

FASTRACK® NEWS

OFFICIAL SCCA MEMBER NOTIFICATION

EFFECTIVE FIRST DAY OF THE COVER MONTH: FEBRUARY 2004

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BOARD OF DIRECTORS' MINUTES SPORTS CAR CLUB OF AMERICA December 12-14, 2003

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, KS on December 12-14, 2003. The following members participated: Tom Campbell, Chairman; Charlie Clark, Brian Holtz, John Martinsen, Phil Mellor, Gary Pitts, Andy Porterfield, Bob Schader, Dan Sherrod, Erik Skirmants, Bill Weston and Kathy Barnes. Directors-elect Howard Allen, Jim Christian, Mike Engelke, Bob Introne and Mike Sauce also attended. Steve Johnson, President and CEO, Sandy Abrahams, Vice President of Finance and Administration, Garret Mudd, Vice President of Marketing, Howard Duncan, Vice President of Program Development and Operations, Eric Prill, Director of Communications, Wendy Grillo, Director of Customer Service, Tasha Goodale, Director of Solo and RoadRally, Phil Clarke, Director of Club Racing, Barbara Lundquist, Director of SCCA University, Jeremy Thoennes, Club Racing Technical Manager, Aimee Quaney, Executive Assistant, Colan Arnold, Chairman of the Solo Events Board, Kurt Weiss, Chairman of the Competition Board, Ralph Kosmides, Chairman of the PerformanceRally Board, Jim Mirilees, Chairman of the RoadRally Board and Costa Dunias, Chairman of the Stewards Program also participated. Russ Deane, Chairman of the SCCA Pro Racing Board, Mitch Wright, Vice President of SCCA Pro Racing and Peter Lyon, Risks Analysts and Legal Counsel also participated.

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

MOTION: To approve the Minutes of the

November 3, 2003. (Martinsen/Porterfield) PASSED.

PRESIDENT'S REPORT

Steve Johnson presented a review of 2003 for the Board. The staff has been recognized by members for the excellent service being received, SCCA is being recognized as a leader in the industry, our programs are thriving. During the year we have made investments in our staff and the tools necessary for them to achieve operational excellence: equipment, software, hardware and training. We are also developing materials to help our regions. These investments have resulted in a financial surplus, increased participation in our programs, recognition of our leadership in the industry, upbeat members and regions, all in support of our strategic plan. He reviewed some of the areas where we will work on improvement: subsidiary results, member retention and opportunities to react more quickly to the needs of our business. The presentation concluded with a review of the strategic planning processes for the organization, ongoing projects, recognized challenges and a comparison of the past and potential future business models for SCCA and its subsidiary organizations.

Haymarket Publications, publisher of *SportsCar*, has presented a long range plan for improvements to the magazine and at the same time requested a long-term commitment from SCCA. The Board was shown samples of some lay out changes and potential savings in the long term.

MOTION: To approve a long-term agreement with Haymarket Publications. (Martinsen/Schader) PASSED.

FINANCE AND TREASURER'S REPORT

The Board reviewed financial reports through 11/03/03 and the forecast for the year-end. Sandy Abrahams presented analysis of the impact of the fiscal year change on the Club's finances. She also reviewed how software changes have enabled departments to better manage their business. She will be following up with the recommendations from the audit firm. A wage and salary study is being completed to ensure that ours are appropriate for the Topeka area.

Sandy Abrahams and Gary Pitts presented the FYE 2004 Budget which had been approved by the Budget and Finance Committee. Included in this budget were the following: Club Racing Regional and National sanction fees increase \$50.00 per event, Solo II increase sanction fees \$.50 per car to \$2.50, Runoffs entry fees increase to \$250.00, National Solo events (including Pro Solo, National Tour, Solo II Nationals) entry fees increase by \$10.00. Increases in the SCCA Pro Racing premium and the Corporate Services premium

will be passed along to their activities.

MOTION: To accept the recommendation of the Budget and Finance Committee to approve the budget for FYE 2004. (Pitts/Martinsen) PASSED.

MOTION: To approve continuation of Mize, Hauser Co. as the audit firm for SCCA. (Pitts/Holtz) PASSED.

RISK MANAGEMENT

Following a review of current and potential litigation, Peter Lyon discussed issues surrounding the minor waiver process and the availability of a minor waiver form which may be notarized and presented as an annual waiver, should other guidelines be met. There will no longer be "permanent minor waivers" issued and our insurance policy does not allow for people who are not either the parent or guardian of a minor to complete a minor waiver at an event. The Board was presented with a proposal for the 2004 insurance premiums for each program. The rate changes will be included in *RENews*. The changes in rates included are Solo II increase by \$.50 per car, Spectator Hillclimb (Solo I) increase \$500 per event, Rallycross increase by \$.50 per car, ClubRally increase \$10.00 per car for all events, National ProRally increase to \$12,000.00 per event, Club Racing Liability increase by \$100.00 per event, Club Racing Participant Liability increase by \$1.00 per car. Premium increases were also included for Corporate Services and SCCA Pro Racing.

MOTION: To accept the proposed changes to event rates effective 2/1/04. (Pitts/Martinsen) PASSED.

MARKETING

Garret Mudd presented a Membership Demographic profile that will be presented at the National Convention. This will be available to Regions following the Convention. He updated the Board on extensions of current partnership agreements and contracts which are currently under negotiation. A Publicity/PR kit for Regional use is being developed and will be available early in 2004. He is also working on a sponsorship acquisition kit for competitors.

The Board was advised that the range of membership prices from across the Regions may make it less convenient to purchase a membership online when we add that capability. It was noted that this issue is specific to first-time members who may be buying a membership impulsively.

COMMUNICATIONS

Eric Prill advised the Board that the website launch will be at the Convention. It is planned that the World Challenge Fan Guides will again be carried in *Sport Compact Car* and *Eurotuner* magazines.

MEMBER SERVICES

Wendy Grillo presented to the Board the membership numbers through the end on November 2003. Out total membership has declined. Non-renewed memberships are being analyzed. She advised the Board that the Membership Department will not have the phones staffed on Saturdays from December 13 through January 2 because there are no events to be serviced. She also reviewed some upcoming membership drives which the Club will assist the regions in pursuing new members.

It was requested that the Operations Manual be updated to allow Regions to better service their members.

MOTION: To change Operations Manual Section I.C.1.2.1.b. to read: Organize two to three local events and establish a newsletter or website to inform members of meeting dates, activities, event results, officers, National office mailing address, and so on. (Pitts/Mellor) PASSED.

The Board was presented with the Application for Regional Charter from Southwest Montana Region.

MOTION: To grant a full Charter to Southwest Montana Region, SWMT, #52. (Schader/Porterfield) PASSED.

PROGRAM DEVELOPMENT

Howard Duncan commented that the schedule for the convention will be quite full this year. We hope that the Safety Symposium and the 60th Anniversary celebration of SCCA will increase the attendance.

In the area of Program Development, there has been considerable internal focus: development of the strategic plans, assessment of the real value of the programs and a review of Department operations. These projects will continue into 2004.

SCCA FOUNDATION

Barb Lundquist reported on the training activities of the Foundation across the country. She has also traveled to the International Motorsports Research Center at Watkins Glen.

The Foundation has been instrumental in bringing together the safety presentations which will be held at the National Convention. Shortly, the first Tech Certification will be conducted for the Pro Racing Technical staff, followed by certification of the Performance Rally technical program. Club Racing and Solo Tech certifications will follow at a later date.

Fund raising plans, to seek funding for the Foundations activities, are being developed. Currently, our membership renewal offers the opportunity to make a donation to the Foundation.

SOLO EVENTS PROGRAM

Tasha Goodale answered questions on her reports for both the Solo Events program and the RoadRally program. She advised the Board that a Solo Site acquisition package will be available at the convention. There were 75,869 entries tracked by sanction forms for Regional Solo II events in 2004.

Colan Arnold reviewed the rule changes

presented to the Board of Directors. These are being presented late in the year in response to information from Nationals. Included in the package is National status for both Street Mod2 and Street Touring X. He also spoke of the SEB's plans for 2004.

MOTION: To approve Solo Events Items 1 through 13. (Skirmants/Barnes) PASSED.

These items are listed in the Appendix to these Minutes and are numbered according to numbering in the 2004 Solo II Rules.

ROADRALLY

Jim Mirilees and Tasha Goodale provided information on planned improvements for the National RoadRally Program and statistics on Regional programs. Jim spoke of the RoadRally Board's efforts to help Regions develop programs. They will continue the project in 2004.

PERFORMANCE RALLY

Sue Robinson's report detailed some of the changes and challenges faced by the PerformanceRally Department during 2003.

Ralph Kosmides gave the Board a year end report for the PerformanceRally program. He also presented the PerformanceRally Safety and Operations Manual which has recently been completed. He thanked Bill Bradshaw for his long-term service and dedication to the sport, Beryl Ann Burton for her leadership of the team that researched and wrote the Operations Manual and the team of Gail McGuire and Debbie Segall for their leadership of the STPR Organizing Committee through the implementation of new Operational Standards at the event in 2003 under very short notice.

CLUB RACING

Phil Clarke gave the Board a final report on the 2003 Runoffs. He also presented an analysis of National participation trends. This included information on how many events drivers for each class participated in during the season. The Club Racing staff will work with National Administrators to be able to have similar information for Regional programs.

Several Directors brought scheduling waivers to the Board for approval.

MOTION: To approve a permanent waiver of GCR Section 3.17.2.E. (to allow more than 2 Nationals at a track) to continue conducting the Tom Neil National the second weekend of March and the SEDIV Double National on the Independence Day weekend at Roebing Road, requested by Buccaneer Region, Area 12. (Mellor/Weston) PASSED.

MOTION: To waive the provisions of GCR Section 3.17.2.D. to allow Arizona Region to hold 3 National races and to allow Cal Club to hold 3 National races in 2004. (Porterfield/Pitts) PASSED.

MOTION: To waive provisions of GCR Section 3.17.2.E. to allow 3 Nationals at Texas World Speedway to be held by Southwest Division in 2004. (Sherrod/Pitts) PASSED.

MOTION: To waive provisions of GCR Section 3.17.2.D to allow Lone Star Region

to hold 3 National races in 2004. (Sherrod/Pitts) PASSED.

MOTION: To waive provisions of GCR Section 3.17.2.D and E. to allow San Francisco Region to run a third National at Thunderhill Raceway in 2004. (Pitts/Porterfield) PASSED.

MOTION: To allow NORPAC to hold two Double Nationals in 2004. (Pitts/Martinsen) PASSED.

Following an update on resolution of Production Car rollage issues which came up at the Runoffs, the Board voted to postpone implementation of the logbook notations in three vehicles.

MOTION: Effective immediately, to postpone the implementation of the logbook notations from the Runoffs for Bill Blust, Dave Savage and Dave Severy pending Board of Directors action. Utilizing GCR 1.2.2.C. the Board directs the Club Racing staff to notify officials of January events of this action. (Pitts/Holtz) PASSED.

John Martinsen presented the Club Racing Court of Appeals self evaluation summary.

TECHNICAL DEPARTMENT

Kurt Weiss and Jeremy Thoennes presented a report to the Board on issues which have come to light regarding manufacturers' documentation for Showroom Stock and Touring Category cars. The Technical Department and Club Racing Board have been working with manufacturers to obtain documentation for cars classified in those categories. There will also be a proposal with changes to these sections of the GCR will be presented to the Board at a later date.

MOTION: To suspend Touring Category Specifications sections 17.1.8.C.1., and 17.1.8.C.3.b until July 1, 2004.

To suspend Showroom Stock Specifications section 17.1.3.A second paragraph, second sentence, and 17.1.3.B third paragraph, first sentence until July 1, 2004.

The Board utilizes GCR section 1.2.2.C to direct the Club Racing staff to notify the officials of January events of this action. (Barnes/Mellor) PASSED.

MOTION: To move the HP Honda Civic to GP at a weight of 1830# effective 1/1/04. (Mellor/Skirmants)

MOTION: To table. (Schader/Weston). The Board will address this issue at its January conference call.

Several Club Racing rule changes were brought to the Board for approval. The motions for approval for these are listed in the Appendix to the Minutes. All items were approved. Abstentions are noted.

STEWARDS PROGRAM

Costa Dunias presented the Board with an update on the training and evaluation programs which were developed for the program through 2003. He acknowledged that there continues to be resistance to change among some members of the program, but more continue to take up the challenge of improving the program for the good of the Club. As the evaluations are implemented, we will be better able to award licenses for performance not tenure.

He also presented an evaluation of the Stewards recommended to be appointed Executive Stewards for 2004. He will be working with the Stewards Advisory Committee to follow through on a proposed change to the Court of Appeals make up and appointment process. Board supports the concepts expressed in the proposal and will address the appropriate Operations Manual changes at a later meeting.

SCCA PRO RACING

The SCCA Pro Racing report contained a review of the highlights of 2004 plans: the strongest schedule in racing, partnering with ALMS and IMSA, new marketing initiatives, same day television coverage, a new manufacturer involved, new sponsors and programs being sanctioned. During 2003 SCCA Pro Racing finalized a 5 year television package that provides considerable value to SCCA, Inc. such as the opportunity for televising the Runoffs, manufacturer support grew and a long term partnership with ALMS was developed. Following a presentation of the SCCA Pro Racing report, the Board had considerable questions regarding financial performance of SCCA Pro Racing. Sandy Abrahams confirmed that Pro Racing was being correctly burdened with the staff expenses, shared services expenses and membership revenue according to utilization of core functions of the business. This includes recognition of the 14% of our members who indicate that Pro Racing is their primary interest in SCCA. The Pro Racing Board approached SCCA, Inc. for a loan to cover cash flow shortfalls that were not avoided despite corrective actions taken during the season. The Inc. Board discussed its concern that purses and prize money for events be paid in a timely manner.

MOTION: To approve a loan of \$325,000 from SCCA, Inc. to SCCA Pro Racing which will be due 12/31/04. (Martinsen/Weston) PASSED. Mellor opposed.

SCCA ENTERPRISES

The SCCA, Inc. Board accepted the resignation of Chuck Cottrell as Chairman of the SCCA Enterprises Board of Directors. Andy Porterfield reviewed the status of contracts held by Enterprises and plans for the operation of that business during FYE 2004. He outlined the challenges for the company and plans to offset their impact.

MOTION: For SCCA, Inc. to allow SCCA Enterprises a line of credit for \$150,000 for one year and to have the principal portion of the original loan to Enterprises deferred for 9 months. (Porterfield/Martinsen) PASSED.

OLD BUSINESS

Jim Mirilees (RoadRally), Colan Arnold (Solo Events Programs), Kurt Weiss (Club Racing) and Ralph Kosmides (PerformanceRally) presented the Board with their programs' Strategic Plans. They will work with Howard Duncan to ready those plans for presentation at the Convention.

NEW BUSINESS

In recognition of the level of competition

in our Solo, PerformanceRally and RoadRally programs, and to better align the title of the board responsible for the Club Racing program, the following change was approved:

MOTION: To change all references to the "Competition Board" in the Operations Manual to "Club Racing Board." (Barnes/Skirmants) PASSED.

The Board elected officers and the following appointments were made:

BOARD OF DIRECTORS

- Chairman Gary Pitts
- Vice Chairman Bill Weston
- Secretary Erik Skirmants
- Treasurer Mike Engelke
- 5th member Executive Comm. Brian Holtz
- 1st alt. Executive Committee Phil Mellor
- 2nd alt. Executive Committee Andy Porterfield
- Solo Events Board Co-Liaisons Bob Introne, Mike Sauce
- Comp Board Co - Liaisons Bill Weston, Erik Skirmants
- Performance Rally Board Liaison Phil Mellor
- Road Rally Board Liaison Howard Allen
- Enterprises BOD Liaison Andy Porterfield
- Insurance Committee Liaison Howard Allen
- Stewards Liaison Brian Holtz
- Court of Appeals Liaison Charlie Clark
- Budget & Finance Committee Mike Engelke, Chair, Bob Introne, Tom Campbell, Howard Allen, Andy Porterfield, Brian Holtz
- Compensation Committee Bill Weston, Chair, Mike Engelke, Jim Christian, Mike Sauce
- Insurance Committee Dan Sherrod, Skip Yokum, Doug Case, Doug Hill
- Planning Committee Charlie Clark, Chair, Tom Campbell, Jim Christian, Mike Sauce, Howard Allen
- Race Track Committee Brian Holtz, Andy Porterfield, Jim Christian, Howard Allen

CLUB RACING

MOTION: To appoint the Club Racing Safety Committee. (Weston/Allen) PASSED

- Club Racing Safety Committee Bill Bradshaw, Chair

- Dick Templeton
- Dr. Jim Butler
- Mike Brunner
- Arnie Kuhns
- Steve Hyatt

MOTION: To appoint the following to the Club Racing Board. (Mellor/Allen) PASSED. Engelke, Sauce opposed.

- Club Racing Board Kurt Weiss, Chairman, Jim Rogaski, Jim Leithauser, Bob Dowie, Kevin Kloeffer, Brian McCarthy, John Martinsen

The Club Racing Court of Appeals was appointed by the Chairman of the Board of Directors.

