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GENERAL

BOARD OF DIRECTORS' MINUTES SPORTS CAR CLUB OF AMERICA, INC. August 2, 2004

Attendees: Gary Pitts (Chairman), Bill Weston (Vice Chairman), Mike Engelke (Treasurer), Andy Porterfield, Tom Campbell, Brian Holtz, Erik Skirmants, Mike Sauce, Bob Introne and Steve Johnson (President).

Vice Chairman Bill Weston brought the meeting to order at 7:03 Central Standard Time

I. Motion made to approve the July meeting minutes. (Porterfield) Second (Sauce) Passed

II. Treasurer, Mike Engelke gave his report

a. Membership income still coming in but still somewhat behind projections.

b. Expenditures have been controlled so that SCCA, Inc. is still in the black but still \$107K behind projections.

c. Pro Racing is in the black but behind projections.

III. President's Report

a. The Avectra system is still being updated and membership and license renewals are going out on time now and up to date.

b. Hall of Fame committee is considering the nominations that have been submitted and is working towards a list of 1st year inductees.

c. The SCCA Foundation is gathering funds from different sources. Safety Daimler-Chrysler, Kuhmo etc. Safety Symposium video is still being worked on.

IV. Unfinished Business

a. Enterprises: Andy Porterfield will have the final details on the Formula SCCA car transmission repair plans at the August BOD meeting in Topeka. He also complimented Steve Johnson and Gary Pitts for all their expertise and help through the negotiations with Elan, who owns Van Dieman.

b. Reorganization of the GCR. Nothing new at the moment but the CRB will play a major role in that task.

V. New Business

a. Pro Spec Miata Rules: There was a discussion of the Rules. It was generally

accepted that Pro rules should be aligned with the Club rules to allow the crossover in participation for both types of events. No vote was taken, only discussion.

VI. Liaison Reports.

a. Performance Rally. No report

b. Planning Committee. No report

c. SCCA Foundation. No report

d. Club Racing Board. Discussion on roll cage construction rules, other August rule change proposals, and new class philosophy ownership.

e. Solo Events Board. The SEB is currently working on numerous rule changes to introduce to the BOD at the August meeting in Topeka and is preparing a progress report on their Strategic Plan as well.

f. Road Rally. Working on final rule changes to be presented at the August BOD meeting in Topeka.

g. Court of Appeals. Gary Pitts is working with Bob Schader to evaluate and improve the Court of Appeals process

h. Stewards. No report

A motion to adjourn was made at 9:00 PM CST (Engelke)

CLUB RACING

CLUB RACING BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC. July 20, 2004

The Club Racing Board met via a conference call on July 20, 2004. Participating were: Kurt Weiss, Chairman; Bob Dowie, Kevin Kloepfer, John Martinsen, Brian McCarthy, Jim Leithauser, Jim Rogaski, Secretary. Also participating were: Erik Skirmants, Bill Weston, BoD Liaisons; Howard Allen, Area 13 Director; Phil Clarke, Director of Club Racing; Jeremy Thoennes, Technical Manager Club Racing; John Bauer, Technical Assistant Club Racing.

In addition to those items covered in Technical Bulletin 04-10, the following decisions were made:

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

GCR

Item 1. In order to keep pace with new fire resistant materials, the Club Racing Board is recommending that effective 1/1/05, the Club adds to the list of approved fire resistant materials, CarbonX.

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

1. Driving suits that effectively cover the body from the neck to the ankles and wrists, manufactured of fire resistant material, worn with underwear of a fire resistant material. One-piece suits are highly recommended. All suits and underwear shall be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFL, or

any suit carrying an SFI 3-2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, Carbon X, and Durette X-400. Underwear is not required with three-layer suits or with suits carrying FIA standards of 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. FIA homologated driving suits and underwear are recommended.

Item 2. There are cars racing in our club that have quite a long history of competition in their class and have multiple extended logbooks that have been filled up with race entries. In order to clarify whether all old full logbooks must be present at technical inspection time in order to have an annual inspection signed off or a tech sticker for an event to be issued, the Club Racing Board is recommending that the GCR be amended to require only the most recently issued extension (continuation) logbook be available and that the original issue date be added to the data on the front page, effective 1/1/05.

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

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

Item 3. The Club Racing Board has received several reports of sessions being delayed and cars actually being unintentionally rolled over due to the lack of tow hooks on several of our classes in which they are not required. The Club Racing Board also recognizes that the front and rear facia of cars has evolved over the last decade and that factory tie down locations on Showroom Stock and Touring cars are not as accessible as they have been in the past. For these reasons, the Club Racing Board is recommending that effective 1/1/05, the Showroom Stock, Touring, and Improved Touring cars be required to have tow attachments.

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

17.31. TOWING EYES

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

~~recommended.~~

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

GT

Item 1. In preparing the rule change put in place during the 2003 race season the Club Racing Board inadvertently utilized the incorrect wording from prior years. In order to rectify that error the Club Racing Board is proposing the following adjustment to the proposed rule change for the 2005 race season.

The GT Advisory Committee and the Club Racing Board have been monitoring the GT cars utilizing IRS suspensions and the impact the 100lb. weight penalty has had on their competitiveness. Based on input from the Advisory Committee, the Club Racing Board is recommending that, effective 1/1/05, the weight penalty for IRS be changed from 100lbs to a penalty of 2.5% of total car weight.

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

Rear wheel drive configurations shall use a live "closed tube" rear axle. Front wheel drive cars shall use a beam rear axle, unless otherwise so specified on the specification line. Cars classified in GT2-5 may use independent rear suspension, by design or choice at a weight increase of ~~100 lbs equal~~ *2.5% of the car's specified weight.*

FORMULA

FM

Item 1. Mazda through their competition department, Mazdaspeed Motorsports, has informed the Club Racing Board that certain components necessary for the construction of the current Mazda 13B will become not available in the next few years. In order to ensure the viability of the FM class, to ensure an appropriate period of transition, and also give the Club Racing Board a year to adjust the competition level of a new generation Mazda 13B engine (Renesis 4-port) with the current engine model, the Club Racing Board is recommending that effective 1/1/05, the Mazda Renesis 4-port rotary engine be approved for regional competition with a 50lb penalty in FM. The complete specifications of the conversion kit will be published in a later edition of FasTrack.

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

3. Engine

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

All engines shall be returned to an SCCA approved engine builder to be dynoed and

resealed with the new generation engine seals by the following dates:

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

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

Approved Engine Builders:

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

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

D. Engine drain plugs shall be safety wired.

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

F. Minimum flywheel weight - 8.5 lbs.

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

H. Spark plugs are unrestricted

4. Fuel System

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

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

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

D. *Only the factory fuel injection can be used with the Renesis motor.*

6. Weight and Dimensions

A. Maximum wheelbase - 94-5/8"

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

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

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

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

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

None

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

Due to the limitations of publication timelines for making any competition adjustments prior to the September Runoffs, the Club Racing Board focused the majority of this conference call on GCR issues and review of several recent member testimonials about the hazards and costs associated with the use of currently "legal" boutique fuels.

