Airport, Deland, FL	321-268-2940
Jul 8-9	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Jul 8-9	NASCAR Tech Institute, Mooresville, NC	704-875-8071
Jul 15-16	Brooksville Airport, Brooksville, FL	813-986-5722
Jul 23	Deland Airport, Deland, FL	321-268-2940
Aug 5-6	Brooksville Airport, Brooksville, FL	813-986-5722
Aug 12-13	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Aug 27	Milton Frank Stadium, Huntsville, AL	256-482-8595
Aug 27	Deland Airport, Deland, FL	321-268-2940
Sep 2-3	Kannapolis Intimidators Stadium, Kannapolis, NC	704-875-8071
Sep 9-10	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Sep 17	3125 Leeman Ferry Rd, Huntsville, AL	256-482-8595
Sept 24	Deland Airport, Deland, FL	321-268-2940
Oct 14-15	NASCAR Tech Institute, Mooresville, NC	704-875-8071
Oct 14-15	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Oct 28	Deland Airport, Deland, FL	321-268-2940
Nov 4-5	Brooksville Airport, Brooksville, FL	813-986-5722
Nov 11-12	Indian River Comm. College, Ft. Pierce, FL	321-268-2940
Nov 19	Deland Airport, Deland, FL	321-268-2940
Oct 8	Gainesville Raceway, Gainesville, FL	813-986-5722
Nov 12	Charlotte Knights Stadium, Ft. Mill, SC	704-875-8071

REGIONAL SCHEDULES CONTINUED

SOPAC

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

SWDIV

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

REGIONAL RALLY

Mar 3	SR	March Friday Niter	Cal Club	Joanna Paden	213-413-8063 rallyejo@hotmail.com
Mar 4	RR	Keweenaw Winter Rally	Lake Superior	Scott Carlborn	906-482-0302, 906-482-6992
Mar 11	RR	Quick & Dirty II	Finger Lake	Curt Braun	585-223-1347 cbraun@frontiernet.net
Mar 11	RR	Meet in the Middle	Kansas	Rich Bireta	785-842-5097 rbireta@us.ibm.com
				Albert Weaver	alfabert@yahoo.com
Mar 18	RR	Frost Heaves	New England	Scott Beliveau	603-524-4305 beliveau@aavid.com
Apr 7	SR	April Friday Niter	Cal Club	Joanna Paden	213-413-8063 rallyejo@hotmail.com
Apr 8	GTA	Cape Cod Old Timers	New England	Mary Anne Rhodes	978-692-4036
May 5	SR	May Friday Niter	Cal Club	Joanna Paden	213-413-8063 rallyejo@hotmail.com
Jun 2	SR	June Friday Niter	Cal Club	Joanna Paden	213-413-8063 rallyejo@hotmail.com
Aug 25	CH	RAL	New England	Scott Beliveau	603-524-4305 beliveau@aavid.com

REGIONAL SCHEDULES CONTINUED

NATIONAL ROADRALLY

Mar 4	NC	Desert Sands	Arizona Border	John Sears	520-529-4115 rdjrally@aol.com
Mar 4	NT	Desert Sands	Arizona Border	Dave Jameson	859-781-6705
Mar 5	NT	Great Canyon	Arizona Border	Karl Broberg Tucson, AZ	
May 6	GTA	Rally to the Race	Texas Region	Sasha Lanz	972-235-4305
May 20	NCR	Steel Haul	Steel Cities	Chuck Larouere	chuck660@nb.net
Jun 10	NC	Chippewa Trails	LOL	David Fuss	
Jun 10	NT	Chippewa Trails	LOL	David Fuss	
Jul 8	NTR	Golden West	San Francisco	Peter Soper	psoper@therallyclub.org
Aug 12	NC	Scenic View	Oregon	Monte Saager	503-260-9472 monte@saaervision.com
Aug 13	NC	Beaver Cleaver	Portland, OR		
Sept 16	NC	Octoberally	LOL	Mike Thompson	mike@themacguys.com
Sept 17	NT	Badger Trails	Trempealeau, WI	John Emmons	608-582-4386 jaemmons@cs.com
Oct 20	NC	OZ has Spoken	National Office	Pego Mack	800-770-2055 ext 360 pmack@scca.com
Oct 21	NT	Over the Rainbow	Topeka, KS		mkrally@charter.net
Oct 22	GTA	Yellow Brick Road			fe2@mindspring.com
Oct 28	NC	TBA	Fredericksburg, VA	David Head	rally2xs@att.net
Oct 29	NC		Fredericksburg, VA		
Nov 5	DTR	Vermont Sportscar Covered Bridge	New England	Ted Goddard	802-263-5678 tedgcb@tds.net

RALLYCROSS

Mar 18		Don't Tread On Me	Nebraska	Jon Simmons	402-250-8916 jon@nebraska-subaru.com
Oct 14		Union Fairgrounds RallyX	New New England	Kathy Moody	603-823-4026 alkatmoody@yahoo.com
Nov 5		Vermont Sportscar Covered Bridge	New England	Ted Goddard	802-263-5678 tedgcb@tds.net