- National Court of Appeals Sue Roethel, Secretary, Spencer Gorham, Chairman, Roger Eandi, Steve Limbert, Clyde Kiser, Alternate

MOTION: To appoint the following National Administrators. (Mellor/Porterfield) PASSED.

- Archivist/Historian Peter Hylton
- F&C Mark Smith
- Medical Safety Joseph Hume, MD
- Race Control Dwight Cowan
- Registrar Beth Mills
- Scrutineers Bill Pichardo
- Sound Control Neil Swanson
- Starters Connie VanSchuyver
- T & S Mark Waggoner
- Driver Licensing Ron Sharp

MOTION: To appoint the following Executive Stewards. (Allen/Introne) PASSED.

Chairman of the Stewards Program

- Costa Dunias
- Chuck Dobbs
- Jack Kish
- Fred Schmucker
- Wally Sunderland
- Glen Wilhelm
- Annie Christian
- Marge Binks
- Jim Averitt

MOTION: To appoint the following members of the Solo Events Board. (Skirmants/Porterfield) PASSED.

- MWDIV Colan Arnold, Chairman
- NEDIV Mark Sirota
- SEDIV Mark Sipe
- CENDIV Marcus Meredith
- NPDIV Ron Bauer
- RMDIV Chris Dorsey
- SPDIV Mari Clements
- SWDIV Andy Hollis

MOTION: To appoint the following members of the Solo Safety Committee. (Skirmants/Introne) PASSED.

- Solo Safety Committee Al Mitchell, Chairman

Rick Swartz
Richard Topping
John Lieberman
Rob Pickerell
Glenn Duensing
Kathy Barnes

Ron Ferris
Tim Craft
Mike Thompson
Jessica Toney
Steve Gaddy

MOTION: To appoint the following
Divisional Solo I Stewards.
(Porterfield/Skirmants) PASSED.

NEDIV Nelson Kase
SEDIV Steve Tomkins
CENDIV Barry Burke
NPDIV Ken Ritchins
RMDIV Gary Phillis
SPDIV Glenn Duensing
SWDIV Mike Poupart
MIDDIV TBA

MOTION: To appoint the following
Divisional Solo II Stewards.
(Allen/Engelke) PASSED.

NEDIV Tina Reeves
MWDIV Dick Berger
SEDIV Karl Rickert
CENDIV Kent Weaver
NPDIV Katie Elder
RMDIV Mark Dempsey
SPDIV Robbie Robinson
SWDIV Wally Strzelec

MOTION: To appoint the following mem-
bers of the PerformanceRally Board.
(Allen/Christian) PASSED.

Performance Rally Board
Ralph Kosmides, Chair
Beryl Ann Burton
J.B. Niday
John MacArthur
George Plsek
Christian Edstrom
Bob Grass

MOTION: To appoint the following mem-
bers of the PerformanceRally Safety
Committee. (Mellor/Clark) PASSED.

Performance Rally Safety Committee
Lyn Nelson, Chair
Joe Noyes, Deputy

National Steward
Bruce Weinman, Deputy National
Steward
Tom Nelson, Deputy National Steward

MOTION: To appoint the following
ClubRally Divisional Stewards.
(Mellor/Porterfield) PASSED.

NEDIV Ted Goddard
MWDIV Mike Halley
SEDIV Mike Strawbridge
CENDIV Bruce Weinman
NPDIV John Forespring
RMDIV Tom Nelson
SPDIV Bradney Boli
SWDIV Dave Weiman

MOTION: To appoint the following to the
RoadRally Board. (Engleke/Sauce)
PASSED.

RoadRally Board
Jim Mirrelees, Chair

MOTION: To appoint the following
Divisional RoadRally Stewards.
(Engelke/Allen) PASSED.

NEDIV Fred Mapplebeck
MWDIV Bruce Bettinger
SEDIV Bob Ricker
CENDIV Greg Lester
NPDIV Kevin Poirier
RMDIV Karl Broberg
SPDIV Jeanne English
SWDIV Sasha Lanz

Tom Campbell will continue to lead the
Strategic Planning project for the Club.

Charlie Clark, Brian Holtz, John
Martinsen, Mike Sauce and Kurt Weiss
have been assigned to a committee which
will work to develop a long range plan for
the Runoffs. They will be working with the
Club Racing Department on this project
which is due in May.

The following are the boards of the sub-
sidiary companies:

SCCA Foundation: Bob Introne,
Chairman; Phil Mellor, Bill Weston, Roger
Eandi, Bert Biles.

SCCA Enterprises: Andy Porterfield,
Chairman; Steve Johnson, Jim Christian,
Chris Funk, Lindsay Wilson

SCCA Pro Racing: Russ Deane,
Chairman; Mike Engelke, Treasurer; Ken
Patterson, Jim Christian, Cary Agajanian,
Alan Wilson, Roger Werner.

At the end of the meeting, the Board
unanimously adopted the following resolu-
tion:

Resolved that the 2004 Board of
Directors expresses its continuing support
for Steve Johnson and the SCCA staff and
endorses their vision of the future. The
Board recognizes the outstanding progress
toward achieving goals of SCCA, Inc. made
by the SCCA management team and the
2003 Board of Directors.

MOTION: To adopt the resolution.
(Christian/Introne) PASSED.

During Executive Session personnel
matters, current and potential litigation
and matters under negotiation were dis-
cussed.

MOTION: To adjourn. (Barnes/Sherrod)
PASSED.

Respectfully submitted,
Kathleen J. Barnes, Secretary

APPENDIX

SOLO II ITEMS

ITEM 1) Effective 1/1/2004, Change
Section 8.2.1, and relocate 8.3.8 to 8.2.2,
to read as follows:

"8.2.1 Protest Fee

The protest shall be accompanied by a
protest fee of \$25 at Divisional or National
Tour events and \$50 at National
Championship events. The fee will be dou-
bled for protests against cars (see 8.3) that
are filed after the car is released from
impound on its first day of competition.

The protest fee is waived for protests filed
in an official capacity by the Chief Steward.

8.2.2 Time Limits

A. A protest against a competition
vehicle shall be lodged before it is released
from Impound on its final day of competi-
tion.

B. A protest against the actions of a
driver, entrant, or official during class com-
petition, including a protest against Timing
and Scoring, shall be lodged not later than
30 minutes after the class is released from
Impound on the day of the suspected viola-
tion of the rules.

C. A protest against the actions of a
driver, entrant, or official outside of class
competition shall be lodged not later than
30 minutes after the last class is released
from Impound on the final day of competi-
tion.

D. A protest filed in an official capac-
ity by the Chief Steward shall be lodged not
later than 30 minutes after the last class is
released from Impound on the final day of
competition, except for a protest resulting
from an Impound or Protest Committee
inspection. Such protests shall be lodged
within a reasonable time after discovery of
the suspected violation of the rules."

STOCK CATEGORY

ITEM 2) a. Move the BMW M5 to AS
(initial publication August 2003)

b. Move the Acura RSX-S to GS
(initial publication August 2003)

c. Move the '93-'97 Honda Prelude
to GS (initial publication August 2003)

d. Move the Chevrolet Camaro
SS to AS (initial publication January 2003)

e. Move the Pontiac Firebird
WS6 to AS (initial publication January
2003)

STREET TOURING CATEGORY

ITEM 3) Effective 1/1/2004, change
14.2.B to read as follows (initial publica-
tion August 2003): "The driver and front
passenger seats may be replaced, with the
following restrictions: The seating surface
must be fully upholstered: The top of the
seat, or an attached headrest, may not be
below the center of the driver's head. The
seat, not including mounting hardware,
must weigh at least 15 pounds."

ITEM 4) Effective 1/1/2004, replace the
first sentence of 14.8.C with the following
(initial publication August 2003): "The fol-
lowing allowances apply to strut-type sus-
pensions. Adjustable camber plates may
be installed at the top of the strut, and the
original upper mounting holes may be slot-
ted." Also add as a new section 14.8.D
(and re-letter subsequent sections accord-
ingly): "Camber bolts may be installed pro-
viding these parts use the original, unmod-
ified mounting points. Caster changes
resulting from the use of camber bolts are
permitted."

ITEM 5) Effective 1/1/2004, add the fol-
lowing as the new contents of section
14.10.G (initial publication August 2003):
"Engine mounts may be replaced, but
must attach in the factory location(s) with-
out additional modification or changes.
Engine position may not be changed. The
amount of metal in a replacement mount

may not be increased relative to the amount of metal found in a stock mount for the particular application. Solid metal mounts are specifically prohibited. Any non-metallic inserts may be used.

Hydraulic shock type rear engine locators, or bobble struts may be replaced by manufacturer's performance part, or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type. No solid mounts may be substituted.)"

STREET PREPARED CATEGORY

ITEM 6) Effective 1/1/04: Move the Toyota MR2 s/c to CSP

ITEM 7) Effective 1/1/04: Change the first sentence of Section 15.2.D to read: "Any seat may be used, provided the seating surface is fully upholstered."

ITEM 8) Effective 1/1/04: Change "may" to "shall" in 15.2.H.c. : "In addition, the 2 optional braces referred to in (b) shall be mounted, one on either side, from the forward section of the cage to the firewall or front fender wells." *Comment:* This is meant to curtail the unintended use of roll structure installation allowances for chassis stiffening purposes rather than safety purposes.

ITEM 9) Effective 1/1/04: Replace the first sentence of 15.8.D with the following: "The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut, and the original upper mounting holes may be slotted." Also add as a new section 15.8.E (and re-letter subsequent sections accordingly): "Camber bolts may be installed, providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted."

ITEM 10) Effective 1/1/04: Add the following paragraphs as a new section 15.10.I (and re-letter subsequent sections accordingly):

"Engine mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. The amount of metal in a replacement mount may not be increased relative to the amount of metal found in a stock mount for the particular application. Solid metal mounts are specifically prohibited. Any non-metallic inserts may be used.

Hydraulic shock type rear engine locators, or bobble struts may be replaced by manufacturer's performance part, or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type. No solid mounts may be substituted.)

If one or more non-OE engine mounts are used, 15.10.J does not apply and a torque suppression device may not be used." Also change the re-lettered 15.10.J as follows: Remove Item 1 under "Examples of devices not permitted". Remove the last

paragraph. Add a new last paragraph as follows: "If a torque suppression device is used, 15.10.I does not apply and replacement engine mounts may not be used."

ITEM 11) Effective 1/1/04: Change the first part of 15.5.C to read as follows: "C. Any shock absorbers may be used. Shock absorber mounting brackets which serve no other purpose may be altered, added or replaced, provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as Stock." *Comment:* This is meant to provide for reasonable bolt-on installation methods for a wider variety of commonly available aftermarket shocks.

National Class Status for Street Touring X and Street Modified 2

ITEM 12) The rule set for Street Touring X (STX), as a supplemental class was found in section 14.11 of the 2003 Solo Rulebook. The Solo Events Board is recommending the adoption of the following as the rules for a National class. Clarifications and issues identified during the supplemental class phase have been made to this rule set, however there are no take-backs or reduction in allowances.

14.11. Street Touring X (STX)

A. The STX class expands the vehicle eligibility limits beyond those specified for STS, and adds a limited number of allowed modifications. The allowances are as follows:

1. All allowances in STS carry over, including street tires, emissions, etc. except as follows:

A. Replace 14.2 F. with, "The total surface area of all spoilers and rear wing may not exceed 8 square feet as seen from above. The area shall be computed by multiplying the width and length of the wing without regard to the curvature. Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation."

B. Replace 14.8.E with "Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts that provide an adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arms suspensions, only the upper arms OR lower arms may be modified or replaced, but not both.

2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by paragraphs 14.8.B., C., or H. may be used, but not both.

3. On swing or trailing arm suspensions, the main arms may not be modified but locating links/arms may be modified or replaced.

4. The replacement arms or

mounts must attach to the original mounting points. All bushings must meet the requirements of 14.8 B. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

2. All restrictions regarding body type carry over.

3. Engine size allowance: up to 5.1, normally aspirated and 2.0, forced induction (single turbo or supercharger).

4. Rim restriction: maximum width of 8", diameter/offset unrestricted. Tire restriction: max width 245 mm.

5. Only factory limited slip differentials (LSD) are allowed on AWD vehicles, as defined in Section 12.4. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket LSD may be added. 2WD vehicles may use any LSD unit.

6. High flow catalytic converters are allowed, but must attach within six inches of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter.

7. Suspension bump stops may be altered or removed.

8. Brake rotors may be replaced with any rotor of equal or larger diameter made from a ferrous or aluminum alloy. Calipers are unrestricted, but must mount to the original attachment points. Drum brakes may be replaced with disk brakes of equal or greater diameter than the inside diameter of the standard drum part.

9. Original equipment ABS braking systems may be electrically disabled, but not removed or altered in any other way.

10. Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way.

11. Additionally excluded cars: BMW M3 (E36 and E46), BMW M5 (all), Mazda RX8, Mitsubishi Evo 8, Subaru STI.

ITEM 13) The SEB recommends effective 1/1/04 (a) that Street Modified 2 (SM2) be approved as a National Solo II class and (b) that the revised rules below be approved for Street Modified (SM) and SM2. *Comment:* These rules are not changes to actual practice, but are merely language clean-ups to match how the rules were intended and interpreted over the last few years. These inconsistencies were discovered during the SM2 deliberations.

16.1 AUTHORIZED MODIFICATIONS

16.1.A - All Stock, Street Touring, and Street Prepared modifications are authorized. Except as noted by these rules and the referenced rules, vehicles must be as originally delivered including all road going components such as lights, wipers, interior, heater, etc.

16.1.B - Competitors may pick and choose between all Stock, Street Touring, Street Prepared, and Street Modified allowances when preparing an SM car. Apparent conflicts between inherited rule sets from 16.1.A shall not prohibit any specific inherited allowance. Allowances inherited from 16.1.A may not incorporate SM-specific allowances.

16.1.C - Brakes, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, ABS systems, proportioning valves, etc. are unrestricted. A functional, redundant emergency (parking) brake must be present.

16.1.D - Drivetrain and related components (induction, ignition, fuel systems, etc.) are unrestricted except for the following limitations:

16.1.D.1 - Engine block must be a production unit manufactured and badged the same as the original standard or optional engine for that model. Badges that exist as marketing aliases for the manufacturer (Honda/Acura, Toyota/Lexus, Nissan/Datsun) will be recognized as equivalents. Swaps involving makes related only at a corporate level are not recognized as equivalents. Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g. Eagle Talon available originally with either a Mitsubishi or Chrysler engine, may use any motor from Chrysler or Mitsubishi).

16.1.D.2 - Maximum engine displacements per class are specified in Appendix A.

16.1.E - Suspension components are unrestricted as long as they use the original attachment points. For the purposes of this rule, "suspension" is defined as any item that is designed to move when a wheel is deflected vertically. This includes shocks and struts, control arms, steering knuckles, uprights, etc., but not tie rods, steering racks, and subframes. In addition, shock absorber/strut upper mounts are to be considered suspension components.

16.1.F - Subframe connectors are allowed, but each connector must be attached individually without any lateral components attaching the two longitudinal frame rails. Subframe connectors may be bolted or welded. SP allowances that authorize unrestricted mounting of suspension components may not incorporate non-SP-legal subframe connectors into the mounting scheme. Subframe bushings may be replaced with bushings of any material as long as they fit in the original location. Offset bushings may not be used.

16.1.G - Subframe bushings may be replaced with bushings of any material as long as they fit the original location. Offset bushings may not be used.

16.1.H - Hoods (engine covers), front fenders, front & rear facias, and side skirts may be modified or replaced. Fenders may be flared as per Street Prepared. Body panels may be attached with removable (e.g., Dzus) fasteners.

16.1.I - Tires legal in Stock, Street Touring, or Street Prepared are permitted.

16.1.J - Rear passenger seat(s), including restraints and associated hardware may be removed.

16.1.K - Wings may be added, removed, or modified. Nonstandard wings may only be attached to the rear deck/hatch area

and may not extend more than six inches beyond the widest part of the bodywork on either side. The total area of the airfoil sections of all wings shall not exceed 15 square feet when viewed from the top. The area shall be computed by multiplying the width and depth of the wing without regard to the curvature of the wing. Any airfoil shadowed by another airfoil with more than six inches in between them will have its own projected area added to the wing area calculation. There is no limit on number of elements.

16.1.L - T-tops, targa tops, sunroofs, moon-roofs, and similar roof-mounted panels may be removed/replaced with alternate panels provided that the area of interface is limited to the original perimeter of the t-top, sunroof, etc. or uses OE panel mount points, and that the contour of the replacement panel does not vary from the contour of the part being replaced by more than 1 inch in any direction. The material used to construct the alternate panel and the method used to attach it to the interface is unrestricted. Any actuation mechanism and the associated wiring, if any, may be removed.

16.1.M - Radio/stereo equipment and/or its component parts, including wiring, antennas, amplifiers, speakers and their enclosures, etc. may be added, replaced, or removed provided the part added, replaced, or removed serves no other purpose. Any visible holes that result from the removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc.