The Club Racing Board will continue to work with National Staff, fuel manufacturers, and experts in the fuel industry to ensure our club activities stay safe and cost wise sane in the future years.

NEW CAR CLASSIFICATIONS

In order to inform the membership as quickly as possible of our intent to add new

cars we will also be listing the cars being added in this section of our minutes under the heading of New Car Classifications. The details of the specifications will be found in the Technical Bulletins as the specifications are researched and confirmed.

New Car Classifications

None

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

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

GCR

1. Should Club Racing adopt the Unified Flagging system as utilized by SCCA Pro Racing and other sanctioning bodies? (Dunias) This request has been under discussion at various levels of the Club including drivers, flaggers, stewards, and regional administration. A few regional events were conducted under these rules as an experiment, which resulted in mixed results. It is the opinion of the Club Racing Board and the Executive Stewards that several aspects of the proposal are sound and worth further review, however adoption of the full proposal as presented would cause more issues in Club Racing than it would resolve.

2. Require a head restraint system sticker to be displayed next to the driver window to inform Emergency Service crews of its use. (Zilliox) There are too many circumstances such as shared rides in enduro races and also taking into account the diversity of car construction used in Club Racing to make this request effective for all situations.

3. Split the Emergency license into 3 sub licenses. (Steckel) According to the Executive Stewards there are areas in the United States where a single person will perform all three areas of sub license requirements during the course of an event.

4. Delete GCR Section 11.3.3.B in its entirety and replace it with language that would require all four corners of a car to be weighed at the same time on a digital scale. (Stout) Due to the diversity of scales used by regions around the US, this would be difficult to require in all regions. For resolution in those instances where four wheels cannot be weighed concurrently, the Club Racing Board recommends reviewing the August 2004 FASTRACK Member Advisory Section of the Club Racing Board Minutes and also the comments of the Court of Appeals in the July 2004 FASTRACK.

5. Should we require continuous welds on the roll cage base plates where they are welded to the floor? (Goppold) It is the Club Racing Board's recommendation that care should be taken in welding plates to the floor to make sure the plate can support the required load.

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

GCR

1. Clarify what is the intent of the current Timing and Scoring language in GCR Section 8.1.3. (Dresie) A member of the Club Racing Board contacted Mr. Dresie

and answered his questions directly.

2. Do not require SCCA Pro Licensed Drivers or ones holding FIA licenses to have to buy a SCCA Club Racing National license. (Robson) Current licensing practices are adequate for our National program. Regions may recognize SCCA Pro Racing licenses in their regional supplemental regulations for their regional series.

3. If seat belts have more than one date tag, then require the one that is out of compliance to be replaced. (McLeod) It is clear to the Club Racing Board that dates on all belts must be in compliance with our rules.

4. If you change the licensing of various specialties make sure you inform the regions' administration on how to instruct officials to have their licenses updated. (Barnes) Thank you for your input, the National office will forward a definition of each type of function that fits within the license responsibilities prior to implementing the new license position.

5. The change in minor waiver issuance procedures now prevents me from bringing my son's friends to the track at the last minute and therefore discourages family participation. (Jackson) Based on input from our Risk Management Department the revised minor waiver procedure was implemented, however in applicable places, regions can designate races as spectator events and then will not be required to meet this level of documentation for issuance of the waiver since the insurance coverage is increased.

6. Allow use of 1.375" X .058" in place of 1.0" X .080". (Staudacher) The current rules are sufficient, the 1.375" by .058" tubing requested may be stronger in some failure modes but not all failure modes our cars face.

TECH BULLETINS AND RACING MEMOS

DATE: July 20, 2004

NUMBER: TB 04-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All page numbers in the following document refer to the 2004 GCR. All changes are effective 10/1/04 unless otherwise noted.

GCR

1. There has been confusion regarding the cage diagram in the SS/IT section of the GCR. Since any number of additional reinforcing bars are permitted within the structure of the cage, having language that states that specific optional tubes are acceptable creates confusion. The removal of the sentence is not intended to change any rule. It is only intended to avoid confusion. A diagonal in the plane of the main hoop is still mandatory. Clarify Figure 1, p. 156, by deleting note. ~~Note: Tubes A-F and/or B-E are acceptable extra tubes in addition to the required tube.~~

GT

GT3

1. Toyota Celica (00-02), p. 81, effective 9/1/04, add to the notes as follows: IRS allowed with 100lb. penalty.

DATE: August 5, 2004

FROM: National Staff

TO: All Participants

SUBJECT: Fuel Cell Memo

Memo From Peter J. Regna, ATL®, to Steve Johnson, SCCA

RE: Race Fuel Effects

It has come to ATL's attention that certain new race fuels may have a damaging effect on many fuel system rubber parts. The situation appears to have been initiated with the introduction of ethanol oxygenates, but ATL is not convinced these octane enhancers are the culprits.

Would you please urge your racing competitors to examine their fuel hoses, rubber seals, flapper valves and, above all, **fuel cell bladders** for any signs of swell, blistering or fabric/rubber delamination?

These ill-effects seem to have manifested themselves among the entire range of rubber products and manufacturers. Hence, we highly recommend that **all** race teams closely examine their "elastomeric" fuel system components in the interest of fire safety.

ATL has set up an inspection station at its Ramsey, NJ, plant offering no-charge evaluations of its customers' fuel cells, foam baffling, seals and valves. Our contact is Richard Clark at 800-526-5330 and his extension is 271.

While there is no known "fix" for deteriorated rubber, Mr. Clark will promptly assess and advise of all options on a case-by-case basis.

Thank you for relaying this important message to your racing constituents, tech-inspectors and other officials.

Best regards from ATL Fuel Cells.

Telephone: 201-825-1400

Fax: 201-825-1962

JUDGEMENT OF THE COURT OF APPEALS

COURT OF APPEALS REPORT

David Kim vs. Chief Steward

COA Ref. No. 04-09-SE

July 16, 2004

PRIOR PROCEEDINGS AND FACTS IN BRIEF

After the Pro IT race, run in conjunction with the National race conducted at Road Atlanta on June 6, 2004, the Pro IT Series Chief Steward, Bob Horansky, issued a Chief Stewards Action (CSA) against David Kim, driver of ITS # 27. This CSA was for violation of GCR 9.1.1., Driver Conduct (responsibility of all drivers to avoid physical contact between cars), and was based on a number of witness statements. Along with the CSA was a fine of \$50.00 imposed by the Series Chief Steward. After reviewing a video from a competitor's car, Mr. Kim is now appealing the penalty.