16.1.N - Steering components, including the steering rack and/or box, tie rods, idler arms, power assist devices, and related components may be replaced, added, or removed. The steering column is specifically excluded from this allowance. Rear-steering devices may be replaced with solid links. This does not permit removal or modification of the steering column or column-mounted accessories. Wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or replaced, or eliminated.

16.1.O - Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, does not provide a weight reduction of more than 1 lb, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minor notching, bending, clearancing, grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts, and similar operations performed in order to facilitate the installation of allowed parts or modifications. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part, and to not make unduly tortured interpretations of this rule. Modifications to the firewall in order to allow for increased engine setback, and any modification that changes the location of a suspension pickup point, are explicitly forbidden.

APPENDIX A

STREET MODIFIED CATEGORY

Street Modified (SM)

Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts)

Excluded Vehicles:

Porsche, all
Lotus, all
Nissan / Datsun Z car 2+2, (Pre '90)
Honda CRX
MGB GT
Triumph, all

Displacement Limits and Minimum Weights:

I. Up to 3.0L, naturally aspirated, OHC engines

Up to 4.0L, naturally aspirated, pushrod engines

FWD: 1800 pounds

RWD: 2200 pounds

AWD: 2400 pounds

II. Up to 3.0L, forced induction, OHC engines

Up to 4.0L, forced induction, pushrod engines

FWD: 1900 pounds

RWD: 2400 pounds

AWD: 2600 pounds

III. 3.0L to 6.0L, naturally aspirated, OHC engines

4.0L to 6.0L, naturally aspirated, pushrod engines

Up to 1.5L, rotary engines, all

FWD: 2000 pounds

RWD: 2500 pounds

AWD: 2700 pounds

Street Modified 2 (SM2)

Eligible Vehicles:

A. All two-seat cars not excluded below.
B. All SM eligible sedans/coupes excluded from SM for failure to meet weight and/or displacement limits.

C. All SM eligible vehicles, even if they do meet weight and displacement limits.

D. All pickup trucks, subject to the limitations of 3.1.

Excluded Vehicles:

Lotus, All

Displacement Limits and Minimum Weights:

I. Up to 4.0 liters, naturally aspirated, OHC engines

Up to 5.0 liters, naturally aspirated, pushrod engines

FWD: 1500 lbs.

RWD: 1900 lbs.

AWD: 2100 lbs.

II. Up to 4.0 liters, forced induction, OHC engines

Up to 5.0 liters, forced induction, pushrod engines

FWD: 1600 lbs.

RWD: 2100 lbs.

AWD: 2300 lbs.

III. 4.01 to 8.5 liters, naturally aspirated, OHC engines

5.01 to 8.5 liters, naturally aspirated, pushrod engines

Up to 3.0 liters, rotary, all

FWD: 1700 lbs.

RWD: 2200 lbs.

AWD: 2400 lbs.

IV. Over-displacement SM vehicles

All types/displacements

FWD: 2000 pounds

RWD: 2500 pounds

AWD: 2700 pounds.

CLUB RACING

GCR

Item 1. The Club Racing National Staff has completed a review of the licensing requirements of not only the SCCA GCR but also other sanctioning bodies. In order to better serve our membership, the Staff is recommending the following changes be made to the GCR to allow more crossover of other sanctioning body members and to further clarify the Novice Permit process. These changes are recommended for an effective date of 1/1/04.

A. Change GCR Section 3.1.2.C first note to read as follows:

Note: The current organizations that have their licenses approved by SCCA for competition in Regional events are:

BMW CCA Club Racing (Full Competition), FIA (issued by any sanctioning body), ICSCC (Area Conference), IMSA, Midwestern Council of Sports Car Clubs MCSCC (Full), Porsche Club of America (Full Competition), SCCA Pro Racing, Waterford Hills Road Racing Club (Full), West Canada Motorsport Assoc (Amateur), Ontario Region CASC (Regional), Confederation of Autosport Car Clubs CACC(Competition).

B. Change GCR Section 3.1.2.C second note to read as follows:

Note: The current organizations that have their licenses approved by SCCA for competition in Vintage events are:

SVRA, SOVREN, Historic Sportscar Racing (HSR), Vintage Motorsports Council(VMC), Vintage Auto Racing Association (VARA).

Any questions should be directed to the National Office.

C. Add to GCR Section 5.5 a second paragraph:

With an active membership, a Novice Permit is valid for 24 months, with the following exceptions:

1. Minors must have current waiver on file at National Office

2. Drivers over age 60 must have a physical every year. (GCR 5.4)

3. Drivers requiring a medical waiver must have a physical every year. (GCR 5.4) If the requirements have not been completed by the expiration date of the permit, the applicant shall start over with no credit given for previous schooling or racing.

From GCR Section 5.5.1, delete the sentence: "Should a Novice Permit be issued 3 months or less prior to the membership anniversary date, it may be extended thought the full year to the next membership anniversary date, when the member-

ship has been renewed."

Delete GCR Section 5.5.6 in its entirety and renumber Section 5.5.7 to read Section 5.5.6

MOTION: (Mellor/Pitts) PASSED.

GT GT1

Item 2. The Competition Board has been evaluating the performance differential of GT1 cars with the Trans Am spec wing versus the standard GT1 rear spoiler. It has been determined that there is very little performance differential between the two types. The Competition Board is therefore recommending that effective 1/1/04 the 50lb. weight penalty be removed from the Trans Am spec wing.

Delete the reference to the 50lb. weight penalty in GTCS Section 17.1.2.D.8.a.11.B.

The 2001 Trans-Am specified rear wing or a flat plane rear spoiler may be used. If the 2001 Trans-Am spec wing is used, it shall comply with all relevant Trans-Am rules.

MOTION: To approve. (Mellor/Pitts) PASSED. Porterfield abstained.

Item 2. In response to the difficulties that occurred at the 2003 Valvoline Runoffs in determining what the appropriate wing height and locations are, as well as associated required bodywork modifications that were allowed during the 2001 TRANS AM season, the Competition Board is recommending that the TRANS AM spec wing mounting rules be changed to require all TRANS AM spec wings to be located 2 inches below the roof line and not be wider than the bodywork, effective 1/1/04.

Change GTCS Section 17.1.2.D.8.a.11.B. to read as follows:

B. The Club Racing specified rear wing or a flat plane rear spoiler may be used. If a flat plane rear spoiler is used, it shall be contiguous with the rear bodywork rearward of the rear window, and shall comply with the following:

1. Height: No higher than eight (8) inches, measured from the bodywork along the face of the spoiler, from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rearview), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the rear face of the bodywork, the measurement shall be made ignoring any slight amount of mounting flange exposed due to the curvature of the rear bodywork at the point of attachment.

2. Width and Overhang: No wider than the body, excluding fender flares, from the forward most point of the spoiler (or mounting flanges) rearward. It shall not extend rearwards of the rearmost extremity of the bodywork for the entire width of the car (when viewed vertically from above the car at any point, the spoiler shall not protrude beyond the bodywork).

3. Mounting: Spoilers shall be strong enough to be self supporting, and shall be mounted directly to the rear hatch, deck, or trunk lid. A mounting flange no greater than one and one-half (1-1/2) inches wide,

contiguous with the bodywork (either forward facing on the top surface of the bodywork or downward facing on the rear surface of the bodywork) shall be employed. No other forward facing sheet metal supports are permitted. Supplemental bracing may be added in the form of two (2) rods (maximum diameter one-quarter inch), mounted at least ten (10) inches inboard from the ends of the spoiler. Small rear supports may be added.

4. Configuration: the spoiler shall be a single plane spoiler (a straight line in any vertical crosssection), uniform in height from the rear bodywork. There shall be no gaps or openings below the spoiler for its entire width. Only enough curvature (in a fore-and-aft direction as viewed from above) shall be permitted to facilitate mounting. The use of fences, end rails, Gurney lips, wickerbills, or other forward facing lips or aerodynamic devices is prohibited.

NOTE: O.E.M. rear spoilers are not permitted unless specifically listed on the vehicle's specification form.

5. Club Racing wing assembly specs: Unmodified single element Liebeck airfoil #1LD104E scaled to a chord length of 10.75 inches. The maximum cross-sectional tolerance of the wing profile is 0.060 inch. A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing. The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs. The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 72.00 inches.

6. Wing mounting specs: The entire wing assembly must be mounted at least 2.00 inches below the peak of the roof (measured at vehicle centerline). Trailing edge of wing assy. must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork (measured at vehicle centerline). Two wing mounting posts must be used, with each one located between 16"-20" inboard from end of wing. Max. wing angle from horizontal is 30-degrees.

MOTION: To approve. (Mellor/Pitts) PASSED. Porterfield abstained.

GT4 and GT5

Item 1. The GT4 and GT5 classes have been on and off participation probation for the last several years. In discussions with the GT community and the GT Advisory Committee, the Competition Board acknowledges the weakening of participation in our small bore GT classes. A significant portion of this weakening may be attributed to the lack of current small displacement engine production. The Competition Board is recommending that key changes be made to the GT4 and GT5

classes to evaluate combining the two classes into a single well-subscribed class in 2005. Part of this evaluation process incorporates a weight addition of 5% to all GT4 cars and a weight reduction of 2.5% for all GT5 cars. These weight changes are shown in the 2004 GCR. An additional rule change that will allow a maximum of a 7-inch wide rim in GT5 is also recommended effective 1/1/04.

Change GTCS Section 17.1.2.F.4.c.12. to read as follows and change all of the GT5 car specification lines to allow a 7-inch wide rim.

12. Wheels: Material is unrestricted, provided it is metal. All four (4) wheels shall be the same diameter, and the same rim size shall be used on the same axle, refer to specification lines for wheel sizes. The only authorized wheel size will be 13 x 7 for all GT-4 vehicles and up to a 13 x 7 for all GT-5 vehicles, unless alternates are listed on vehicle specification line. All GT4/5 cars listed with 15" diameter wheels, if prepared as tube-frame car, shall use 13" diameter wheels.

MOTION: To approve. (Mellor/Pitts) PASSED.

FORMULA

FV

Item 1. It has come to the attention of the Competition Board that there is some confusion over what starter shall be used on a Formula Vee. In order to clarify the intent of the rules, The Competition Board is recommending, effective 1/1/04, the following language be added to FCS Section 17.1.6.C.5.:

36. Volkswagen or Bosch equivalent starter (no gear reduction type allowed).

MOTION: To approve. (Mellor/Pitts) PASSED.

FM

Item 1. In order to assist in controlling the cost of competing in FM, and based on recommendations from the designated engine builder the Competition Board is recommending that ceramic apex seals be allowed to be used as an alternate seal. The Competition Board recognizes the high initial purchase cost of the seals but their durability should prolong the period between engine rebuilds and extend the seal life.

Effective 1/1/04, add the following wording to FCS Section 17.1.6.F.1.e.3.

1. Ceramic apex seals, Mazda part number 0000-01-9115, may be used.

MOTION: To approve. (Mellor/Pitts) PASSED.

SHOWROOM STOCK AND TOURING

MOTION: To return the following items to the Club Racing Board. (Schader/Pitts) PASSED.

The Club Racing Board will review the Club's position on classifying convertible cars in all categories. Therefore the following items are withdrawn.

Touring

Item 1. In order to clarify the Club's position on classifying convertible cars in the Touring category the Competition Board is

recommending that the following language be added effective 1/1/05.

Add new language to TCS 17.1.8.D.8.a.5. to read as follows:

5. Other Body Components

a. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted.

b. Hatchback "privacy covers" shall be completely removed.

c. Cars with convertible tops shall have them stowed as provided by the manufacturer unless specified otherwise on the cars specification line. Cars with convertible tops shall run an OEM hardtop securely bolted in place. Additional hardtop fasteners may be required and shall be identified on the cars specification line.

Showroom Stock

Item 1. In order to clarify the Club's position on classifying convertible cars in the Showroom Stock category the Competition Board is recommending that the following language be added effective 1/1/05.

Change the language in SSCS 17.1.3.D.5.

6. Cars with convertible tops shall have them stowed as provided by the manufacturer unless specified otherwise on the cars specification line. Cars with convertible tops shall run an OEM hardtop securely bolted in place. Additional hardtop fasteners may be required and shall be identified on the cars specification line. Roof panels and hatchback privacy covers shall be completely removed from cars that are so equipped. Sunroofs, removable roof panels and "T" tops are permitted only if installed by the manufacturer of the vehicle. Sunroofs must be retained on the vehicle and securely bolted in place unless operating rails adequately secure the panel.

CLUB RACING

COMPETITION BOARD MINUTES SPORTS CAR CLUB OF AMERICA November 21-23, 2003

The Competition Board met in Topeka, Kansas on November 21-23, 2003. Participating were: Kurt Weiss, Chairman; Bob Dowie, Tom Howen, Kevin Kloepfer, Bob Lybarger, Jim Leithauser, Jim Rogaski, Secretary. Also participating were: Kathy Barnes, Phil Mellor, BoD Liaisons. Phil Clarke, Director of Club Racing; Jeremy Thoennes, Technical Manager Club Racing; Howard Duncan, Director of Program Development, and Operations.

In addition to those items covered in Technical Bulletin 04-02, 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 Competition Board.

GCR

Item 1. In order to further improve the administration and training in the wide diversity of functions which fall under the umbrella of Race Control, the Competition Board supports the recommendation of the National Administrators and National Staff that the Race Control volunteer specialties be divided into two categories; Race Control and Race Administration; with a National Administrator for each category. Effective 1/1/05, make the following additions and changes.

The specialties will be grouped as follows:

Race Control

- Pit
- Paddock
- Grid
- Course Marshall

Race Administration

- Race Chairman
- Hospitality (Driver Services)
- Announcer
- Press Officer
- Radio Tech

Race Control licenses will continue to be issued in 4 grades; Regional, Divisional, National, Senior.

Race Administration licenses will be issued in 2 grades; National, Senior

This realignment requires the following changes to the GCR:

1. Change GCR section 5.16 to read as follows:

5.16 OFFICIALS LICENSING SPECIALTIES

1. Flagging & Communications
2. Race Control
3. ~~Radio Tech~~ Emergency Services
4. Registration
5. Scutineering
6. Sound Control
7. Starters
8. Stewards
9. Timing & Scoring
10. Race Administration

2. Add the following officials to the list of principle officials in GCR section 6.1:

Chief of Emergency Services

3. Change GCR section 6.2.2 A regarding minimum licenses grades for events as follows:

6.2.2 A National Championship Events - National License minimum for Chief Starter, Chief Timer & Scorer, Chief of Flagging and Communications, Chief Scutineer, Chief Registrar, Chief of Emergency Services, Chief Course Marshal, and Race Control Chiefs.

4. Add the following GCR sections to describe additional key officials:

6.27 PIT CHIEF

The Pit Chief ensures the pit area is adequately staffed to maintain the safety of the operation and traffic flow in the pits.

6.28 GRID CHIEF

The Grid Chief is responsible for staffing the grid with trained officials and ensures orderly and safe movement of traffic through the grid.

6.29 PADDOCK CHIEF

The Paddock Chief shall be responsible for establishing and parking the competitor area in the paddock and for maintaining safety and order in the pad-

dock during an event.

6.30 EMERGENCY SERVICES CHIEF

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

Item 2. The Competition Board would like to formally recognize the advice and recommendations provided by the various Advisory Committees on member requests for rule changes and alterations to car specifications by adding a paragraph to the GCR.

Effective 1/1/05 add a second paragraph to GCR Section 2.7.

The Competition Board may appoint specialized Advisory Committees to assist in the review of member requests for rules development, and changes to individual vehicle specifications. These committees are empowered to solicit and make recommendations to the Competition Board based on their research and knowledge of the items. The committee members serve at the discretion of the Competition Board and the Board of Directors.

Item 3. In order to keep current with the evolution of driver safety equipment, the Competition Board is recommending that effective 1/1/05, FIA certified 2-inch wide shoulder harnesses be allowed to be used in conjunction with the HANS device. This allowance does not allow the 2-inch wide shoulder harnesses to be used without the HANS device.

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

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

PRODUCTION

EP - FP

Item 1. Effective 1/1/05, the Competition Board is recommending that the Lotus Super Seven, Series IV and the Caterham 7 America be reclassified from EP to FP with an increase of weight.

TOURING

Item 1. In order to keep pace with the changing technological advances dealing with the way manufacturer's supply technical data support for their vehicles, the Competition Board is recommending that the Touring Category Specifications be changed to allow for an official SCCA Vehicle Technical Sheet (VTS) to be recognized as the equivalent to the previously required MVMA sheet. It is recommended that should a manufacturer not have available a factory manual prior to the December 31st deadline for classification that the official SCCA VTS sheet shall be considered sufficient documentation for classification up to the following December

31st. It shall still be the responsibility of the Competitor to carry with them a copy of the SCCA VTS form for rules compliance purposes until such time as the factory manuals or their equivalent are available.

Additionally, The Competition Board would like to further enhance the resources of the SCCA National Office Technical Staff by modifying the requirement for factory manuals to be present at the National Office to also include the technology of CDs, DVDs, and manufacturer's web-based databases. Should these items not be available at the time of classification, the official SCCA VTS form shall act in lieu of these items. Once the data is available, it shall supplant the VTS form as the document of record.

The Competition Board recommends that this item become effective on approval of the Board of Directors, change selected portions of TCS Sections 17.1.8.B, and 17.1.8.C. to read as follows, portions of the selected items not shown shall remain unchanged:

17.1.8. TOURING CATEGORY

B. Intent

Touring Category automobiles shall, at all times, be in compliance with applicable Federal and State emission standards, specifically, ARB and EPA certifications, as well as any additional emission specifications contained within their factory Shop/Service Manual(s). *Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide the electronic device capable of accessing the data for compliance verification.*

C. Specifications

The SCCA shall publish Touring Category Specifications (TCS), containing the basic officially recognized specifications for each car eligible to compete in the Category during the calendar year.

1. To supplement those Specifications, competitors in the Touring Category shall be required to have in their possession a factory Shop/Service manual or its equivalent (See TCS Section 17.1.8.B) for the specific make, model and year of the automobile entered. This manual or its equivalent will assist in determining the originality and configuration of the automobile, and shall be presented at Technical Inspection for every event and when otherwise so officially requested. *If the Factory Shop/Service Manual is not available, then the competitor shall have a copy of the official SCCA Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested.*

3. b. To be considered for Classification, a factory workshop manual and a Motor Vehicle Manufacturers Association (MVMA) "Manufacturers Motor Vehicle Specifications" form, or its equivalent, *the Official SCCA Vehicle Technical Sheet (VTS), shall be on file with the Club Racing Department. Should the factory workshop manual not be available by December 31st of the year of classification, the official SCCA VTS shall be considered sufficient for*

the purposes of classification and shall be supplanted by the factory workshop manual or its equivalent (See TCS Section 17.1.8.B) when it becomes available. Copies of the official SCCA VTS sheets may be acquired from the SCCA National Office Technical Department.

If the manufacturer certifies that there are no technical changes between model years of a previously classified car, the factory workshop manuals or equivalent and the Official SCCA VTS on file at the National Office shall be considered sufficient for classification and compliance purposes. The certification shall become a permanent record of the classification in the National Office Technical Department.

SHOWROOM STOCK

Item 1. In order to keep pace with the changing technological advances dealing with the way manufacturers supply technical data support for their vehicles, the Competition Board is recommending that the Showroom Stock Category Specifications be changed to allow for an official SCCA Vehicle Technical Sheet (VTS) to be recognized as the equivalent to the previously required MVMA sheet. It is recommended that should a manufacturer not have available a factory manual prior to the December 31st deadline for classification that the official SCCA VTS sheet shall be considered sufficient documentation for classification up to the following December 31st. It shall still be the responsibility of the Competitor to carry with them a copy of the SCCA VTS form for rules compliance purposes.

Additionally, The Competition Board would like to further enhance the resources of the SCCA National Office Technical Staff by modifying the requirement for factory manuals to be present at the National Office to also include the technology of CDs, DVDs, and manufacturer's web-based databases. Should these items not be available at the time of classification, the official SCCA VTS form shall act in lieu of these items. Once the data is available, it shall supplant the VTS form as the documents of record for compliance purposes.

Effective on approval of the Board of Directors, change selected portions of SSS Sections 17.1.3.A, and 17.1.3.B. to read as follows, portions of the selected items not shown shall remain unchanged:

17.1.3.A. Definition

The Showroom Stock Category shall be considered primarily as a form for the membership to race street stock automobiles. Eligibility of cars may be discontinued at any time, for any reason other than competitive stature. The proof of legality or illegality shall rest upon the protester and/or protestee.

NOTE: Showroom Stock category cars shall be in compliance with Federal Standards, specifically ARB and EPA certifications, and as specified for each automobile listed on its Showroom Stock Specification (SSS) line and as permitted by these rules. A Shop Manual or its equivalent ~~printed facsimile of the car's factory~~

~~microfiche shop manual~~ for the specific make, model, and year of automobile is required to be in the possession of each entrant. *Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide the electronic device capable of accessing the data for compliance verification. If Factory Shop/Service Manuals are not available, then the competitor shall have a copy of the official SCCA Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested. The manual is intended to aid Scrutineers in identifying parts and the configuration of the automobile. Overhaul procedures that in the slightest way would increase performance are not to be utilized; e.g., milled heads/blocks, porting, etc. Blueprinting and balancing are inconsistent with the philosophy of this class and are not permitted.*

B. Automobile Eligibility

The Competition Board may classify any particular model of a car, as determined by the VIN, or permit specific options listed on the spec line for that car. No unlisted models or options are eligible. If no specific model or options are listed, then the classified car shall be the base model with no options. No car older than the 1995 model year is eligible for competition. Beginning with the January 2005 race season, a car shall be eligible for ten (10) calendar years of competition, beginning on January 1st of its model year. Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments. Current model year cars will be eligible for classification consideration if they are available to the general public through the normal dealer network by March 1st of the model year.

To be considered for classification a factory workshop manual or its equivalent and a Motor Vehicle Manufacturers Association (MVMA) "Manufacturers Motor Vehicle Specifications" form or equivalent, *the Official SCCA Vehicle Technical Sheet (VTS), shall be on file with the Club Racing Department. Should the factory workshop manual not be available by December 31st of the year of classification, the official SCCA VTS shall be considered sufficient for the purposes of classification and shall be supplanted by the factory workshop manual or its equivalent (See TCS Section 17.1.8.B) when it becomes available. Copies of the official SCCA VTS sheets may be acquired from the SCCA National Office Technical Department.*

If the manufacturer certifies that there are no technical changes between model years of a previously classified car, the factory workshop manuals or equivalent and the Official SCCA VTS on file at the National Office shall be considered sufficient for classification and compliance purposes. The certification shall become a permanent record of the classification in the National Office Technical Department.

Only those cars listed each year are eligible to compete. No updating or backdating

of cars, models, specifications, and/or components thereof shall be permitted. Additions and deletions of automobiles shall be at the discretion of the SCCA. Automobiles sold by the Manufacturer/Distributor that are designated not for public use or cannot be licensed are not allowed in SS classes. The vehicle identification number (VIN) shall correspond with the model automobile classified. VIN plates or stampings shall remain in place. There must be a minimum of two (2) VIN plates or stampings that correspond with the model automobile classified. The tenth (10) position letter of the VIN determines the model year of the car ("T"-1996, "V"-1997, "W"-1998, "X"-1999, "Y"-2000, "1"-2001, "2"-2002. etc.).

IT

ITS - ITA

Item 1. Effective 1/1/05, the Competition Board is recommending that the ITS 94-95 Honda Civic EX Coupe be reclassified to ITA with a correct weight of 2305lbs.

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

None

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

GCR

Item 1. In discussions with the National Staff and the Executive Stewards it has been brought to our attention that in some specialty areas, such as emergency services, that very similar skills are required in the Club Racing and the SCCA Rally Programs. It is the recommendation of the Competition Board that credit for event participation be given to those specialties whenever appropriate for the sake of specialty license renewal.

FORMULA

FA

Item 1. Based on member input, the Competition Board is withdrawing its recommendation that the weight penalty assessed to Formula Atlantic cars utilizing sequential gearboxes be removed.

FC

Item 1. The Competition Board is soliciting input on future engine possibilities as the Pinto engine becomes harder and more expensive to service. Input already received has been distilled into four areas:

1. Leave it alone as a Pinto class
2. Add a restricted version of the Pro Series Zetec engine to bring it back to the current Pinto 2 litre engine, possibly with a weight penalty.
3. Solicit engine manufacturers for a replacement engine to be phased in.
4. Return FC to an open engine formula (similar to FA) as it was prior to 1984 with

the Pinto as the performance standard. This would have the advantage of accommodating some other combinations (motorcycle engine single seaters for example) in the National Program.

PRODUCTION

Item 1. The Competition Board has received considerable member input both written and verbally at the Production Tent Meeting at the 2003 Runoffs. Based on this input, the Competition Board has decided to leave the current rules for alternate control arms as is. However, we want to stress the requirement of retaining the stock location and characteristics of the control arm chassis pickup point.

Item 2. The Competition Board and the Advisory Committee were asked to review the definition of an engine valve lifter in regard to "type" of lifter as represented in the Production Category Specifications. It is the view of the Competition Board that a hydraulic lifter is a different "type" of lifter than a solid lifter and therefore is not interchangeable.

TOURING & SHOWROOM STOCK

Item 1. In order to recognize the changes in the way manufacturers provide technical assistance to their customers, the Competition Board would like to clarify that in our view a factory supplied microfiche, CD, or DVD is equivalent to a printed-paper factory manual. However, the burden of providing an electronic device for reading that form of manual for compliance purposes still rests with the competitor.

SPORTS RACER

Item 1. In reaction to the very varied member input we have received over the past year on how best to proceed with a restructuring of the "flat-bottom" rules for CSR and DSR, the Competition Board is putting out a recommendation from one member of our Sports Racing Advisory Committee. The Competition Board has some concerns over the vagueness of the language and that it does not address some of the issues for stronger control on the configuration on the car's bottom as expressed by some competitors. However, we do feel that it would be a good beginning point for development of a rule that will be acceptable for the CSR/DSR community. We would like to thank the Advisory Committee for bring this recommendation to the membership. Listed below is the suggested change. Please send us your comments so we may develop something for the 2005 racing season.

Proposal: modify SRCS 17.1.5.A.5.b. as follows. Strike-throughs indicate text to be removed. New (actually, relocated) text is in bold face.

~~It is the intent of these rules to minimize the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, for the full width of the body, the floor pan will be a minimum of 45% of the wheel base; the lower surface (the surface licked by the airstream) shall not exceed 2.54cm (1") deviation in any longitudinal section through the plane forming the bottom of~~

~~the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor plan beneath the motor, transaxle, transmission or final drive housing.) No aerodynamic devices (e.g., 'skirts', body sides, etc.) may extend more than 1 cm (0.394") below the plane forming the bottom of the tub or chassis floor anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule. Aerodynamic devices shall be securely mounted on the entirely sprung part of the car and not be movable when the car is in motion. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. All ducted air for heat exchangers (water / oil) shall pass through these heat exchangers~~

NEW CAR CLASSIFICATIONS

The Competition Board has instituted a new feature in our monthly minutes. It was pointed out to the Board that at times the classification of new cars either gets buried in the technical data contained in the monthly technical bulletin or is delayed in announcing the new classification since we have not been able to develop all of the specifications necessary for the Technical Bulletin. 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 (effective 1/1/04)

PRODUCTION

HP

1984-87 Renault Alliance and Encore with 1.7L engine.
1979-82 Nissan 210

T1

2003-04 Porsche GT3
2005 Lotus Elise
2004 Corvette Z06
2004 Maserati Coupe
2003-04 Dodge Viper SRT-10

T2

2004 Cadillac CTS V
2004 Audi S4
2004 Mazda RX8
2003-04 BMW Z4 3.0L
2004 Saturn Ion Redline
2003-04 Audi TT

SSB

2004 Mazda Miata
2004 Mazda 6 V6 3.0L
2003-04 Ford Mustang V6

SSC

2004 Mazda 3 with 2.3L

ITS

1999 Honda Civic Si
1998-99 BMW 323i

ITB

1994-97 Volkswagen Golf III

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

GCR

1. Require car system fire bottles to be weighted as part of the annual tech inspection and consider an expiration date for fire systems. (Turner) Tabled for discussion with fire system manufacturers.

2. Do not recognize some of the BMW Club Licenses, as we don't know how good their training is. (Tisdale) National Staff will continue to research the license/training background of other sanctioning bodies.

3. Allow SFI certifications for helmets in lieu of Snell Foundation certificates. (Kuhns) Tabled for research the similarities between the certification processes.

PRODUCTION

1. Classify a Limited Prep Volvo 142. (Broring) Tabled to gather more information.

2. Allow Porsche 911 2.4L and 2.7L engines in EP. (Alphin) Tabled for discussion as part of a new DP class.

EP

1. Increase venturis size for BMW 2002 and 320i. (Snow) Tabled for further review.

GT

1. Classify Lotus Elise in GT category. (Wightman) Tabled to clarify which Elise powerplant is being requested as part of the classification.

GT 2 - 5

1. Clarify the definition of the firewall and door edge rules. (Goppold) Tabled for further discussion with the Advisory Committee.

GT5

1. Allow the OEM Mazda Protégé 5 air dam to be used on GT5 Mazdas. (Sanders) Tabled for clarification on bumper protrusions shown in the submittal photos.

SHOWROOM STOCK

1. Set a price range limit for cars classified in SS classes. (Luckritz) Tabled for discussion with the Advisory Committee on the feasibility of the request and its implications.

AMERICAN SEDAN

1. Allow alternate alloy brake calipers. (Shook, Ours) Tabled for further investigation by the Advisory Committee.

2. Clarify the definition of a shock absorber and if remote reservoir shocks are allowed. (Various) Tabled for clarification from the Advisory Committee.

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

GCR

1. Revise DOT tire rules because of new Federal regulations. (Foss) We will continue to monitor the revisions to the Federal tire regulations as they transition.

2. Change safety car flags from a double yellow to a single yellow with vertical dark stripe flag. (Various) The Executive stewards determined that there is no need for this change and it would not be compatible with any other sanctioning body.

3. Allow me to finish my roll cage I started two years ago with ERW tubing. (Pullman) There was sufficient lead time informing all members of the recommended change and the Competition Board stands by our decision on the inconsistent quality of ERW steel.

4. Change the competition license renewal requirements to a points system where a license is good for 5 years and once you earn a National license it stays at that level unless you don't renew. (Jones) This would cause conflicts in some cases with the required medical review and verification of current membership.

5. Clarify when a race really starts, since nowhere in the GCR does it explain the commencement of the race. (Janoska) No action required current rules are appropriate as written.

6. Don't charge fees for officials to protest or appeal. (Coulter) The current rules are appropriate as written and the Court has the right to return well-founded protest fees.

PRODUCTION

1. Allow Limited Prep cars to use threaded body shocks. (Weisberg) The Limited Prep rules are based on IT class transitions and would not be consistent with its philosophy.

2. Classify the All-Trac AWD Toyota Celica in a Production Category. (Thompson) The car has too great of a competition potential.

3. Classify Volvo 122S in Production Category. (Hersohoron) There has been very little interest by our membership in racing this car.

EP

1. Allow an alternate crossflow cylinder head for the Elva Courier. (Chima) The car was never produced with that cylinder head.

2. Allow larger venturis for Mazda Miatas with hydraulic lifters. (Daniels) We will continue to monitor the performance level of all cars in EP.

3. Allow Toyota MR2 to use bigger venturis and use the fuel door to duct cold air into the engine compartment. (Kinlaw) Car is competitive as classified.

FP

1. Reduce weight and allow larger carburetors on the MGB. (Chima, Lamb) Doing both would be too great of a performance enhancement. See the Technical Bulletin for changes to the MGB specifications.

2. Allow Toyota MR2 to use a full factory aero package. (Lyle) It is our intention to not allow any new factory aero packages.

GP

1. Reduce weight on the Triumph Spitfire, and various other competition adjustments. (Lati, Axlerod, Tumer, Beaulieu, MacDonald, Crisenbery) We have made negative performance adjustments to other cars in the class and will continue to monitor the performance of all cars in the class.

2. Allow fuel injection to be used on 1471cc engine in Volkswagen Rabbit. (Coffin) This has been previously addressed and would establish a precedence that is counter to the class philosophy.

3. Increase the Alfa Romeo Spider 1300 venturi size. (Wood) Performance potential.

4. Allow alternate connecting rods for the MGB. (Prather) The request does not fit within the limited prep class philosophy.

HP

1. Allow an alternate transmission, aluminum rocker arms, and alternate front uprights and aluminum hubs for the Limited Prep Triumph Spitfire in HP. (Feller) None of these items are not consistent with the Limited Prep philosophy.

GT

GT2

1. Allow World Challenge cars to run in GT2 with their current rules. (Pavageau) The Competition Board shares an equal desire to see SCCA Pro Racing cars competing in Club Racing but the preparation levels and tire choices of the World Challenge are too dissimilar from the GT2 preparation rules.

2. Allow GM 4.5L 90 degree V6 engines in GT2. (Ondrack) Engine displacement is excessive for the class.

GT5

1. Select a spec engine for use in GT5. (Tarzwell) We will consider it in the future as part of the SCCA Strategic Plan for Club Racing.

2. Decrease weight on the GT5 Nissan Sentra and 200SX. (Burke) Cars are competitive as specified.

3. Add 100lbs and decrease the venturi size on the GT5 Honda Civic. (Burke) Weight is correct as specified, see this issue Fastrack for details on the adjusted venturi size.

4. Add 100lbs to the GT5 Mini. (Burke) Cars weight is appropriate as specified.

TOURING

T1 - T2

1. Reclassify the 2001-03 BMW M3 to T2. (Boden) The team running one still wishes to develop the car as a T1 car.

T2

1. Allow factory optional/supplied adjustable camber suspension components. (Christiansen) Not all cars would benefit equally and this allowance could upset the current balance of the class.

2. Reduce weight and allow wider front wheels on the 1999 BMW M Coupe. (Lyle) The car is beyond the 5-year age limitation

for positive competition adjustments.