FINDINGS

Dr. Kim was participating at the event on a Novice Permit. In the CSA, in addition to the \$50 fine, Mr. Horansky gave him no credit in his Novice Permit for the race. Dr. Kim filed an appeal of the penalty and requested that "the actions of the SOM and Chief Steward" be overturned and that the drivers involved in the incident be reprimanded. GCR 15.1. provides for the right to appeal any decision or penalty imposed by the Stewards of the Meet (SOM). In this case, the SOM did not render a decision or impose the penalty. Therefore, by not protesting the CSA, Dr. Kim has forfeited his right to appeal.

The Court of Appeals reviewed the evidence presented to ensure that the prior proceedings were conducted in compliance with the GCR. The COA also confirmed

that Dr. Kim was offered the opportunity to file a protest against the Chief Steward's Action.

DECISION

The Court cannot hear this appeal and Mr. Kim's appeal fee will be returned to him.

JUDGEMENT OF THE COURT OF APPEALS

Roly Heacox vs. SOM
COA Ref. No. 04-11-NE
July 28, 2004

PRIOR PROCEEDINGS AND FACTS IN BRIEF

After the Group 1 race at the regional event held at Lime Rock Park on June 19, 2004, Chief Steward Roly Heacox filed a Request For Action (RFA), with the Stewards of the Meet (SOM). This RFA was against Frank Tavolacci, driver of car # 74, citing violation of GCR section 2.19. Driver, noting that he, the listed driver on the results, was not the driver who competed in the race. The Stewards of the Meet (SOM) Richard Wright, Jim Poor, John Walsh (SIT) and Robert Thomas, Chairman, held a hearing, reviewed evidence, and disqualified the car. Mr. Heacox is appealing the lack of severity of the penalty.

FINDINGS

The Letter of Appeal states that Mr. Tavolacci registered and properly qualified his GT-1 Camaro # 74 in the Group 1 race, and was assigned a grid position. After returning from the qualifying session, Mr. Tavolacci felt ill and was transported to a local hospital for tests and evaluation. Mr. Tavolacci later returned to the track and decided not to continue competing. The SCCA Safety Steward, Mr. Joe Willer, had been covering the incident including Mr. Tavolacci's transportation to the hospital, and later confirmed these findings.

Mr. Peter Andrigetti, a friend of Mr. Tavolacci's, was attending the event and had entered the track using his Lime Rock Park pass, previously issued to him by Lime Rock Park, Inc. After Mr. Tavolacci decided not to race, he offered Mr. Andrigetti his car to race in the event.

Evidence heard by the SOM indicates that Mr. Andrigetti did try to register with the event registrar, but registration had closed. Mr. Andrigetti then spoke to Mr. Willer, the Safety Steward, and was told by him that he needed to speak to the Chief Steward. Mr. Andrigetti did speak with the Chief of Timing & Scoring, who explained that it would be possible to change driver car assignments, but that first Mr. Andrigetti must seek permission to make the change from the Chief Steward. Mr. Andrigetti placed the #74 GT-1 Camaro, originally qualified by Mr. Tavolacci, on the grid position listed for car #74, and ran in the race. There is no evidence that Mr. Andrigetti spoke to the Chief Steward about making the driver change.

After the race, several drivers spoke to the Chief Steward concerning the driver change on car # 74. Chief Steward Heacox then checked with registration and learned that Mr. Andrigetti had not properly registered and had not signed the required SCCA waiver for the event. The Chief Steward also determined that Mr. Andrigetti had driven car # 74 in the race.

At this point the Chief Steward filed an RFA with the SOM against Mr. Tavolacci citing GCR section 2.19. (Driver) stating that Mr. Andrigetti was the driver who

competed in car #74, not Mr. Travolacci who was listed in the race results as the driver.

The SOM investigated the RFA and their findings also confirmed that Mr. Andrigetti had not properly registered and that he did drive Mr. Tavolacci's Camaro in the Group 1 race. The SOM disqualified "the auto" and assigned no penalty points.

DECISION

The Court of Appeals reviewed the situation and the SOM decision and upholds the penalty imposed by the SOM on Mr. Tavolacci. The Court also determined that Mr. Andrigetti, while not properly registered at the event, is an SCCA member and was a participant. (GCR 2.21.) The Court finds that the actions of Mr. Andrigetti are extremely serious and not in the best interest or well being of the SCCA. He is in violation of GCR 14.1.2. & 14.1.3. Mr. Andrigetti's competition license is suspended for 30 days, following which he will be placed on probation for 4 events. Mr. Andrigetti will receive 6 penalty points on his license per GCR 14.14.F

Mr. Heacox's appeal is well founded and his appeal fee shall be returned to him.

JUDGEMENT OF THE COURT OF APPEALS

James Wetter vs. SOM
COA Ref. No. 04-12-CE
July 22, 2004

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the June Sprints National race held at Road America on June 18 - 20, 2004, prior to the race for Group 3, Tom Start, driver of SSC #06, protested James Wetter, driver of SSC #83, for alleged insufficient ride height per the 2001 Dodge Neon shop manual. The Stewards of the Meet (SOM) Paula Spencer (SIT), Larry Dent, Lawrence Buell (SIT), Mike Engleke, and Rick Mitchell, acting Chairman of the committee for Angelo Gazzola, Chairman, held a hearing, reviewed the evidence, and disqualified Mr. Wetter. In addition, the SOM removed Mr. Wetter's accrued points (GCR 14.11.) and assessed him a penalty of Probation (GCR 14.9.1.) for three events with the 7 automatic penalty points required by the GCR (14.14.1.). Mr. Wetter is appealing that decision.

FINDINGS

The Court reviewed all of Mr. Wetter's lengthy appeal and addressed a number of points specifically raised by Mr. Wetter:

"The ride height was found to be approximately 2 inches low on all four corners of car #83 SSC.

When the body was loaded by the inspector, very little deflection resulted. If one corner could not be appreciably deflected by one man, then the weight of a 200 lb. roll cage distributed to all four corners of the car would result in minimal deflection.

The correction for the difference in tire profile is negligible relative to a 2-inch discrepancy.

The procedure described in the Neon Service Manual and the GCR for determining ride height was satisfactorily performed

A driver advisor was available upon request

The protest was handled in compliance with the GCR.

There was no discussion of tear down bond because no tear down was scheduled.

Mr. Wetter was penalized for non-com-

pliant ride height in a Showroom Stock class.