3. Allow Porsche Boxster S to use adjustable front camber plates. (Garriga) Car is competitive as specified.

SHOWROOM STOCK

1. Classify 2004 Mazda 6 with 4 cyl. engine in SSC. (Demitroff) Car would be too fast for SSC and the manufacturer would prefer to have the Mazda 3 classified in SSC.

SSB - SSC

1. Reclassify Toyota MR2 Spyder from SSB to SSC. (Ewing) Car would be too fast for SSC.

2. Reclassify Chevrolet Camaro V6 from SSB to SSC. (Pavageau) Car would be too fast for SSC.

SSC

1. Add 350lbs to the 1998-99 Honda Civic Si. (DuLude) That much weight is too excessive. However, the advisory committee is evaluating the performance of the SSC cars.

IT

ITA

1. Correct weight on the 1991 Ford Escort GT. (Pauling) Weight is correct as specified.

ITC

1. Allow 1968-73 Nissan PL510 to use an alternate camshaft. (Christiansen, Cox) This would establish a bad precedence for replacement engine parts.

AMERICAN SEDAN

1. Allow 17-inch diameter wheels and 13-inch brake rotors. (Shook) Current supply of parts is adequate and appropriate for the class.

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

2003 RUNOFFS

1. Separate FC from FM for one qualifying session at the Runoffs. (Weitzenhof/Kniffin) This was done at the Runoffs and we will monitor the entries to consider again for next year.

GCR

1. Reconsider the use of a white flag when an emergency vehicle is off the racing surface. (Ozmet) This issue has been discussed numerous times by the Executive Stewards and the Competition Board agrees that the most proper flag to be shown is the yellow flag since it is a command flag and the white flag is only an advisory flag.

2. Require drivers to use head restraints on cars capable of over 150mph. (Wright) The Competition Board highly recommends the use of head restraints by all drivers but recognizes that not all tracks have the same speed potential and the final decision is with the driver.

3. Please clarify the 6-inch ground clearance requirement for fuel cell locations. (Morrison) No rule change required,

mounting material does not count in the measurement only the cell enclosure material and/or lower body panel height.

PRODUCTION

1. Rescind the carb spacer rule for alternate carburetors since my car requires the alternate carburetor to be rotated 90 degrees from stock configuration. (Malley, Snow) Previously addressed in last month's Technical Bulletin.

EP

1. Allow dry sump system use on Porsche 944 and classify the Porsche 924S in EP Production category. (Madsen) Requests were withdrawn by competitor.

2. Allow transmission tunnel to be modified on the MGB. (Loomis) No rule change required, current rules are adequate as written.

GP - HP

1. Reclassify HP Honda Civic with less weight and larger venturis to GP. (Malley, Barrack) This item was placed out for member input in the Competition Board's last month's minutes as a recommended item for 2005.

GT

GT1- GT2

1. Reclassify the Panoz GTS to GT2 (Various) Previously addressed in last month's minutes.

GT1

1. Clarify the Trans Am spec wing rule. (Cioppettini) Recommended rule change was given to the Board of Directors last month.

2. Supports weight penalty for 13-inch wheels and Trans Am wing and SB2 heads. (Sloma) All issues have been previously addressed, thank you for your input.

GT2

1. Adopt the GT Summit proposal for redoing the GT2 class. (Dean) The proposal for the future of GT2 was in last month's *FasTrack*.

TOURING

1. Create a new T3 classes for newer cars. (Swan) Thank you for your input we will consider it in the development of the SCCA Club Racing Strategic Plan.

T2

1. Classify the 2003-04 Dodge SRT4 in Touring Category. (Fernandez) Previously addressed in last month's *FASTRACK*.

SHOWROOM STOCK

1. Leave Ford Focus SVT in SSB and don't classify Mini Cooper S in SSC. (DuLude) Mini Cooper S classified in SSB last month and Ford Focus SVT is correctly classified in SSB.

SSB

1. Correct the weight on the SSB Ford Focus SVT. (Lira) Previously addressed in last Technical Bulletin.

2. The 2003 BMW Z4 is too fast for SSB.

(Various) The car had weight and a restriction added in Technical Bulletin 04-01.

IT

1. Allow use of Lotus type A-link rear locating bar on IT cars. (Matre) Current rules allow for the use of traction bars.

2. Allow cars with 13-inch diameter rims to use 14 or 15-inch wheel diameters in IT classes. (Briggs) There still is an adequate supply of wheels and tires; and the Competition Board will continue to monitor their availability.

ITS - ITA

1. Reclassify the Dodge Neon from ITS to ITA. (Rhea) Without the ability to adjust weights for competition purposes in IT classes, the Competition Board still feels that the Neon would be too fast for ITA.

SPEC MIATA

1. The Competition Board received a large amount of letters requesting changes be made to various items in the Spec Miata rules to reflect localized sets of rules. The Competition Board has just established the rules and wishes to evaluate the outcome of the current set of rules during the 2004 racing season before making any changes.

AMERICAN SEDAN

1. Allow any cylinder head with the same specifications in American Sedan. (Shook) The Competition Board has recently made some engine component rule changes and would like to evaluate their outcome before any other changes are proposed.

2. Drop the requirement for DOT tires to be used in American Sedan. (Shook) The new Federal regulations for street tires are in transition and the Competition Board would like to see the final version before making any tire rule changes.

3. Mandate an engine rev limiter for American Sedan. (Ours) The Competition Board has recently made some engine component rule changes and would like to evaluate their outcome before any other changes are proposed.

4. Allow power steering coolers on 4th generation Chevrolet Camaros. (Post) Current rules already allow the use of coolers.

5. Allow any connecting rod, crankshaft, and block provided they are similar. (Brown) The Competition Board has recently made some engine component rule changes and would like to evaluate their outcome before any other changes are proposed.

TECH BULLETIN

DATE: November 21-23 & December 8, 2003
NUMBER: TB 04-02

FROM: Competition 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.

Production

EP

1. Alfa Romeo GTV-6, p. 39, change specs to read: Weight(lbs): 2450.

2. MGB & MGB-GT, p. 52-53, change specs to read: Wheels: 13 x 7, 14 x 7, 15 x 7, Weight(lbs): 1800.

FP

1. MGB & MGB-GT, p. 74, change specs to read: Carb. No. & Type: (2) 1.75" SU or Stromberg.

2. Toyota MR-2 1.6L (85-89), p.77, add to specs: Notes: Trunk mounted fuel cell with no larger capacity than stock is permitted.

GP

1. Nissan/Datsun PL510, p. 86, change specs to read: Weight(lbs): 2090.

2. MGA 1500/1600/1622 Roadster, p. 85, change specs to read: Weight(lbs): 2056.

HP

1. Classify Nissan/Datsun 210 (79-82) as limited prep.

Add new spec line to PCS p. 100-101. Nissan/Datsun 210 (79-82), Engine Type: 4 Cyl OHV, 4 Cyl SOHC, Bore(mm) x Stroke(mm): 76.0 x 77.0, 76.0 x 82.0, Disp.(cc): 1397, 1488, Block: Iron, Head/PN: Alum, Valves IN & EX(mm): 37.2(I), 30.0(E), 35.0(I), 30.0(E), Carb. No. & Type: (1)40 DCNF, DCN, IDF w/28mm choke(s), Wheelbase(in.): 92.1, Track (F&R)(in.): 56.0/54.7, Wheels: 13 x 6, Trans. Speeds: 4 or 5, Brakes Std.: Factory spec @ all 4 wheels, Weight(lbs): 1950, Notes: Comp ratio limited to 10.5, Valve lift limited to .450", Restricted Suspension. Cylinder head prep per IT specs except that head may be milled to achieve max. comp. ratio. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valves, keepers, valve springs, and tappets/shims to be ferrous-no titanium alloys. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers/followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft req'd with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Transmission must use original case and bell housing in the original locations, but internal components are free. Competitor must be in possession of factory workshop manual at all competitions. Alternate differential assembly: H165

2. Classify Renault Alliance / Encore (84-87) 1.7 as limited prep.

Add new spec line to PCS p. 100-101. Renault Alliance / Encore (84-87) 1.7, Engine Type: 4 Cyl SOHC, Bore(mm) x Stroke(mm): 81.0 x 83.5, Disp.(cc): 1721, Block: Iron, Head/PN: Alum, Valves IN & EX(mm): 38.1(I), 32.5(E), Carb. No. & Type: Original-type fuel injection w/stock unmodified F.I. throttle body, Wheelbase(in.): 97.8, Track (F&R)(in.): 55.2/52.8, Wheels: 13 x 5, Trans. Speeds: 5, Brakes Std.: Factory spec @ all 4 wheels, Weight(lbs): 2090, Notes: Comp ratio limit-

ed to 10.5, Valve lift limited to .450", Restricted Suspension. Cylinder head prep per IT specs except that head may be milled to achieve max. comp. ratio. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valves, keepers, valve springs, and tappets/shims to be ferrous-no titanium alloys. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers/followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft req'd with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Transmission must use original case and bell housing in the original locations, but internal components are free. Competitor must be in possession of factory workshop manual at all competitions.

3. Honda Civic, p. 99, change specs to read: Weight(lbs): 1980.

4. Volkswagen Rabbit 1588 (includes Cabriolet/convertible), p. 105, change specs to read: Weight(lbs): sedan/coupe: 1800, Cabrio: 1900.

5. Volkswagen Scirocco 1588, p. 105, change specs to read: Weight(lbs): 1850.

GT

GT2

1. Porsche 914-6, p. 69, add to specs: Notes: Add alternate engines: 3.2 liter @ 2280lbs and 3.4 liter engine @ 2380 lbs.

2. The Competition Board approved the RX-8 for competition in GT-2 during their October 28th, 2003 meeting. This addition is reflected in the 2004 GCR.

GT3

1. The Competition Board approved the RX-8 for competition in GT-3 during their October 28th, 2003 meeting. This addition is reflected in the 2004 GCR.

GT4

1. In their October 7th, 2003 meeting, the Competition Board recommended that key changes be made to the GT4 and GT5 classes to evaluate combining the two classes into a single well-subscribed class in 2005. Part of this evaluation process incorporates a weight addition of 5% to all GT4 cars. These weight changes did not appear in a tech bulletin, but rather are reflected in the 2004 GCR.

GT5

1. In their October 7th, 2003 meeting, the Competition Board recommended that key changes be made to the GT4 and GT5 classes to evaluate combining the two classes into a single well-subscribed class in 2005. Part of this evaluation process incorporates a weight reduction of 2.5% for all GT5 cars. These weight changes did not appear in a tech bulletin, but rather are reflected in the 2004 GCR.

2. Honda Civic (84-87), p. 94, change specs to read: Carburetion: Two (2) auto-type w/30mm venturis.

3. Honda Civic 1.3 (80-83), p. 94, change specs to read: Carburetion: Two (2) auto-type w/30mm venturis.

4. Honda Civic HB (88-91), p. 94, change specs to read: Carburetion: Two (2) auto-type w/30mm venturis.

5. Honda CRX (88-91), p. 94, change specs to read: Carburetion: Two (2) auto-type w/30mm venturis.

6. Honda CRX (84-87), p. 94, change specs to read: Carburetion: Two (2) auto-type w/30mm venturis.

Touring

The following classifications are effective 1/1/04.

T1

1. Classify 03-04 Porsche 911 GT3
Add new spec line to TCS p.24. Porsche 911 GT3, 03-04.

Bore(mm) x Stroke(mm) / Displ.(cc): 100.1 x 76.5 / 3600,

Comp Ratio: 11.7, Wheelbase(mm): 2355, Track F & R(mm): 1486(F) 1496(R), Wheel size(in.): 18 x 8.5(F) 18 x 11.0(R), Tire size: 235/40 (F) 295/30(R), Gear ratios: 3.82, 2.15, 1.56, 1.21, 1.00, 0.85, Final Drive: 3.44, Brakes(mm): 350 vented disc(F) 330 vented disc(R), Weight(lbs.): 3165.

2. Classify 2005 Lotus Elise
Add new spec line to TCS p.23. Lotus Elise, 2005.

Bore(mm) x Stroke(mm) / Displ.(cc): 82.0 x 85.0 / 1796,

Valves IN & EX(mm): 34.0(I) 29.0(E), Comp Ratio: 11.5, Wheelbase(mm): 2301, Track F & R(mm): 1457(F) 1503(R), Wheel size(in.): 16 x 5.5(F) 17 x 7.5(R), or 16 x 6.5(F) 17 x 7.5(R) Tire size: 175/55(F) 225/45(R), or 195/50(F) 225/45(R), Gear ratios: 3.116, 2.050, 1.481, 1.166, 0.961, 0.815, Final Drive: 4.529, Brakes(mm): 288 vented disc(F) 288 vented disc(R), Weight (lbs.): 2095, Notes: Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. Elise Sports Suspension allowed: front spring part # 122C0008H, front damper #122C0007H, front assembly #123C0001F, rear spring #122D0006H, rear damper 122D0008H, rear assembly #123D0002H, front sway bar #111C0111F.

3. Classify 2004 Maserati Coupe GT and Cambiocorsa

Add new spec line to TCS p.23. Maserati Coupe GT and Cambiocorsa, 2004. Bore(mm) x Stroke(mm) / Displ.(cc): 92.0 x 79.3 / 4244, Valves IN & EX(mm): 39.41(I) 33.72(E), Comp Ratio: 11.3, Wheelbase(mm): 2660, Track F & R(mm): 1525(F) 1538(R), Wheel size(in.): 18 x 8.0(F) 18 x 9.5(R), Tire size: 235/40(F) 265/35(R), Gear ratios: 3.286, 2.158, 1.609, 1.269, 1.034, 0.848, Final Drive: 3.73, Brakes(mm): 333 vented disc(F) 310 vented disc(R), Weight (lbs.): Coupe 3835, Cambiocorsa 3900, Notes: Factory paddle shifter is permitted.

4. Chevrolet Corvette C-5 Incl. Fxd Cpe (97-03), Z06 (hardtop) (01-03), p.22. add the 04 model year, correct the gear ratio specs for the Z06 as follows: (Z06) 2.97, 2.07, 1.43, 1.00, 0.84, 0.56.

5. Classify 03-04 Subaru Impreza WRX STI

Add new spec line to TCS p.24. Subaru Impreza WRX STI, 03-04. Bore(mm) x Stroke(mm) / Displ.(cc): 99.5 x 79.0 / 2457, Valves IN & EX(mm): 36.0(I) 32.0(E), Comp Ratio: 8.2, Wheelbase(mm): 2540, Track F & R(mm): 1490(F) 1485(R), Wheel size(in.): 17 x 7.5(F) 17 x 7.5(R), Tire size: 225/45(F) 225/45(R), Gear ratios: 3.636, 2.375, 1.761, 1.346, 0.971, 0.756, Final Drive: 3.90, Brakes(mm): 323 vented disc(F) 202 vented disc(R), Weight (lbs.): 3380.

6. Classify 03-04 Mitsubishi Lancer Evolution

Add new spec line to TCS p.23. Mitsubishi Lancer Evolution, 03-04. Bore(mm) x Stroke(mm) / Displ.(cc): 85.0 x 88.0 / 1997, Valves IN & EX(mm): 34.1(I) 30.6(E), Comp Ratio: 8.8, Wheelbase(mm): 2624, Track F & R(mm): 1514(F) 1514(R), Wheel size(in.): 17 x 8(F) 17 x 8(R), Tire size: 235/45(F) 235/45(R), Gear ratios: 2.93, 1.95, 1.41, 1.03, 0.72, Final Drive: 4.53, Brakes(mm): 276 vented disc(F) 284 vented disc(R), Weight (lbs.): 3380.

7. Classify 03-04 Dodge Viper SRT-10

Add new spec line to TCS p.22. Dodge Viper SRT-10, 03-04. Bore(mm) x Stroke(mm) / Displ.(cc): 102.4 x 100.6 / 8300, Valves IN & EX(mm): 50.8(I) 40.1(E), Comp Ratio: 10.0, Wheelbase(mm): 2510.2, Track F & R(mm): 1564(F) 1538.2(R), Wheel size(in.): 18 x 10(F) 19 x 13(R), Tire size: 275/35(F) 345/30(R), Gear ratios: 2.66, 1.78, 1.30, 1.00, 0.74, 0.50 Final Drive: 3.07, Brakes(mm): 355 vented disc(F) 355 vented disc(R), Weight (lbs.): 3600. Notes: Detachable Autoform hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one 55.0mm hole.

T2

1. Classify 2004 Cadillac CTS-v

Add new spec line to TCS p.26. Cadillac CTS-v, 2004. Bore(mm) x Stroke(mm) / Displ.(cc): 99.1 x 92.01 / 5665, Valves IN & EX(mm): 50.8(I) 39.4(E), Comp Ratio: 10.6, Wheelbase(mm): 2880, Track F & R(mm): 1551.8(F) 1558.9(R), Wheel size(in.): 18 x 8.5(F) 18 x 8.5(R), Tire size: 245/45(F) 245/45(R), Gear ratios: 2.97, 2.07, 1.43, 1.0, 0.84, 0.56, Final Drive: 3.73, Brakes(mm): 355 vented disc(F) 365 vented disc(R), Weight (lbs.): 3940.