Mr. Wetter was not forced to sign any documents; he did voluntarily sign a document in which he recognized his disqualification due to non-compliance and he agreed to return the car to compliance. Mr. Wetter did this with the understanding that with this admission of non-compliance, no further tear down would be required by the SOM, and he was free to return to Atlanta. By Mr. Wetter accepting this letter of agreement, the SOM waived the normal practice of retention of the entire car or key parts until the appeal period is over.

The SOM ensured the return of SSC #83 to compliance by charging Mr. Rick Mitchell, SOM, a resident of Atlanta, with the responsibility of inspecting the car and assuring its compliance before returning the vehicle log book. This would then allow Mr. Wetter's car #83 to return to competition at his convenience, without establishing a bond, arranging for paid storage, further inspecting the car, and notifying Mr. Wetter when the car was available for pick up in Wisconsin some 3 to 4 weeks later.

DECISION

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

JUDGEMENT OF THE COURT OF APPEALS

Nathan Chesmore vs. SOM
Ref. No. 04-10-NP
August 8, 2004

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Regional/National event held at Portland International Raceway (PIR) on June 11-13, 2004, after the Group 2 National race, Chief Steward Jeff Zurschmeide filed a Request for Action (RFA) against Nathan Chesmore, driver of DSR # 70. The RFA alleged violation of GCR 9.1.1.ABC (body contact and racing room) and 14.1.4. (reckless and dangerous driving). The Stewards of the Meet (SOM) Jay Bratton, Steve Middendorf (SIT) and Morris Hamm, Chairman, held a hearing, reviewed evidence, and suspended Mr. Chesmore's competition license for 60 days and placed him on probation for six race events. Mr. Chesmore is appealing that decision.

FINDINGS

The incident involved multiple body contacts at the first turn on the first lap. The first turn (Festival Chicane) consists of 90-degree right, 160-degree left, and 70-degree right turns in close sequence. Mr. Chesmore entered the first turn on extreme driver's right, and was contacted by at least car #27, car #96, and possibly car #48. The cars alleged to be damaged by Mr., Chesmore continued for several laps and turned lap times near their qualifying times. Car #48 completed the race and finished fourth. Car #27 continued and led the race for 17 laps and was involved in another contact and retired. Car #96 continued for 5 laps and turned lap times equal to the winner of his class before retiring. Mr. Chesmore did not continue. The participant drivers discussed the turn 1 incident after the race and decided that a protest would not be forthcoming.

It appears from testimony that the verbiage used in the conversation between Mr.

Chesmore and the Chief Steward following the race did not have the same meaning to both of them. For instance, if the Chief Steward said he was referring the matter to the SOM for investigation and "they may be calling you", it could be interpreted differently from the Chief Steward saying "I am filing an RFA citing you for a GCR violation and the SOM will be calling you."

The hearing was held in absentia of Mr. Chesmore.

The chronology reflected in the documentation does not correspond with certain testimony of the Chief Steward or the Chairman of the SOM. The documentation indicates that the race results were posted at 3:45 pm Saturday June 12, 2004; the RFA was filed at 5:05 pm; and the notification of decision by the SOM is documented at 5:45 pm, the same day, June 12. That allows two hours for filing of the RFA, the conversation of the Chief Steward and Mr. Chesmore, the hearing of evidence by the SOM, the required paging of Mr. Chesmore, and the final decision by the SOM. The page/call should have gone out in a window of less than two hours and certainly prior to 5:45 pm. There are several testimonies that Mr. Chesmore and some of his associates were available on site until 9 pm. It is the opinion of the Court that this hearing did not have to be done in absentia of Mr. Chesmore, and the SOM were remiss in their efforts to locate him.

There is no evidence that Mr. Chesmore was informed that the SOM would not conclude their deliberations on Saturday June 12. The event had multiple sanction numbers and the schedule shows that the National portion of the event was complete on Saturday night. Therefore, Mr. Chesmore was not required to be present on Sunday. The SOM for a sanctioned event are bound to complete the hearing on the day that the competition for that sanction ends, unless all the parties are notified, and there is mutual agreement to delay the hearing. Several of the witness statements are dated Sunday, June 13. Therefore, it is possible that the decision time of 5:45 pm on June 12 was in error and the entire hearing was held on June 13. However, the evidence indicates that the SOM concluded their Saturday business without contacting Mr. Chesmore and getting his necessary agreement to delay the hearing.

It is the opinion of the Court that Mr. Chesmore did not receive due process in the adjudication of the RFA filed by the Chief Steward relating to the turn 1 first lap incident. The SOM philosophy, stated in a summary of their decision, that the offending competitor should receive a penalty removing him from competition equal to the length of time it takes to repair the other car, is subjective and not valid.

DECISION

The Court of Appeals nullifies the decision of the SOM. The assessed penalties and penalty points are to be removed from Mr. Chesmore's record. All events run under Stay of Decision (GCR 15.4.2.) are now valid and provisional results may be made final. Mr. Chesmore's appeal is considered well founded and his appeal fee, less the amount retained by the SCCA, will be returned.

SOLO

**SOLO EVENTS BOARD
SPORTS CAR CLUB OF AMERICA, INC.**

AUG. 31, 2004

The Solo Events Board met by conference call July 28th. Attending were SEB members Colan Arnold, Marcus Merideth, Ron Bauer, Chris Dorsey, Mark Sirota, Mari Clements, Mark Sipe, and Andy Hollis; Mike Sauce and Bob Introne of the BOD; and Doug Gill of the National Staff. The following minutes are presented in topical rather than chronological order.

SOLO II GENERAL ITEMS

The Southeast Division position on the SEB will be vacant at the end of 2004. Interested applicants should send their qualifications in writing to the SEB and BOD via the National Office.

SOLO II STOCK CATEGORY

The decisions regarding classification change proposals entailing moves from BS to AS, from CS to ES, and the Porsche GT3 will be finalized after the Tire Rack Solo II Nationals.

SOLO II STREET TOURING CATEGORY

The previously-published proposal regarding brake component weights (Item 12 from the minutes of the SEB's May meeting, published in the August Sports Car) has been withdrawn due to negative member feedback (ref. 04-425, 04-434, 04-436, 04-439, 04-441).

The previously-published proposal regarding airbag-equipped seats (Item 5 from the minutes of the SEB's April conference call, published in the July Sports Car) has been withdrawn due to negative member feedback (ref. 04-376, 04-388, 04-392, 04-400, 04-408, 04-409, 04-410, 04-412, 04-413, 04-416, 04-427, 04-473).

The following rule change proposals were mistakenly overlooked in a prior set of minutes and are published here for member comment:

Item 1) Add new subsection to 14.8 (before current C): "Differential mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited." Comment: this is the same as a previously-published proposal pertaining to differential mounts in Street Prepared.