2. Classify 2004 Audi S4

Add new spec line to TCS p.25. Audi S4, 2004. Bore(mm) x Stroke(mm) / Displ.(cc): 84.58 x 92.71 / 4162, Comp Ratio: 11.0, Wheelbase(mm): 2649, Track F & R(mm): 1529(F) 1527(R), Wheel size(in.): 18 x 8(F) 18 x 8(R), Tire size: 235/40(F) 235/40(R), Gear ratios: 3.67, 2.05, 1.46, 1.33, 0.92, 0.78, Final Drive: 3.89, Brakes(mm): 340 vented disc(F) 300 vented disc(R), Weight (lbs.): 3920.

3. Classify 2004 Mazda RX-8

Add new spec line to TCS p.27. Mazda RX-8, 2004. Bore(mm) x Stroke(mm) / Displ.(cc): 2600, Valves IN & EX(mm): I (E), Comp Ratio: 10.0, Wheelbase(mm): 2703, Track F & R(mm): 1496(F) 1506(R), Wheel size(in.): 18 x 8(F) 18 x 8(R), Tire

size: 225/45(F) 225/45(R), Gear ratios: 3.760, 2.269, 1.645, 1.187, 1.0, 0.843, Final Drive: 3.564, Brakes(mm): 323 vented disc(F) 303 vented disc(R), Weight (lbs.): 2980.

4. Classify 03-04 BMW Z4 3.0L

Add new spec line to TCS p.26. BMW Z4 3.0L, 03-04. Bore(mm) x Stroke(mm) / Displ.(cc): 84.07 x 89.66 / 2986, Comp Ratio: 10.2, Wheelbase(mm): 2494, Track F & R(mm): 1473(F) 1524(R), Wheel size(in.): 17 x 8(F) 17 x 8(R), Tire size: 225/45(F) 225/45(R), Gear ratios: 4.35, 2.50, 1.66, 1.24, 1.00, 0.85, Final Drive: 3.07, Brakes(mm): 300 vented disc(F) 294 vented disc(R), Weight (lbs.): 3120. Notes: Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.

5. Classify 02-04 Subaru Impreza WRX

Add new spec line to TCS p.29. Subaru Impreza WRX, 02-04. Bore(mm) x Stroke(mm) / Displ.(cc): 92.0 x 75.0 / 1994, Valves IN & EX(mm): 36.0(I) 32.0(E), Comp Ratio: 8.0, Wheelbase(mm): 2525, Track F & R(mm): 1485(F) 1480(R), Wheel size(in.): 16 x 6.5(F) 16 x 6.5(R), Tire size: 205/55(F) 205/55(R), Gear ratios: 3.454, 1.947, 1.366, 0.972, 0.738, Final Drive: 3.90, Brakes(mm): 290.4 vented disc(F) 262 solid disc(R), Weight (lbs.): 3200.

6. Classify 03-04 Audi TT Coupe

Add new spec line to TCS p.25. Audi TT Coupe, 03-04. Bore(mm) x Stroke(mm) / Displ.(cc): 81 x 86.4 / 1781, Valves IN & EX(mm): 27.0(I) 30.0(E), Comp Ratio: 9.0, Wheelbase(mm): 2428, Track F & R(mm): 1524(F) 1506(R), Wheel size(in.): 17 x 7.5(F) 17 x 7.5(R), Tire size: 225/45(F) 225/45(R), Gear ratios: 3.417, 2.105, 1.481, 1.152, 1.167, 0.97, Final Drive: 4.2, Brakes(mm): 312 vented disc(F) 239 solid disc(R), Weight (lbs.): 3390, Notes: Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.

7. Classify 03-04 Dodge SRT-4

Add new spec line to TCS p.26. Dodge SRT-4, 03-04. Bore(mm) x Stroke(mm) / Displ.(cc): 88.0 x 101.1 / 2458, Valves IN & EX(mm): 34.8(I) 28.5(E), Comp Ratio: 8.8, Wheelbase(mm): 2667, Track F & R(mm): 1463(F) 1466(R), Wheel size(in.): 17 x 6(F) 17 x 6(R), alt.: 17 x 7.5(F) 17 x 7.5(R), Tire size: 205/50(F) 205/50(R), Gear ratios: 3.647, 2.045, 1.367, 0.974, 0.756, Final Drive: 3.53, Brakes(mm): 280 vented disc(F) 220 solid disc(R), Weight (lbs.): 2680.

8. BMW M Coupe (98-99) p.25, add to the specs as follows: Notes: BMW Oil Cooler allowed.

9. Classify 2004 Saturn Ion Redline

Add new spec line to TCS p.29. Saturn Ion Redline, 2004. Bore(mm) x Stroke(mm) / Displ.(cc): 86.01 x 86.1 / 1998, Valves IN & EX(mm): 35.1(I) 29.8(E), Comp Ratio: 10.2, Wheelbase(mm): 2629, Track F & R(mm): 1490(F) 1476(R), Wheel size(in.): 17 x 7(F) 17 x 7(R), Tire size: 215/45(F) 215/45(R), Gear ratios: 3.38, 1.76, 1.18, 0.89, 0.71, Final Drive: 4.05, Brakes(mm): 296 vented disc(F) 270 solid disc(R), Weight (lbs.): 2890.

Showroom Stock

The following classifications are effective 1/1/04.

SSB

1. Classify 03-04 Mazda6 s
Add new spec line to SSS p.44. Mazda6 s, 03-04. Bore(mm) x Stroke(mm) / Displ.(cc): 89.0 x 79.5 / 2967, Comp Ratio: 10.0, Wheelbase(mm): 2675, Track F & R(mm): 1530(F) 1520(R), Wheel size(in.): 16 x 7(F) 16 x 7(R), or 17 x 7(F) 17 x 7(R), Tire size: 205/60(F) 205/60(R), or 215/50(F) 215/50(R), Gear ratios: 3.801, 2.131, 1.364, 0.935, 0.685, Final Drive: 3.712, Brakes(mm): 282 vented disc(F) 280 solid disc(R), Weight (lbs.): 3360.

2. Classify 02-04 Mini Cooper S
Add new spec line to SSS p.44. Mini Cooper S, 02-04. Bore(mm) x Stroke(mm) / Displ.(cc): 77.0 x 85.8 / 1598, Comp Ratio: 8.3, Wheelbase(mm): 2466, Track F & R(mm): 1453(F) 1461(R), Wheel size(in.): 16 x 6.5(F) 16 x 6.5(R), Tire size: 195/55(F) 195/55(R), Gear ratios: 4.17, 2.62, 1.97, 1.61, 1.33, 1.09, Final Drive: 2.74, Brakes(mm): 277 vented disc(F) 259 solid disc(R), Weight (lbs.): 2800.

3. Toyota Celica GTS (00-03) p. 45, change the specs to read: Weight(lbs): 2680.

4. Ford Mustang V-6 (2002) p. 42, add the 03-04 model years.

5. Mazda MX-5 / Miata (01-03) p. 44, add the 04 model year.

SSC

1. Classify 2004 Mazda3 s
Add new spec line to SSS p.51. Mazda3 s, 2004. Bore(mm) x Stroke(mm) / Displ.(cc): 87.5 x 94.0 / 2260, Comp Ratio: 9.7, Wheelbase(mm): 2639, Track F & R(mm): 1529(F) 1514(R), Wheel size(in.): 17 x 6.5(F) 17 x 6.5(R), Tire size: 205/50(F) 205/50(R), Gear ratios: 3.307, 1.842, 1.310, 0.970, 0.755, Final Drive: 4.105, Brakes(mm): 300 vented disc(F) 280 solid disc(R), Weight (lbs.): 2850.

2. Ford Focus ZX-3 (00-03), p. 49. add to the specs as follows: Wheel Size(in.): 16 x 6 (F & R).

IT

ITS

1. Classify Honda Civic Si (1999).
Add new spec line to ITCS p. 28. Honda Civic Si, (1999), Engine Type: 4 Cyl DOHC, Bore(mm) x Stroke(mm)/Disp.(cc): 81.0 x 77.4/1595, Valves IN & EX(mm): 33.0(I), 28.0(E), Comp Ratio: 10.2, Wheelbase(in.): 103.2, Wheel Dia(in.): 15, Gear Ratios: 3.23, 2.105, 1.458, 1.107, .875, Brakes Std.(mm): (F) 262 Vented Disc, (R) 239 Solid Disc, Weight(lbs.): 2360.

2. Honda Civic SI VTEC (94-96), p. 28, correct model years to read: (94-95) and correct specs to read: Wheelbase(in.): 101.3, Wheel Dia(in.): 14.

3. Volkswagen Golf GTI VR-6 (1995), p. 32, correct specs to read: Weight(lbs): 2680.

4. Volkswagen Jetta VR-6 (94-96), p. 32, correct specs to read: Weight(lbs): 2680.

5. Honda Prelude SH & non-SH (97-98), p. 28, split the spec line on p. 28, so it reads:

Honda Prelude SH (97-98), Engine Type: 4 Cyl SOHC, Bore(mm) x Stroke(mm)/Disp.(cc): 87.0 x 90.0/2157, Valves IN & EX(mm): 35.0(I), 30.0(E),

Comp Ratio: 10, Wheelbase(in.): 101.8, Wheel Dia(in.): 16, Gear Ratios: 3.31, 1.95, 1.31, 1.07, 0.87, & 3.29, 1.96, 1.34, 1.03, 0.81, Brakes Std.(mm): (F) 280 x 24 Vented Disc, (R) 258 x 9 Solid Disc, Weight(lbs.): 2905.

Honda Prelude non-SH (97-98), Engine Type: 4 Cyl SOHC, Bore(mm) x Stroke(mm)/Disp.(cc): 87.0 x 90.0/2157, Valves IN & EX(mm): 35.0(I), 30.0(E), Comp Ratio: 10, Wheelbase(in.): 101.8, Wheel Dia(in.): 16, Gear Ratios: 3.31, 1.95, 1.31, 1.07, 0.87, & 3.29, 1.96, 1.34, 1.03, 0.81, Brakes Std.(mm): (F) 280 x 24 Vented Disc, (R) 258 x 9 Solid Disc, Weight(lbs.): 2825.

6. Classify BMW 323i (E46) (98-99).
Add new spec line to ITCS p. 26. BMW 323i (E46) (98-99), Engine Type: 6 Cyl DOHC, Bore(mm) x Stroke(mm)/Disp.(cc): 84.1 x 75.0/2494, Valves IN & EX(mm): 33.0(I), 30.5(E), Comp Ratio: 10.5, Wheelbase(in.): 107.3, Wheel Dia(in.): 15/16, Gear Ratios: 4.23, 2.52, 1.66, 1.22, 1.00, Brakes Std.(mm): (F) 286 Vented Disc, (R) 276 Vented Disc, Weight(lbs.): 3000.

ITA

1. Chevrolet Cavalier Z-24 (86-87), p. 33, add to specs: Notes: Alternate rear bearing, flange and disc brakes from (General Motors) Saturn are allowed. 16" wheel not allowed.

ITB

1. Opel 1900 Sedan (71-75), p. 46, correct spec to read: Comp Ratio: 7.6

2. Opel Manta 1.9 (71-75), p. 46, correct spec to read: Comp Ratio: 7.6

3. Volkswagen Golf III (93), p. 49, add the model years 94-97.

Spec Miata

1. Section 17.1.9.C.1.d.1.b., p. 6, clarify by replacing with the following: The system shall exit behind the rear subframe, but where it is present (from the header to it's end) it must follow the Stock OEM path and be in the stock location.

JUDGEMENT OF THE COURT OF APPEALS

Rickey Thompson vs. SOM
COA Ref. No. 03-34-SE
December 14, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On October 5, 2003, at the conclusion of the group 2 race of the SE Division Regional named the SARRC Invitational Challenge (SIC), a protest was filed by Rickey Thompson, driver of IT7 # 99, against Steve Hampton, driver of IT 7 # 6., alleging violation of GCR 9.1.1.A. (racing room) and 4.4.1.1. (behavior of crew). Following this same race, Steve Hampton filed a protest against Rickey Thompson alleging violation of GCR 9.1.1.A, B, C. (Driver Conduct) that pertained to the same on-track incident. The Stewards of the Meet (SOM) Bob Kirkland, Robert Mayes, Sara Snider, Mike Presley and Michael Phillips, Chairman, conducted a hearing, investigated available evidence, heard witnesses and imposed a penalty of reprimand on both drivers, assessing each

driver one penalty point. Mr. Thompson is appealing the decision of the SOM.

FINDINGS

Approximately half way into the Group 2 race, the car of Rickey Thompson, IT7 #99, was leading the car of Steve Hampton, IT7# 6. Car # 99 had gone four wheels off driver's right exiting turn 5 and was trying to regain control as he reentered the track slightly ahead of the second place car, #6. Turn #5 is a left hand turn quickly followed by turn #6 which is a right hand turn.

A video, supplied by the appellant and not seen by the SOM, shows that car #99 was not in full control as he reentered the track setting up for turn 6. Car #99 entered turn 6 a little wide and car #6 went inside of #99 taking a tighter line into turn 6. As the two cars closed on turn #6, contact occurred between the left front of car #6 and the right rear of car #99. This contact caused car #99 to spin to driver's left, and car #6 continued. The video showed brake lights on car #6 prior to contact.

Many witnesses were heard by the SOM who could have assessed blame to either driver. The video and the new witnesses statements were reviewed by the Court of Appeals. The Court observed the lack of car control on the part of both car #6 and car # 99. While the Court noted some descriptive differences in this new information, that new evidence was not sufficient to overturn the decision of the SOM.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Thompson's appeal is not well founded and his appeal fee will be retained by the SCCA.

JUDGEMENT OF THE COURT OF APPEALS

Peter Frost vs. SOM
COA No. 03-35-SE
December 14, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

After the group 6 race on October 5, 2003 at the SARRC Southeast Division Invitational Challenge (SIC) held at Roebing Road, Ben Johnson, driver of DSR # 47, protested Peter Frost, driver of DSR # 0 for violation of GCR 9.1.2. Passing (The overtaken driver shall not block). The Stewards of the Meet (SOM) Robert Allen, George Kotelas, Buck Muse, Norm Esau, and Don Sommers, Chairman, held a hearing, heard witnesses and imposed a penalty of loss of one finishing position, 3 race probation and assessed 3 penalty points. Mr. Frost is appealing the decision of the SOM.

FINDINGS

As the two cars came past Start / Finish to start the last lap, Mr. Frost, driver of DSR # 0, was leading Mr. Johnson, driver of DSR # 47. Mr. Frost was reported to be approximately in the center of the track with Mr. Johnson following slightly behind. Mr. Frost claimed that he moved to his right to protect his position going towards turn one and that, as he then approached

the turn, he moved back to his left to set up for the turn 1, which goes to the right.

Mr. Johnson claimed that as he was coming up on Mr. Frost, Mr. Frost abruptly moved, thus blocking Mr. Johnson's attempted pass as they were going into turn one. Mr. Johnson also reported that Mr. Frost blocked him in turns 4 and 5, but no other witnesses verified these allegations.

Mr. Frost supplied new witnesses statements from credible members viewing the events in question from the pit lane. Both witnesses claimed that at no time was Mr. Johnson close enough to challenge Mr. Frost's lead as they passed the pit area. The Court believes that while these new witnesses may have seen some distance separating the cars in question going past the pits, their view of the cars going into turn one was very limited by distance.

The report called in from the worker station at turn one stated that there was debris on the track from possible metal-to-metal contact between cars #47 and #0. This confirms to the Court that the two cars were indeed in very close proximity.

The driver of FM #37 who was following the DSRs of Mr. Frost and Mr. Johnson, testified that Mr. Johnson had moved to his left to initiate a pass of Mr. Frost and that Mr. Frost moved with him. As Mr. Johnson then moved to the right, Mr. Frost "moved abruptly to the right preventing the pass".

Additional information from the Chairman of the SOM indicates that Mr. Frost testified to the SOM that he moved back and forth to keep his competition behind his car.

While the Court appreciates that a driver may position his car to protect his position, a second move does constitute the infraction of blocking.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Frost's appeal is not well founded and his appeal fee will be retained by SCCA.

JUDGMENT OF THE COURT OF APPEALS

Carl Davenhall vs. SOM
COA Ref. No. 03-36-RM
December 12, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the regional race event held at Second Creek Raceway on October 19, 2003, after the start of the 4 Hour Enduro-One group, Bob Boileau, driver of SM #03, filed a protest against Mr. Carl Davenhall, driver of ITA # 6, alleging violation of GCR 4.5. (Conduct). Mr. Boileau later withdrew his protest. At approximately the same time, Mr. Davenhall protested Mr. Boileau for alleged violation of GCR 4.5. (Conduct, later withdrawn), 9.1.1.A, B, C. (contact and racing room), 9.1.2. (Passing), and 4.8. (Driver Review). The Stewards of the Meet (SOM) Annie Bonvouloir (SIT), Anne Christian, Greg Lambert (SIT), and Claudia Schwartz, Chairman, held a hearing, reviewed the evidence, and upheld Mr. Davenhall's protest. The SOM imposed

penalties on Mr. Boileau of 9-month suspension of competition privileges, recommended that a driver review of Mr. Boileau be conducted, and assessed him with the 6 automatic penalty points required by GCR 14.14. Mr. Davenhall is appealing that decision, claiming that the penalties were insufficient.