Item 2) Add new subsection to 14.8, (after current H): "Subframe mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Subframe position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited." Comment: this is the same as a previously-published proposal pertaining to subframe mounts in Street Prepared.

SOLO II STREET PREPARED CATEGORY

The decision regarding the previously-published proposal to move the Mitsubishi Evo VIII and Subaru WRX STi will be made after the Tire Rack Solo II Nationals.

The proposal to limit wheel widths to 12 inches in Street Prepared has been withdrawn due to negative member feedback (ref. 04-457, 04-458, 04-465, 04-471, 04-472, 04-501, 04-508, 04-565, 04-578, 04-

579)

The following class change proposal, effective 1/1/2006, is submitted here for member comment:

ITEM 3) Move the non-Yenko Chevrolet Corvairs from ESP to FSP (ref. 04-518).
"Street Prepared: The previously-published proposed change to the DSP listings for the Audi 1.8T has been amended to read as follows (ref. 04-453):

ITEM 4) Audi A4 1.8T FWD & AWD ('95-'01)
Audi A4 1.8T FWD & AWD ('02+)

SOLO II STREET MODIFIED CATEGORY

The SMAC is requesting member feedback regarding the following rule change proposal, effective 1/1/2006:

Item 5) Add new section 16.1.G as follows and renumber subsequent sections accordingly:

"G. Cars that use subframes that bolt to the unit body/body in white to mount engines, transmissions, differentials, steering, or suspension components may replace those subframes with subframes of alternate construction, subject to the following limitations:

a) The interface between the new subframe and the body-in-white must retain the OE bolt configuration. No new attachment points may be created, and the OE attachment points on the body-in-white may not be modified in any manner. Bolt lengths may be changed, but not diameter or number.

b) Replacement subframes may not be tied in any fashion to any other subframe on the car beyond what attachments existed in the stock configuration.

c) Cars that use body-on-frame or 'ladder frame' construction, such that the body of the car can be removed from the frame independently from the suspension on both ends of the car, may not make use of this allowance and must retain the OE frame unit.

d) The relocation of components carried by the subframe (engine, suspension, etc) and the associated modifications to geometry (wheelbase, track, etc) provided by the alternate construction of the replacement subframe, if any, is allowed.

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

The following rule change proposal, effective 1/1/2006, is submitted for member comment per SMAC recommendation: **ITEM 6)** Add to 16.1.D. "The unlimited fuel system allowance in 16.1.D is not intended to overrule the fuel tank requirements of Street Prepared. The installation of a fuel cell should be done in accordance with 15.2.I"

The previously-published proposal regarding SM ballast, effective 1/1/2005, has been revised to read as follows and is being recommended to the BOD:

Item 7) Add new section 16.1.P as follows: "Ballast may be added. Ballast must be a maximum of 50 lbs. per segment. It must be securely mounted in either the spare tire well or the trunk."

SOLO II F125 AND FORMULA JUNIOR

The following rule change proposal, effective 1/1/2006, is submitted for member comment:

Item 8) Add to 7.9.5 the following after "driver's seat": "A driver may leave the seat to re-start a stalled F125 or FJr kart without incurring this penalty."

PREVIOUSLY PUBLISHED ITEMS

The following previously-published items have been recommended to the BOD for implementation 1/1/2005:

From the September 2004 Fastrack:

Item 1 (Street Touring differential mount bushings)
Item 2 (Street Touring subframe mount bushings)
Item 3 (Audi A4 1.8T listings)
Item 3 (Honda S2000 move to BSP)
Correction to Section 19 from 8/04

From the August 2004 Fastrack:

Item 2 (class participation minimum)
Item 3 (definitions of class types)
Item 4 (smoking in Grid)
Item 5 (vehicle numbers and letters)
Item 6 (mementos)
Item 7 (protest fees, burden of proof)
Item 8 (Stock category bushings)
Item 9 (Stock category 12" wheels)
Item 13 (Street Touring shock absorbers)
Item 14 (Street Touring bump stops)
Item 15 (Street Touring ABS disabling)
Item 16 (Street Touring traction control disabling)
Item 12 (Street Prepared differential mount bushings)
Item 18 (move 4-cyl 914's to DSP)
Item 19 (move Contour SVT to DSP)
Item 20 (Street Prepared transmission mounts)
Item 22 (Street Prepared subframe mount bushings)
Item 23 (Street Prepared fuel filters)
Item 25 (DSP Fiat X-1/9 listings)
Item 26 (move Rx-7 Turbo '86-'92 to BSP)
Item 27 (move Integra Type R to DSP)
Item 28 (FSP VW Rabbit/Jetta/Scirocco/Cabriolet/Pickup listing)
Item 29 (ESP Mustang and early Cougar listings)
Item 30 (ESP Thunderbird listings)
Item 31 (ESP TransAm Turbo listing)
Item 32 (DSP BMW 2002i listing)
Item 33 (FSP BMW 1600-2, 1602, 2002 listings)
Item 35 (DSP Integra listings)
Item 36 (DSP Saab 900 listings)
Item 37 (DSP VW Scirocco 16V listing)
Item 38 (FSP Suzuki Swift listings)
Item 39 (Prepared weight table for BP)
Item 40 (Prepared weight formula for DP)
Item 41 (Prepared weight formula for FP)
Item 42 (Prepared weight formula for EP)
Item 45 (Prepared wheel maximums)
Item 46 (Prepared valves)
Item 47 (DP Lotus Elise 96+ classification)
Item 48 (Prepared FI/carb weight penalties)
Item 49 (Prepared main bearing stud girdles)
Item 50 (Prepared maximum track)
Item 51 (Prepared production requirements)
Item 52 (BP/CP alternate hoods)
Item 53 (FM Rotax carburetion)
Item 54 (FM Rotax weights)
Item 55 (FM shift forks et.al.)
Item 56 (Modified side skirts)
Item 57 (Modified dual braking, cutoff switches)
Item 58 (Modified SR and Formula dual braking, cutoff switches)
Item 59 (Modified and general wing area calculation)
Item 60 (BM fuel injection)
Item 61 (BM Formula 2000)
Item 62 (DM 12A engine allowance)
Item 63 (BM current year GCR)
Item 64 (BM ASR, CSR, DSR weights)
Item 65 (Modified weights with driver)
Item 66 (DM minimum weights)

ROADRALLY

Sports Car Club of America RoadRally Board Minutes Via conference call August 4, 2004

The RoadRally Board (RRB) met via conference call on August 4, 2004.

Attending were: Tim Craft, Chairman; Steve Gaddy, Secretary; members Ron Ferris, Pego Mack, Kevin Poirier, Mike Thompson, and Jessica Toney; Southern Pacific Rally Steward Jeanne English; and Duck Allen and Brian Holtz, SCCA Board of Directors.