FINDINGS

The on-track incident which occurred within the first 10 minutes of the 4-Hour race involved body contact between car #6 and car #03 which caused car #6 to spin 90 degrees. This spin resulted in another contact in the T-bone position with the front of car #03 into the side of car #6. It is reported and verified that car #03 then shifted to a lower gear and proceeded to push car #6 sideways for a significant distance before both cars stopped at the side of the course.

The reported off-track incidents occurred in the paddock area where Mr. Boileau was alleged to have displayed "tantrum-like" behavior. A protest and counter protest were filed by the drivers citing alleged violations of GCR 4.5. (Conduct). Later Mr. Boileau withdrew his protest and Mr. Davenhall amended his protest to remove 4.5. Prior to the completion of the SOM hearing, Mr. Davenhall was taken to the track emergency facility for evaluation of his injuries. Mr. Boileau excused himself from the hearing before it was complete, stating that he had a plane to catch.

The testimony and evidence were conflicting relative to GCR 14.1.1.A, B, C and 9.1.2. Some witnesses considered the initial contact to be a "racing incident". The allegations relative to GCR 4.5. were withdrawn by both drivers.

The SOM provided a very complete chronology of the hearing and related actions. Each allegation was thoroughly analyzed, and the evidence clearly confirms that Mr. Boileau was in violation of GCR 14.1.4. (reckless or dangerous driving). The penalties, relative to the confirmed violations of GCR 14.1.4. are commensurate with the offense.

The Court of Appeals is of the opinion that when a significant suspension is imposed it should be followed by a probation period. The probation period is provided to insure the unacceptable conduct has changed and provides the driver an opportunity to interact with the Chief Steward.

DECISION

The Court of Appeals modifies the decision of the SOM. Mr. Boileau shall receive the SOM assigned penalty of a 9-month suspension followed by a 6-event probation period. The automatic penalty points assigned remain at six (6). Mr. Boileau's appeal is not well founded and his appeal fee shall be retained by the SCCA.

A request for driver review (GCR 4.8.) is independent of SOM and COA actions and should be separately referred to the Executive Steward of the Rocky Mountain Division.

JUDGEMENT OF THE COURT OF APPEALS

Bob Stretch vs. the SOM
COA Ref. No. 03-37-SE
December 14, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On November 9, 2003, after the group 8 Endurance Race held at Road Atlanta during the ARRC, Mike Taylor, driver of SM #49, protested Bob Stretch, driver of SM #82, for alleged violation of GCR 9.1.1. A & B (Driver Conduct, avoid physical contact & racing room). The Stewards of the Meet (SOM) Robert Allen, Gene Dingle, Doug Reed, Russ Smith and Fred Cummings, Chairman, held a hearing, reviewed evidence, and upheld Mr. Taylor's protest. The SOM penalized Mr. Stretch with loss of finishing position (49 laps) and assessed him 3 automatic penalty points. Mr. Stretch is appealing the decision of the SOM.

FINDINGS

On approximately the 8th lap of the 2-Hour Endurance Race held at Road Atlanta, Mike Taylor, driver of SM #49, had just completed a pass on Bob Stretch, driver of SM #82, for the overall lead. This pass occurred between the exit of turn 9, prior to the entry of turn 10, which is a turn to driver's left. At this point these leaders were starting to lap slower traffic.

As Mr. Taylor was starting his braking for turn 10, he was followed closely by Mr. Stretch. By all accounts Mr. Taylor was lightly contacted by Mr. Stretch, nose to tail. This slight contact caused Mr. Taylor to spin in the center of the track where he was hit by two of the lapped cars he had just passed. One of those cars involved was Mr. Fine, driver of # 69 ITC. Mr. Fine also filed a protest against Mr. Stretch reconfirming the contact between Mr. Taylor and Mr. Stretch.

The photograph supplied by Mr. Stretch shows Mr. Taylor's # 49 car sideways in turn 10, with his car, # 82, past the point of contact. This photograph does not show or refute the initial contact.

In Mr. Stretch's appeal he states that there "was in fact contact but it occurred in the brake zone and was a result of # 49 brake checking me." The new witness statement provided by Mr. Stretch indicated that "in his opinion there was no contact between the 82 and 49 cars".

In Mr. Stretch's appeal he questions the penalty as not being consistent with previous penalties at this event. During the weekend's racing, there were no other metal-to-metal contacts that resulted in the race leader being unable to complete the race. The penalty given Mr. Stretch, however harsh it may have appeared to him, was within the scope of the penalties available to the SOM.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Stretch's appeal is not well founded and his appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS

Bob Boileau vs. SOM
COA Ref. No. 03-38-RM
December 11, 2003

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the regional race event held at Second Creek Raceways on October 19, 2003, after the start of the 4 Hour Enduro-One group, Bob Boileau, driver of SM #03, filed a protest against Mr. Carl Davenhall, driver of ITA # 6, alleging violation of GCR 4.5. (Conduct). Mr. Boileau later withdrew his protest. At approximately the same time, Mr. Davenhall protested Mr. Boileau for alleged violation of GCR 4.5. (Conduct, later withdrawn), 9.1.1.A, B, C. (contact and racing room), 9.1.2. (Passing), and 4.8. (Driver Review). The Stewards of the Meet (SOM) Annie Bonvouloir (SIT), Anne Christian, Greg Lambert (SIT), and Claudia Schwartz, Chairman, held a hearing, reviewed the evidence, and upheld Mr. Davenhall's protest. The SOM imposed penalties on Mr. Boileau of 9-month suspension of competition privileges, recommended that a driver review of Mr. Boileau be conducted, and assessed him with the 6 automatic penalty points required by GCR 14.14. Mr. Boileau is appealing that decision, claiming that the penalties were excessive.

FINDINGS

The on-track incident which occurred within the first 10 minutes of the 4-Hour race involved body contact between car #6 and car #03 which caused car #6 to spin 90 degrees. This spin resulted in another contact in the T-bone position with the front of car #03 into the side of car #6. It is reported and verified that car #03 then shifted to a lower gear and proceeded to push car #6 sideways for a significant distance before both cars stopped at the side of the course.

The reported off-track incidents occurred in the paddock area where Mr. Boileau was alleged to have displayed "tantrum-like" behavior. A protest and counter protest were filed by the drivers citing alleged violation of GCR 4.5. (Conduct). Later Mr. Boileau withdrew his protest and Mr. Davenhall amended his protest to remove 4.5. Prior to the completion of the SOM hearing, Mr. Davenhall was taken to the track emergency facility for evaluation of his injuries. Mr. Boileau excused himself from the hearing before it was complete, stating that he had a plane to catch.

The testimony and evidence were conflicting relative to GCR 14.1.1. A,B,C. and 9.1.2. Some witnesses considered the initial contact to be a "racing incident". The allegations relative to GCR 4.5. were withdrawn.

The SOM provided a very complete chronology of the hearing and related actions. Each allegation was thoroughly analyzed, and the evidence clearly confirms that Mr. Boileau was in violation of GCR 14.1.4. (reckless or dangerous driving). The penalties assessed by the SOM relative to the confirmed violation of GCR 14.1.4. are commensurate with the offense.

The deadline for filing this appeal was compromised because the Observers Report was not submitted in a timely manner. In addition, it could not be verified how or when Mr. Boileau was notified of his penalty.

The Court of Appeals is of the opinion that when a significant suspension is imposed, it should be followed by a probation period. The probation period is provided to insure the unacceptable conduct has changed and provides the driver an opportunity to interact with the Chief Steward.

DECISION

The Court of Appeals modifies the decision of the SOM. Mr. Boileau shall receive the SOM assigned penalty of a 9-month suspension followed by a 6-event probation period. The automatic penalty points assigned remain at six (6). Mr. Boileau's appeal is not well founded and his appeal fee shall be retained by the SCCA.

A request for driver review (GCR 4.8.) is independent of SOM and COA actions and should be referred to the Executive Steward of the Rocky Mountain Division.

SOLO

SOLO EVENTS BOARD MINUTES SPORTS CAR CLUB OF AMERICA November 25, 2003

The Solo Events Board met by conference call November 25th. Attending were SEB members Colan Arnold, Charlie Davis, Mark Sirota, Mari Clements, Mark Sipe, and Andy Hollis; Erik Skirmants of the BOD; Howard Duncan, Tasha Goodale and Doug Gill of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

SOLO II GENERAL ITEMS

In order to more accurately reflect progression through the categories, the Solo II Rules sections covering car preparation have been re-numbered for 2004 as follows: 13) Stock; 14) Street Touring; 15) Street Prepared; 16) Street Modified; 17) Prepared; 18) Modified.

Openings are anticipated on the Street Prepared Advisory Committees (SPAC) in the near term. Interested SCCA members should submit their qualifications in writing to the SEB via the National Office.

The SEB selected recipients for the Rookie of the Year, Driver of the Year, Driver of Eminence, and Solo Cup awards. These will be presented at the SCCA National Convention in February.

SOLO II STOCK CATEGORY

The SEB appointed Rob Foley to the SAC. The Board thanks departing committee member Per Schroeder for his service to the Club.

The SAC has requested member feedback regarding the following proposal: Effective 1/1/2005, move the Honda S2000 ('00-'03) and Porsche Boxster ('97+) to AS (ref. 03-791). *Comment:* This proposal accompanies classing of the 2004 Honda S2000 (see Tech Bulletin below). The SAC feels that the new S2000 should

represent an improvement over the current car. The differential between BS and AS now is relatively small and the '04 S2000 should be competitive in AS. This move protects current participation in BS and provides growth opportunity for AS. It also provides a method for longer term ('05) classing strategy to be possible if supported by member comment.

SOLO II STREET TOURING CATEGORY

The SEB appointed Heyward Wagner, Jeff Brown, and Art Rinner to the STAC. The Board thanks departing committee members Jack Burns and Steve Wynne for their service to the Club.

SOLO II STREET PREPARED CATEGORY

The SPAC has requested member feedback on the following proposals, all effective 1/1/2005 unless otherwise noted:

- Combine the Acura Integra listings in DSP onto one line (ref. 03-579).

- Move the non-VTEC Honda delSol to FSP. *Comment:* this may affect existing update/backdate cars which depend on the current single-line listing in DSP (ref. 03-626).

- Move Isuzu I-Mark RS 16V ('85-'89) to FSP (ref. 03-763).

SOLO II STREET MODIFIED CATEGORY

The SEB appointed Scotty White and Erik Strelnieks to the SMAC. The Board thanks departing committee members Karl Witt and Kent Rafferty for their service to the Club.

SOLO II PREPARED CATEGORY

The SEB appointed Steve Hudson to the PAC.

SOLO II MODIFIED CATEGORY

The SEB appointed Greg Scharnberg to the MAC. The Board thanks departing committee members Bill Gendron, Wayne Snyder, George Bowland, and Del Long for their service to the Club.

ITEMS REFERRED TO THE APPLICABLE

STAC: ST shock mounts, suspension rules

SMAC: Engine swap allowances, subframes (ref. 03-806)

TECH BULLETINS

1) Stock: The following new listings are added in Appendix A:

Mitsubishi Evo RS AS

Honda S2000 ('04+) AS (ref. 03-791)

Volvo V70R DS (ref. 03-785)

2) Stock: Option package changes that require welding to accomplish are legal provided they comply with the rule requiring that the option conversion be complete and supported by factory documentation (ref. 03-778).

3) Stock: Installations of grounding kits specifically designed to support sound systems are covered under comfort and convenience (13.2.A) (ref. 03-807).

4) Stock: The Hankook Ventus Z211 DOT-R tire is approved for 2004 competition use according to Sect. 13.3

NOTE: Street Touring is now Section 14 in the 2004 Solo II Rules.

5) Street Prepared: The following new listings are added in Appendix A

Mazdaspeed Protege DSP (ref 03-593)
Audi A4 1.8T DSP (ref. 03-759)

NOTE: Street Prepared is now Section 15 in the 2004 Solo II Rules.

6) Street Prepared: The New Beetle TDI should be listed in FSP on the same line as the Golf/Jetta TDI (ref. 03-613)

7) Street Prepared: The allowance for "any wheel" in SP permits the wheel modifications necessary to install OE tire pressure sensors (ref. 03-642)

8) Street Prepared: In 15.1.C, add just after the second sentence: "Standard factory installation methods, locations, and configurations are allowed." *Comment:* This permits a Mustang covered by the "94+" listing in ESP to update/backdate to the subframe connector configuration available on another Mustang covered by the same listing, provided that all requirements for factory components and installation methods are met, and no other modifications are made (ref. 03-778, 03-809, 03-816).

NOTE: Street Modified is now Section 16 in the 2004 Solo II Rules.

9) Street Modified: Per the recommendation of the SMAC, the SEB has approved the mixing of Fiat and Yugo components in Street Modified as permitted under Section 16.1 (ref. 03-592).

10) Formula Junior: It is permissible to use an alternate chain/sprocket/gear (type 35) on the World Formula engine as used in the Fjr. classes. Members should understand that as more components become available and the World Formula engine matures, this allowance may be rescinded. *Comment:* The type 219 chain/sprocket/gear which are standard on the World Formula engine have a limited selection of sprockets/gears. The available sprockets/gears are 'road race' oriented and not suitable for Solo2 events. The suggested type 35 has a wider selection of sprockets/gears which will meet the needs of Solo2 events. The KAC believes that as the World Formula engine becomes more popular the aftermarket will fill the current void of sprockets/gears

ROADRALLY

ROADRALLY BOAD MINUTES
SPORTS CAR CLUB OF AMERICA
Via conference call
December 3, 2003

The RoadRally Board (RRB) met via conference call on December 3, 2003.

Attending were: Jim Mirrielees, Chairman; Tim Craft, Secretary; members Ron Ferris, Mike Thompson, Steve Gaddy, and Jessica Toney; Bill Weston, Board of Directors Liaison; and Tasha Goodale of the National Office.

Chairman Mirrielees called the meeting to order at 8:03 p.m. Central Time.

Minutes of the November 5, 2003 meeting were approved as distributed. (Thompson/Gaddy)

Pending business

1. Rules Committee update

Discussion: The Rules Committee met via conference call Monday, December 1. The discussion centered around possible pro-

cedures for resolving claims regarding possible alternate leg times. The concern is how to make this fair for all contestants should such a situation arise. Before any decisions are reached, consensus language will be circulated for member comment and input.

2. RoadRally safety update

Discussion: Ron Ferris expects to be done with the safety/precheck manual by the end of the month. The new version will be available in February, 2004 at the SCCA convention. He has also updated the list of Safety Stewards.

3. RoadRally web site

Discussion: Steve Gaddy has completed the specifications for what the RRB desires on the updated SCCA web site.

4. 2004 RoadRally schedule

Discussion: Mike Thompson has distributed a preliminary 2004 schedule listing National and National-Divisional rallies, with over 20 events calendared so far.

5. RoadRally event quality assurance

Discussion: Consistent claims committee operation and careful selection of the Official Observer have proven to be essential components of a good event. To facilitate the smooth operation of the claims committee, each organizers kit will include a packet of materials for the claims committee and the Official Observer. Direct and open communication between the event liaison and the organizing committee is also key.

New business

1. 2004 Divisional rally commitment

Discussion: RRB members are encouraging Divisional stewards and organizing committees to make an early commitment to calendaring their events, so that all contestants have ample opportunity to plan their seasons.

2. Strategic plan

Discussion: Jim Mirrielees will be presenting the RRB strategic plan to the SCCA Board December 13. This will be followed by a presentation at the 2004 convention.

Next meeting

January 7, 2004, at 8:00 p.m. Central Time via conference call.

Respectfully submitted,
Tim Craft, Secretary

PERFORMANCE RALLY

COMPETITION BULLETIN

For Immediate Release 21 November 2003

SCCA ProRally Championship 2004 Pikes Peak International Hillclimb

Bulletin #: PRCB 112003

To: All Competitors
From: Sue Robinson,
SCCA Perf. Rally Dept. Dir.

cc: Doug Robinson,
SCCA ProRally Championship
Chief Scrutineer
SCCA Performance Rally Board
SCCA ProRally Manuf. Council

Subject: 2004 Pikes Peak Event -
supplementary information

Entrants Affected: All Classes

Supplemental Details:

Trophies presented by the Pikes Peak Hill Climb Association for the Championship event (Saturday morning) will be awarded to the top finishing SCCA Open Class, FIA Group N Class and SCCA Overall Two Wheel Drive cars. The actual number of trophies awarded will be determined by the total number of class entries received at the Hill Climb Association Office by Tuesday June 1, 2004.

Implementation Date/Event: Immediate
November 21, 2003

Notes: Details described above are subject to change without notice. Additional bulletins will be issued.