Tasha Goodale of the National Office was unable to attend.

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

The final version of the July 2004 minutes were accepted (Toney/Poirier).

Pending business

1. Newsletter

Discussion: The first edition is still pending.

2. Event Updates

Discussion: All events are on track as scheduled.

3. 2004 Points Rules

Discussion: In response to member inquiry under the interpretation of the 2004 points rules, the RRB discussed possibly remedies to any lack of understanding by membership. The board announced a decision in April to change the interpretation of Article 8, in reference to points from Divisional RoadRally Championship events on the National Calendar. The announcement was available to the affected members before the first divisional was run, both on the SCCA website, and on a widely read RoadRally message board. It is unfortunate that multiple interpretations of the rule have been made, and the problem will be rectified in 2005. Since those that non-declared events must have expected to run at least 5 national events, we feel the harm in keeping the interpretation as made is minimal compared to the harm of letting people change non-declarations after knowing the results of events. Thus, no further changes will be made to the points rules for 2004, and no accommodation will be made for those that previously non-declared events.

4. Operations Manual

Discussion: The final revisions have been made, and will be sent out for review by the entire RRB this month.

5. 2005 Points Rules

Discussion: The previously proposed changes to the RRRs for 2005 were approved unanimously (Mack/Thompson). Complete wording will be available in the RRRs. In summary, (1) There is no limit on the number of events a person may run for points (non-declaring is no longer necessary), although a contestant will still only be able to count their best five national (or equivalent combination of national and divisional) events, (2) A contestant may count up to four divisional events (in place of 2 national events), and (3) Worker points may be earned for either national or divisional events.

New business

1. Southern Pacific Rally Steward Report
Discussion: Jeanne English joined the meeting to update the board on activities in the Southern Pacific Division. Cal Club is the only consistent rally club in the region, while other regions just occasionally have an event or two. The Friday

Nighter program is going strong this year, growing from an average of 19 entries last year to 23 this year, with many entries indicating they found the events via an SCCA web site, and many first timers returning for later events. Jeanne notes that these events are around 2 hours in length, and geared to be fun for both beginner and intermediate rallyists, and always include a beginner briefing geared toward the event of the night. Finally, there was a discussion on building a divisional series from the current regional base.

2. Statement on Divisional events on the National Rally Series

Discussion: The RRB affirms that one intent of Divisional events on the National calendar is to allow regions and divisions to easily move their local and regional events onto the national scene, exposing local members to national rallying, and national rallyists to new local events. As such, language will be added to the 2005 RRRs affirming that divisional events need not conform strictly to Articles 22 through 25 of the RRRs. The intent is to allow regions with their own rules and regulations to run divisional rallies under such rules, without laborious changes to conform to all provisions of the RRRs. These regions are encouraged to introduce the country to their form of rallying by moving events to the National schedule through the Divisional rally program.

3. 2006 points proposal

Discussion: A proposal for further modification to the points system was received. At this point, it is too late to consider for the 2005 season, but comments are encouraged, as this proposal will be considered for the 2006 season. The proposal would award bonus points to competitors based upon the number of competitors in the field at that event. Specifically, an additional point (half point for Divisionals) would be awarded for every car that finishes below them in their equipment class, or in a higher up class, to a maximum of ten extra points (five for Divisionals). Worker points would be awarded based on the score of the car in the worked event with position equal to the worker's best finish of the year. In this system, the maximum possible points would be 100, based on 50 base points, plus 50 bonus points (if all wins were in events where 10 eligible cars were defeated). Comments will be accepted through early 2005.

4. SCCA web site

Discussion: After the initial burst of updates to the web site, progress has again been slow. The lack of access to entry forms is the latest issue brought to our attention. Both the RRB and the SCCA as a whole are well aware of issues with the web site, and all are continuing to work toward a functional, maintainable solution.

Action items

Tim: Publish the newsletter

Tim: Send out the RRB Operations manual

Next meeting

September 1, 2004, at 8:30 pm CDT via conference call.

The meeting was adjourned at 9:59 pm CDT (Ferris/Thompson).

Respectfully submitted,
Steve Gaddy, Secretary

Item 67 (EM minimum weights)

Item 68 (AM minimum weight)

Item 69 (EM displacement minimum)

New Section 19 (F125 and FJr)

From the July 2004 Fastrack:

Item 1 (cars off the ground while running)

Item 6 (Street Touring brake backing plates)

Item 7 (Street Touring oxygen sensors)

Item 8 (Street Touring AWD vehicles)

Item 9 (Street Touring camber kits)

Item 16 (Formula Junior weights)

From the June 2004 Fastracks:

Item 3g (DP/EP/FP classing changes)

From the May 2004 Fastrack:

Item 4 (F125 minimum weight)

From the February 2004 Fastrack:

Move Isuzu I-Mark RS 16V (85-'89) to FSP

MEMBER ITEMS NOT RECOMMENDED

- Shock bushing plates (ref. 04-431)

- Honda Prelude VTEC classing (ref. 04-468)

- Acura RSX-S classing (ref. 04-510)

- CP tube frame cars (ref. 04-377)

- Corvair classification in Prepared (ref. 04-460, 04-482, 04-487, 04-500, 04-524)

- Nissan 300 ZX classification in SP (ref. 04-242)

- Dodge SRT-4 classification in SP (ref. 04-320, 04-522)

- Fiat X-1/9 (ref. 04-371)

- Integral intake runner modifications (ref. 04-549)

TECH BULLETINS

1) General: The second sentence of 4.1.A should read "...may compete in a Stock, Street Touring, or Street Prepared class..."

2) Stock: The following new listings have been added per SAC recommendation:

Audi TT 3.2 BS

3) Street Prepared: The following new listings have been added per SPAC recommendation:

Mazda 6

DSP (ref. 04-177)

Mitsubishi Mirage ('97+)

DSP (ref. 04-199)

Mitsubishi Mirage ('90-'96) (1.5 & 1.8L)

DSP (ref. 04-199)

4) Street Prepared, Errors and Omissions: 15.2.D should say "Any front seat may be used..."

5) Street Prepared: Add after the fourth sentence of 15.2.D: "Alternate seat tracks may serve no other purpose."

6) Street Prepared: Add to the end of 15.2.D: "Cars may have no fewer than the original number of seats."

7) Street Prepared: Add to 15.2.A: "Plastic and rubber wheel well splash shields may be modified for tire clearance and for installation of fender flares as allowed herein."

8) Street Prepared: Add to 15.2.A: "This does not permit modifications to the chassis or bodywork inboard of vertical plane of the hub wheel mounting face."

9) Formula Junior: The heading and first paragraph in Appendix H under "Minimum Weights..." (page 272) should say "2004" not "2003." The second paragraph should read: "FJr drivers will be assessed a 0.1 second penalty for every 1 pound under minimum weight for the 2005 season. In 2006 the penalty for being under minimum weight will revert to the standards set forth in the SIIRB for all vehicles that run with minimum weight criteria."

REGIONAL SCHEDULES

REGIONAL SOLO II

CENDIV

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|-----------|--|--------------|
| Oct 3 | Papa John Cardinal Stadium, Louisville, KY | 502-327-8934 |
| Oct 3 | Northtowne Square Mall, Toledo, OH | 419-410-2628 |
| Oct 3 | Cooper Stadium, Columbus, OH | 614-237-7098 |
| Oct 3 | Barstow Airport, Midland, MI | 989-835-2048 |
| Oct 8-10 | River Downs, Cincinnati, OH | 513-871-3188 |
| Oct 10 | Marshalltown Go-Kart Track, Marshalltown, IA | 319-373-6813 |
| Oct 10 | Tire Rack Test Track, South Bend, IN | 574-825-5565 |
| Oct 10 | Miller Park, Milwaukee, WI | 262-752-0923 |
| Oct 16-17 | Walesboro Airport, Walesboro, IN | 317-535-5353 |
| Oct 17 | Kruse International, Auburn, IN | 260-489-1985 |
| Oct 17 | Honeywell, Fostoria, OH | 419-410-2628 |
| Oct 17 | LaCrosse Spdwy Fairgrounds, W Salem, WI | 608-785-1773 |
| Oct 17 | OSU Buckeye Lot, Columbus, OH | 614-237-7098 |
| Oct 24 | Cordova Dragway, Cordova, IL | 309-797-4985 |
| Oct 24 | Kruse International, Auburn, IN | 260-489-1985 |
| Oct 24 | Kirkwood Community College, Cedar Rapids, IA | 319-626-2810 |
| Oct 24 | River Downs, Cincinnati, OH | 513-871-3188 |
| Oct 17 | Kruse International, Auburn, IN | 260-489-1985 |
| Oct 31 | Cooper Stadium, Columbus, OH | 614-237-7098 |
| Oct 31 | Papa John Cardinal Stadium, Louisville, KY | 502-327-8934 |
| Nov 6 | Cooper Stadium, Columbus, OH | 614-237-7098 |
| Nov 7 | Walesboro Airport, Walesboro, IN | 317-535-5353 |

MIDDIV

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| Oct 3 | Sandpiper Beach Access, Polk City, IA | 515-223-1956 |
| Oct 3 | Strother Field, Arkansas City, KS | 316-733-2720 |
| Oct 9-10 | Forbes Field, Topeka, KS | 785-228-3611 |
| Oct 16-17 | Almyra Airport, Almyra, AR | 501-655-0781 |
| Oct 17 | Wichita Greyhound Park, Wichita, KS | 316-733-2720 |
| Oct 24 | East Crawford Recreation Area, Salina, KS | 785-823-1118 |
| Oct 24 | Ozark Mntn. Ducks Stad., Ozark, MO | 417-861-0952 |
| Oct 31 | Sandpiper Beach Access, Polk City, IA | 515-223-1956 |
| Nov 7 | Ozark Mntn Ducks Stadium, Ozark, MO | 417-861-0952 |
| Nov 7 | Boeing N-Lot, Wichita, KS | 316-733-2720 |
| Nov 14 | East Crawford Recreation Area, Salina, KS | 785-827-5322 |
| Nov 20-21 | Grenada Airport, Grenada, MS | 601-924-3095 |
| Dec 5 | War Memorial Stadium, Little Rock, AR | 501-655-0781 |

NEDIV

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| Oct 2 | Nazareth Speedway, Nazareth, PA | 215-355-2456 |
| Oct 3 | Adirondack Comm. College, Queensbury, NY | 518-248-2263 |
| Oct 3 | Penn National Race Track, Grantville, PA | 717-361-8064 |
| Oct 3 | Nassau Coliseum, Uniondale, NY | 516-326-0444 |
| Oct 3 | FedEx Field, Landover, MD | 410-465-1533 |
| Oct 3 | NCCC, Sanborn, NY | 716-861-2001 |
| Oct 9-10 | BeaveRun Motorsports Complex, Wampum, PA | 412-716-3126 |
| Oct 10 | Mid State Regional Airport, Phillipsburg, PA | 814-861-7192 |
| Oct 10 | Orange County Airport, Montgomery, NY | 845-876-6209 |
| Oct 3 | Sears-Wyoming Valley Mall, Wilkes-Barre, PA | 570-270-5908 |
| Oct 17 | Nassau Coliseum, Uniondale, NY | 516-326-0444 |
| Oct 17 | NCCC, Sanborn, NY | 716-861-2001 |
| Oct 17 | Erie Community College N., Williamsville, NY | 716-826-1606 |
| Oct 23 | Hershey Park, Hershey, PA | 717-361-8064 |
| Oct 23 | Raceway Park, Englishtown, NJ | 732-469-3458 |
| Oct 24 | Mid State Regional Airport, Phillipsburg, PA | 814-861-7192 |
| Oct 24 | Atco Raceway, Atco, NJ | 856-694-5012 |
| Oct 30 | Moore Airfield, Devens, MA | 860-875-6033 |
| Oct 23 | Raceway Park, Englishtown, NJ | 732-469-3458 |
| Oct 30 | Raceway Park, Englishtown, NJ | 732-469-3458 |
| Oct 31 | Orange County Airport, Montgomery, NY | 845-876-6209 |
| Nov 6 | Raceway Park, Englishtown, NJ (tentative) | 732-469-3458 |
| Nov 13 | Raceway Park, Englishtown, NJ (tentative) | 732-469-3458 |
| Nov 14 | East Crawford Recreation Area, Salina, KS | 785-827-5322 |
| Nov 21 | Atco Raceway, Atco, NJ | 856-694-5012 |

NORPAC

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| Oct 9-10 | Stead Airport, Reno, NV | 775-233-7947 |
| Oct 10 | Castle Airport, Atwater, CA | 559-323-4746 |
| Oct 23 | Stead Airport, Reno, NV | 775-233-7947 |
| Oct 23-24 | San Joaquin County Fairgrounds, Stockton, CA | 910-485-6744 |
| Oct 30 | Portland Intl. Raceway, Portland, OR | 503-645-2805 |

RMDIV

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| Oct 10 | Eastgate Travel Plaza, Evansville, WY | 307-262-0678 |
| Oct 10 | Cohen Stadium, El Paso, TX | 915-544-9307 |