COMPETITION BULLETIN

For Immediate Release 24 November 2003

SCCA Performance Rally

Bulletin #: PRCB 112403

To: All Competitors

From: Sue Robinson,
SCCA Perf. Rally Dept. Dir.

cc: Doug Robinson,
SCCA ProRally Championship
Chief Scrutineer
SCCA Perf. Rally Board
SCCA ProRally Manuf. Council

Subject: Suspension of Rule 10.1.E of the
Performance Rally Rules

Entrants Affected: All

Overview: The Performance Rally Board has suspended the rule pertaining to age of ProRally vehicles in Group 2, Group 5, Open, Production and Production GT classes for the 2004 season. During this period the PRB will solicit member comment, review the comments and consider removing this rule permanently as part of the rules package presented to the Board of Directors for 2005.

Group N will continue to be limited by the FIA extended age limits and is unaffected by this suspension.

Implementation Date/Event: Immediately. Suspension shall end December 31, 2004.

PERFORMANCE RALLY MEMO

The Performance Rally Board is looking for candidates interested in the volunteer position of **ClubRally Series Manager and Club Rally Steward for the NE Division.**

The board is resolved to focus renewed attention on the ClubRally series. The current series manager, Jim Kloosterman, has decided that his other obligations will not allow him adequate time to perform the role to his satisfaction. The board regrets Jim's decision.

The ClubRally Series manager is responsible for leading the Divisional ClubRally Stewards as they implement the new Organizational Manual, develop new ClubRallys in each Division, and integrate Divisional Safety Stewards into the ClubRally program. The ClubRally Series Manager will meet with the PRB each month to review the status of the ClubRally initiatives as well as issues and concerns with the ClubRally program and leadership.

If you are interested in either of these positions, please send your cover letter and resume to Sue Robinson at rsrobinson@scca.com.

REGIONAL SCHEDULES

REGIONAL SOLO II

SWDIV

Feb 1	Gulf Greyhound Park, LaMarque, TX	281-474-4368
Feb 8	Zephyr's Baseball Stadium, Metairie, LA	504-892-7272
Mar 7	Gulf Greyhound Park, La Marque, TX	281-474-4368
May 2	Gulf Greyhound Park, La Marque, TX	281-474-4368
Jun 6	Gulf Greyhound Park, La Marque, TX	281-474-4368
Jul 3	Gulf Greyhound Park, La Marque, TX	281-474-4368

SOPAC

Feb 1	Libby Army Airfield, Sierra Vista, AZ	520-458-3366
Feb 1	Maui County Raceway Park, Kahului, HI	808-874-6220
Feb 8	Hawaii Raceway Park, Kapolei, HI	808-262-5987
Feb 8	Arizona Motorsports Park, Litchfield, AZ	623-825-5796
Mar 7	Libby Army Airfield, Sierra Vista, AZ	520-458-3366
Mar 7	Maui County Raceway Park, Kahului, HI	808-874-6220
Mar 7	Hawaii Raceway Park, Kapolei, HI	808-262-5987
Mar 14	Arizona Motorsports Park, Litchfield, AZ	623-825-5796
Apr 4	Libby Army Airfield, Sierra Vista, AZ	520-458-8234
Apr 4	Maui County Raceway Park, Kahului, HI	808-874-6220
Apr 4	Hawaii Raceway Park, Kapolei, HI	808-262-5987
Apr 4	Arizona Motorsports Park, Litchfield, AZ	623-825-5796
May 2	Arizona Motorsports Park, Litchfield, AZ	623-825-5796
May 2	Libby Army Airfield, Sierra Vista, AZ	520-458-6818
June 6	Libby Army Airfield, Sierra Vista, AZ	520-803-1326
June 6	Maui County Raceway Park, Kahului, HI	808-874-6220
Aug 8	Maui County Raceway Park, Kahului, HI	808-874-6220
Sept 5	Maui County Raceway Park, Kahului, HI	808-874-6220
Sept 12	Arizona Motorsports Park, Litchfield, AZ	623-825-5796
Oct 10	Arizona Motorsports Park, Litchfield, AZ	623-825-5796
Nov 14	Arizona Motorsports Park, Litchfield, AZ	623-825-5796
Dec 4-5	Arizona Motorsports Park, Litchfield, AZ	623-825-5796

CENDIV

Feb 14	Ice Run, Saginaw Bay, MI	989-695-6731
Feb 28	Ice Run, Saginaw Bay, MI	989-695-6731
Mar 7	Ice Run, Saginaw Bay, MI	989-695-6731

NEDIV

Feb 29	Maple Grove Raceway, Mohnton, PA	610-779-2189
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REGIONAL ROADRALLY

CENDIV

Mar 6	Keweenaw Winter Rally, Houghton & Keweenaw Counties	906-482-0302
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MIDDIV

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

Feb 6	First Friday Niter, Mission Hills, CA	310-372-7168
Feb 15	First Friday Niter, Mission Hills, CA	310-372-7168
Mar 5	First Friday Niter, Mission Hills, CA	310-372-7168
Apr 2	First Friday Niter, Mission Hills, CA	310-372-7168
May 7	First Friday Niter, Mission Hills, CA	310-372-7168
Jun 4	First Friday Niter, Mission Hills, CA	310-372-7168

NATIONAL ROADRALLY

Mar 20	NCR	Desert Sands, Tucson, AZ	314-921-4488
Mar 21	NTR	Sign of the Times, Tucson, AZ	314-921-4488
Apr 24	NCR	Steel Haul, Pittsburgh, PA	412-833-9308
April 25	DCR	Deadheading, Pittsburgh, PA	412-833-9308
May 1	DTR	On Wisconsin, Delafield, WI	414-221-4961
May 22	NCR	Virginia Reel, Dulles, VA	703-525-6201
May 23	DCR	Road Runner, Dulles, VA	703-525-6201

Jun 12	NCR	Chippewa Trail, Menomonie, WI	612-416-6167
Jun 12	DTR	The Boo Crawford-Brown Rally, FL	954-782-2829
Jun 26	NTR	CAST in Stone, MI	734-454-0975
Jul 10	NTR	Ohio Milk Run, NE OH	703-746-6363
Aug 14	NCR	Perimeter Restrictions II, Indianapolis, IN	317-780-9007
Aug 15	NTR	La Rallye Veriforme IV, IN	317-780-9007
Sept 4	NTR	Catocin Monte, Hagerstown, MD	410-987-2878
Sept 5	DTR	Cumberland Tour, Hagerstown, MD	410-987-2878
Sept 6	DTR	Get the Dust On	410-987-2878
Sept 18	NCR	Oktoberally, Trempealea, WI	608-782-1565
Sept 19		Badger Trails	
Oct 15	NTR	USRRC, Santa Maria, CA	310-372-7168
Oct 16	NTR	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





To register please complete and return this form to:

SCCA, Inc.
 P.O. Box 1833
 Topeka, KS 66601-1833

Please use separate form for each registrant- Information provided will be published in the Convention Directory

Name _____ Name for Badge _____

Address _____ City/State/Zip _____

Day Phone (____) _____ Fax Number (____) _____ Evening Phone (____) _____

E-mail _____ Region _____ Division _____

Member # _____ Is this your first SCCA Nat'l Convention? _____ Food Allergies _____

Current SCCA Office Held
 (For Name Badge-list only one) _____ Special Menu _____

Full Registration

- Full Registration – Early Bird Special (Received before Jan 5, 2004) \$225.00*
- Full Registration (Received after Jan 5, 2004) \$275.00*

*Includes \$25 Non-refundable processing fee per registrant

One Day Registration

	Early Bird	After 1/5/04
<input type="checkbox"/> Thursday (Includes Welcome Party)	\$50	\$55
<input type="checkbox"/> Friday (All scheduled events)	\$50	\$55
<input type="checkbox"/> Saturday (All scheduled events)	\$110	\$125
<input type="checkbox"/> Saturday (Reception & Awards Banquet only)	\$65	\$70

Total Amount Due for Registration \$ _____

Payment Method: Check # _____ Visa/MC _____ Exp _____

Signature _____ Date _____ Verification _____

Saturday Night Reception and Awards Banquet Meal Selection

Please choose one:

- Pork Entr_e (beef unavailable due to price)
- Fish Entr_e – Red Snapper
- Vegetarian – *Please indicate type* _____

Dinner will be served with salad, vegetables, bakery fresh rolls, and dessert



- a. What day do you plan to arrive? _____
- b. Approximate time to you intend to arrive? _____
- c. Do you have any special needs or requests? _____

Seminars: *Check your selections in the appropriate time slots. Check only one session per time period.*

Thursday, February 5

- 7:30 - 8:20 RE 101
- 8:30 - 9:30 Annual Meeting
- 9:45 - 10:45 BOD Town Hall
- 11:00 - 11:45 Risk Management
- 12:00 - 1:15 Leadership Luncheon
- 1:30 - 3:30 SCCA U LS 301 Generational
- 3:45 - 4:45 New SCCA Management Software Presentation
- 5:00 - 6:00 Stump the Staff Town Hall
- 7:30 - 10:00 Welcome Reception

Friday, February 6

- 8:00 - 9:15 Competition Programs :Strategic Plan Presentation
- 9:30 - 10:30 Solo Town Hall Performance Rally Town Hall
- 10:45 - 11:45 Club Racing Town Hall Road Rally Town Hall
- 12:00 - 1:15 Rally/Solo Luncheon
- 1:30 - 3:30 SCCA U LS 101 Club Racing Pro Secrets of Speed Road Rally Solo Perf. Rally
- 3:45 - 5:45 SCCA U VM 101 SCCA Web Sight Features Club Racing Secrets of Speed Road Rally Solo Perf. Rally

Saturday, February 7

- 8:00 - 10:00 SCCU-U Safety Symposium – Research & Standards
- 10:15 - 11:45 SCCA U Safety Symposium - Seats, Belts, Head/Neck Restraints
- 12:00 - 1:15 Club Racing Luncheon
- 1:30 - 2:30 Motorsports Sponsorship
- 2:45 - 3:45 SCCU-U Safety Symposium – Panel Discussion , Q & A
- 4:00 - 5:00 SCCA Strategic Overview
- 6:00 - 10:00 60th Anniversary Celebration Reception & Banquet

Registration Form

Please submit the completed registration form and payment to: SCCA 2004 National Convention

At Our Web Site: www.scca.com

By Fax: 785-232-7213

By Mail: SCCA, Inc. National Convention, P.O. Box 1833, Topeka, KS 66601-1833

Questions: Mrs. Wendy Grillo, Customer Services Director, 800-770-2055 or wgrillo@scca.org

All events are subject to change. Please see www.scca.com for current event information.

<input type="checkbox"/> February 14-15 - Atlanta, GA	<input type="checkbox"/> June 12-13 - Toledo, OH	<input type="checkbox"/> January 24-25 - Phoenix, AZ	<input type="checkbox"/> May 22-23 - Washington, DC***
<input type="checkbox"/> March 20-21 - San Bernardino, CA	<input type="checkbox"/> July 10-11 - Oscoda, MI	<input type="checkbox"/> February 21-22 - Ft. Meyers, FL	<input type="checkbox"/> June 19-20 - Toledo, OH
<input type="checkbox"/> March 27-28 - Ft. Worth, TX	<input type="checkbox"/> July 31-Aug 1 - Wendover, UT	<input type="checkbox"/> March 13-14 - San Diego, CA	<input type="checkbox"/> July 3-4 - Peru, IN
<input type="checkbox"/> April 24-25 - Atwater, CA	<input type="checkbox"/> August 14-15 - Peru, IN	<input type="checkbox"/> April 3-4 - Houston, TX	<input type="checkbox"/> July 24-25 - Bremerton, WA
<input type="checkbox"/> May 8-9 - Farmington, NM	<input type="checkbox"/> Sept 11-12 - ProSolo Finale** See entry fee	<input type="checkbox"/> May 1-2 - Atwater, CA	
<input type="checkbox"/> May 29-30 - Petersburg, VA	**No Finale entries accepted prior to August 16th	***event site has a 60 day cancellation window. Please keep this in mind when making reservations.	

DRIVER INFORMATION

Class: _____ **Car #:** 1st _____ 2nd _____ 3rd _____

Do you have two drivers in the same car and in the same class? **Yes No**

If yes, the following applies:

- Each driver must submit a separate entry form.
- The "first" driver must choose a number; the "second" driver must choose the first driver's number, plus 100 (example #15 and #115 or #99 and #199).
- Second driver's name _____

Name: _____

Address: _____

City: _____ State _____ Zip _____

Phone: (h) _____ (w) _____

Email: _____

SCCA Division: _____ Region: _____

ProSolo license holder? **Yes No**

ProSolo Rookie (first time at a **ProSolo** event)? **Yes No**

SCCA Member #: _____

Emergency Contact: _____

Phone: (h) _____ (w) _____

Relationship: _____ At Event? **Yes No**

CAR INFORMATION

Year: _____ Make: _____

Model: _____ Color: _____

Sponsor/Team Name: _____

TIRE INFORMATION

HOOSIER KUMHO HANKOOK BFG YOKOHAMA

Other(specify) _____

CONTINGENCY INFORMATION

Honda Subaru Mazda Toyota Mopar

Other (specify) _____

ENTRY FEE PAYMENT INFORMATION.

A form of payment must be received with the entry form.

ENTRY FEES	COST	TOTAL
Tour/ ProSolo Entry Fee	\$70.00	
Junior Driver (under 16)	\$35.00	
Entries Received the Tuesday Prior to Event	Add \$20.00	
Entries Received the Thursday Prior to Event	Add \$30.00	
Day of Event Registration	Add \$30.00	
Phone-in Entry	Add \$25.00	
ProSolo Finale -**Requirements to participate. (2) previous ProSolo events (must be in the same class for all events, including the Finale)	\$90.00 Finale entries will not be accepted prior to August 16th	
Less Buddy Certificate.- Original Buddy Certificate must be attached.	\$-25.00	
YOUR TOTAL		

Work Preference

Work assignments are on a first-come, first-served basis. Specialty assignments shall be made on a where-needed basis with every consideration given to the run/impound schedule.

Please indicate your choice:

Tech Impound Course Timing Grid

Registration Safety* Computer Program TS2000

*License Required.

Results are available within 48 hours of event on www.scca.com

Do you also want a hard copy? **Yes No**

Cancellation Policy:

Cancellations received 10 days prior to the event will receive a full refund. Cancellations made after the 10 days prior to the event will receive half of the entry fee paid. Cancellations made after the Tuesday prior to the event will not receive a refund. **NO EXCEPTIONS WILL BE MADE.**

Check Number _____

Master Card _____ exp _____

Visa _____ exp _____

Signature _____

At ProSolo events, cars may not be entered in more than 2 classes upon penalty of disqualification. This does include the open and ladies classes. If entered in 2 classes please note on entry for use in devising the run order.

I agree to compete under the current Solo Rules of the Sports Car Club of America, Inc. (SCCA) and the supplementary rules pertaining to this event. I further affirm that the car I have entered complies with all requirements for the class and category in which it is listed above. I am a member in good standing of the SCCA, Inc. Driver agrees to permit the use of their names, voice, likeness of themselves and their vehicles for news features and publicity articles used by radio, television, video and motion picture film, newspapers, magazines and all other forms of media for the purpose of SCCA and sponsor advertising, event promotion and other purposes of trade without compensation to the driver.

OFFICIAL SOLO ENTRY FORM

Check appropriate boxes:

- ProSolo™ NationalSeries™**
- Solo2 National Tour
- Divisional Solo 2
- Divisional Solo 1

Event Date

____ / ____ / ____

Location

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

DRIVER INFORMATION

Class _____ Car No. _____

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

Name _____

Address _____

City _____ State _____ Zip _____

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

Member No. _____ Exp. _____ Division _____ Region _____

ProSolo license holder? Yes No

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

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

Additional Driver Name: _____

Additional Driver Car Number: _____

CAR/PRODUCT INFORMATION

Year _____ Make _____ Model _____ Color _____

Brand of Tires _____ Size _____ Wheels _____

Mufflers _____ Shocks _____ Spark Plugs _____

Oil _____ Other _____

Sponsor/Team Name _____

DRIVER BIOGRAPHY

Finishing positions you are proud of: _____

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

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

READ AND SIGN: I agree to compete under the current SCCA Solo Rules, and the supplemental rules pertaining to this event. I further affirm that the car I have entered complies with all requirements for the class and category in which it is listed above. I am a member in good standing of the Sports Car Club of America, Inc. I agree to permit the SCCA, the promoter/organizer of the event and their assigns, the use of my name, voice, and/or likeness for news, publicity, and feature use in ANY AND ALL MEDIA FORMATS in connection with advertising and for purposes of trade.

Driver's Signature: _____ Date: _____

Visa/MasterCard No.: _____ Exp.: _____

Phoned entries will be charged a \$25 processing fee. Add a \$20 late fee if the entry is received after the Monday prior to the event.

<p>CONTACT APPROPRIATE REGISTRAR FOR DEADLINES AND LATE FEES</p>	<p>ENTRY FEES</p> <p><i>ProSolo NationalSeries</i>..... \$ 70 Solo 2 National Tour..... \$ 70 Divisional Solo 2/Divisional Solo 1: (mail entry form to appropriate registrar. See <i>SportsCar</i> calendar section for contact number)</p>	<p>TOTAL AMOUNT ENCLOSED</p> <p>\$ _____</p> <p>Sanctioned by the Sports Car Club of America, Inc. Held under SCCA Solo Rules.</p>
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