SEDIV

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| Oct 2-3 | Commodore Decatur Industrial Park, Bainbridge, GA | 850-222-4418 |
| Oct 9-10 | Nashville Superspeedway, Nashville, TN | 615-907-4860 |
| Oct 9-10 | Indian River Community College, Ft. Pierce, FL | 321-259-6181 |
| Oct 10 | Comcast Communications, Knoxville, TN | 865-690-4275 |
| Oct 10 | Five Rivers Electronic Innovations, LLD, Greeneville, TN | 865-690-4275 |
| Oct 16-17 | Mercer County Airport, Bluefield, WV | 540-345-2036 |
| Oct 17 | Birmingham Race Course, Birmingham, AL | 215-919-1312 |
| Oct 17 | Deland Airport, Deland, FL | 321-259-6181 |
| Oct 24 | Hialeah Park, Hialeah, FL | 954-772-3002 |
| Oct 24 | Nashville Superspeedway, Nashville, TN | 615-907-4860 |
| Nov 6-7 | Commodore Decatur Industrial Park, Bainbridge, GA | 850-222-4418 |
| Nov 7 | Birmingham Race Course, Birmingham, AL | 215-919-1312 |
| Nov 7 | Nashville Superspeedway, Nashville, TN | 615-907-4860 |
| Nov 7 | Comcast Communications, Knoxville, TN | 865-690-4275 |
| Nov 13-14 | Indian River Community College, Ft. Pierce, FL | 321-259-6181 |
| Nov 21 | Nashville Superspeedway, Nashville, TN | 615-907-4860 |
| Nov 21 | Deland Airport, Deland, FL | 321-259-6181 |
| Nov 28 | Hialeah Park, Hialeah, FL | 954-772-3002 |
| Dec 3-5 | Commodore Decatur Industrial Park, Bainbridge, GA | 850-222-4418 |
| Dec 5 | Nashville Superspeedway, Nashville, TN | 615-907-4860 |

SOPAC

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| Oct 3 | Libby Army Airfield, Sierra Vista, AZ | 520-458-4934 |
| Oct 3 | Hawaii Raceway Park, Kapolei, HI | 808-262-5987 |
| Oct 10 | Arizona Motorsports Park, Litchfield, AZ | 623-825-5796 |
| Oct 31 | Maui County Raceway Park, Kahului, HI | 808-283-1705 |
| Nov 7 | Hawaii Raceway Park, Kapolei, HI | 808-262-5987 |
| Nov 7 | Libby Army Airfield, Sierra Vista, AZ | 520-458-3315 |
| Nov 14 | Maui County Raceway Park, Kahului, HI | 808-283-1705 |
| Nov 14 | Arizona Motorsports Park, Litchfield, AZ | 623-825-5796 |
| Dec 4-5 | Arizona Motorsports Park, Litchfield, AZ | 623-825-5796 |
| Dec 5 | Hawaii Raceway Park, Kapolei, HI | 808-262-5987 |
| Dec 12 | Maui County Raceway Park, Kahului, HI | 808-283-1705 |

SWDIV

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|---------|---------------------------------------|--------------|
| Oct 2-3 | Gulf Greyhound Park, LaMarque, TX | 281-474-4368 |
| Oct 10 | Lamar Dixon Expo Center, Gonzales, LA | 337-261-0723 |
| Oct 10 | Red River Raceway, Gillam, LA | 318-572-4053 |
| Oct 17 | Miller Field, Dalhart, TX | 806-355-7383 |
| Oct 24 | Red River Raceway, Gillam, LA | 318-572-4053 |
| Nov 7 | Red River Raceway, Gillam, LA | 318-572-4053 |
| Nov 7 | Gulf Greyhound Park, LaMarque, TX | 281-474-4368 |
| Nov 14 | Dolaca Motorplex, Dolaca, TX | 806-355-7383 |
| Nov 21 | Lamar Dixon Expo Center, Gonzales, LA | 337-261-0723 |
| Dec 5 | Gulf Greyhound Park, LaMarque, TX | 281-474-4368 |
| Dec 11 | Lamar Dixon Expo Center, Gonzales, LA | 337-261-0723 |

DIVISIONAL SOLO I

NEDIV

RMDIV

2004 'COOL SHIRT' SOLO 1 CHAMPIONSHIP SERIES

SEDIV

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|-----------|--------------------------------|--------------|
| Oct 30-31 | Virginia International Raceway | 919-870-6558 |
| Nov 13-14 | Roebbling Road | 904-614-3520 |

REGIONAL ROAD RALLY

CENDIV

Oct 24 (Tentative) Fall Fest, Milwaukee, WI 715-546-3927
Oct 30 (Tentative) Halloween Rally, LaCross, WI 715-546-3927
Nov 7 (Tentative) Red Eye Rally, LaCrosse, WI 715-546-3927

MIDDIV

Oct 23 London to Paris, NW Arkansas 479-885-0603

NEDIV

Dec 5 USMarine Corp-Toys for Tots-Teddy Bear Rally, NJ
908-876-4597

SOPAC

Oct 1 First Friday Niter, Mission Hills, CA 310-399-0538
Nov 5 First Friday Niter, Mission Hills, CA 310-399-0538
Dec 3 First Friday Niter, Mission Hills, CA 310-399-0538

DIVISIONAL ROAD RALLY

CENDIV

Oct 16 (Tentative) Cadillac Color Tour, Gaylord, MI 715-546-3927

NEDIV

Nov 11 Pine Barren Express, Counties of New Jersey 908-876-4597

NATIONAL ROADRALLY

Oct 9 DTR Old Dominion Tour, Charles City, VA 757-306-4057
Oct 9 DTR Johnny Appleseed Rally, Akron, OH 330-836-9003
Oct 10 DCR Old Dominion Dilemma, Charles City, VA 757-306-4057
Oct 15 NTR USRRC, Santa Maria, CA 310-372-7168
Oct 16 NCR USRRC, Santa Maria, CA 310-372-7168
Oct 17 NTR USRRC, Santa Maria, CA 310-372-7168
Nov 6 DTR El Diablo/WGT, Eagle River, WI 262-375-2676
Nov 6 DTR Vermont SportsCar Covered Bridge Rally 802-263-5678
Nov 20 DTR Pine Barrens Express 732-271-5185

REGIONAL RALLYCROSS

Oct 3 Trail of Tears Resort, Jonesboro, IL 314-603-2518
Oct 3 Hood River County Fairgrounds, Odell, OR 360-721-1316



In just a few days, more than 700 racers will make their way to Ohio for the **SCCA National Championship Runoffs Presented by Kohler** at Mid-Ohio Sports Car Course and over 1,000 drivers will compete in **The Tire Rack SCCA Solo National Championships** in Topeka, Kan.

Stay up to date with the newest information, the latest results and much more, all found on the official SCCA web site at **www.scca.com**.