

FASTRACK® NEWS

OFFICIAL SCCA MEMBER NOTIFICATION

EFFECTIVE FIRST DAY OF THE COVER MONTH: APRIL 2004

FASTRACK® TABLE OF CONTENTS	
BoD Minutes	F-57
Club Racing	
Club Racing Board Minutes	F-58
Racing Memo	F-62
Technical Bulletin	F-63
Solo	
Solo Board Minutes	F-64
Technical Bulletins	F-66
RoadRally	
Minutes	F-66
Performance Rally	
Competition Bulletins	F-67
Regional Schedules	
Pro Solo/Solo 2 Natl Tour Form	F-70
Official Solo Entry Form	F-71
Drivers' Schools	F-72

**BOARD OF DIRECTORS' MINUTES
SPORTS CAR CLUB OF AMERICA
February 4 - 8, 2004**

The Board of Directors, Sports Car Club of America, Inc. met at the 60th Anniversary Convention in Kansas City on February 4-8, 2004. The following members participated: Gary Pitts, Chairman; Robert Introne Jr., Brian Holtz, Bill Weston, Mike Engelke, Charlie Clark, Michael Sauce, James Christian, Tom Campbell, Andy Porterfield, Phil Mellor, Howard Allen and Erik Skirmants. Steve Johnson, President and CEO of SCCA Inc., participated in all regular sessions. Also participating on specific topics were SCCA staff Howard Duncan, Vice President of Program Development; Sandy Abrahams, Vice President of Finance; Wendy Grillo, Director of Customer Service; Barb Lundquist, Director of the SCCA Foundation and University; Sue Robinson, Manager of Performance Rally; Tasha Goodale, Director of Solo and RoadRally; Jeremy Thoennes, Club Racing Technical Manager; Doug Gill, Solo Technical Manager; Aimee Quaney, Executive Assistant; Jim Dickson, President of SCCA Enterprises; Mitch Wright, Vice President of SCCA Pro Racing; and Ken Grammar, Director of Operations Pro Racing. Program Board participation is noted within their report sections.

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

MOTION: To approve the Minutes of the January 6, 2004 BoD conference call as published. (Introne/Porterfield) PASSED.

PRESIDENT'S REPORT

Steve Johnson reviewed highlights and lowlights of 2003. He also presented the staff's 2004 goals; which will drive daily actions. These presentations continue to

show that our national staff recognized their many successes and continually strives to learn from failures as learning experiences. The primary content of these presentations was shared during Mr. Johnson's President's Report during the convention.

Steve also reported that the staff, in collaboration with SCCA Historian, Pete Hylton, had created the "SCCA Hall of Fame". The program will be developed in 2004, culminating with the first class of inductees at the 2005 Convention. Steve noted that this long over due program is a way to recognize our club's tremendous history and acknowledge the members who are responsible for our club's success.

MEMBERSHIP SERVICES REPORT

Wendy Grillo came to the Board with a recommendation that the fee for Trial Memberships, set at the discretion of the Board per Operations Manual 1.1.2.a., be reduced to zero. An improvement of the Trial Membership form will also be implemented to facilitate follow up on trial members by membership services. Also, \$15 of the cost of a Trial membership, charged by a Region, will be deductible from a Regular Membership.

MOTION: To set the National dues for a Temporary Membership, per Operations Manual 1.1.2.a., to \$0. (Mellor/Porterfield) PASSED

BUDGET AND FINANCE REPORT

Sandy Abrahams distributed the financial results for the nine months ended December 31, 2003 (9 months due to change of FY). She reviewed the complete Statement of Operations, line by line, with an excellent summary for each and every significant variation from budget. Ms. Abrahams then reviewed the value and budget for each program and department within Inc. She then discussed investment performance in 2003 and the change of benefits plan for our SCCA staff that will reduce cost while improving benefit coverage.

Note: As is tradition, the presentations of financial results to the Inc. Board are summaries and do not involve as much detail and questioning as takes place in the Budget and Finance Committee meetings. All Directors are encouraged to join the B & F meetings as they are open to non-committee Board members. Between the B&F meetings and presentations at the Inc. Board meetings, ample time is given to evaluating and challenging the clubs' financials and accounting methods. The Board feels that the current systems and staff, lead by Ms. Abrahams, will allow us to monitor and understand the clubs' finances better than has been previously possible.

MOTION: To pass a corporate resolution to amend the Cafeteria Plan to comply with new IRS requirements. (Engelke/Introne) PASSED

MOTION: To authorize SCCA personnel to open a safety deposit box for SCCA Inc. back-up tape storage. (Porterfield/Engelke) PASSED

TREASURER'S REPORT

Note: Mike Engelke gave the Treasurer's report during the annual meeting; it will be published in the *SportsCar*. Please refer to Mike's comments for a clear summary of Inc., Pro and Enterprise financial results for the nine months ended December 31, 2003.

PRO RACING

Steve Johnson reviewed the budget assumptions for 2004, which are based on 2003 actuals. He indicated that controls are in place to insure payments and collections are made in a timely manor. The lessons learned from the poor financial results in 2003 where highlighted.

Steve and Mitch Wright reviewed the teams, commitments for entries and major sponsors for the 2004 SPEED World Challenge series.

Ken Grammar highlighted the Mazdaspeed Miata Cup series plans and Pro's efforts to insure that the Spec. Miata community has a very viable Pro program for 2004 and beyond.

An update was given on the status of the name usage, and sanction and insurance agreement, for the Trans-Am name for 2004. Other series sanction agreements where discussed.

The subject of new member recruitment as a result of a healthy Pro Racing program was discussed.

SCCA ENTERPRISES

Jim Dickson discussed the 2004 budget assumptions and reviewed the 2003 results. He expressed the disappointment in the 2003 loss after 7 years of positive financials.

Jim reviewed the continuation of the SRF tire program with Yokohama and what changes will be occurring in 2004.

The status of the launch of the FSCCA car was discussed; including delivery, order status, and aggressive corrective actions for technical issues.

PLANNING / RUNOFFS COMMITTEE REPORT

Charlie Clark reviewed the proposal for Runoffs® operational and invitation changes. The process for soliciting member input was discussed.

MOTION: To submit the Planning Committee recommendations for Runoffs changes for review by the Club Racing Board prior to member review. (Mellor/Sauce) PASSED

SCCA FOUNDATION

Howard Duncan and Barb Lundquist reviewed the need to establish volunteer committee's or task forces to deal with vari-

ous fund raising aspects. The new fund raising brochures were distributed and an update of contributions, via the existing donation line on member renewal forms, was given.

The establishment of levels of giving to recognize contributions was introduced.

An announcement of the first Region (New England), Division (SEDiv), and memorial (Florida Region, for Dick Springer) contributions was made.

PROGRAM BOARD REPORTS

Solo Events Board:

The SEB (Colan Arnold, Chairman, Mark Sipe, Andy Hollis, Ron Bauer, Mari Clements, Chris Dorsey, Marcus Meredith, and Mark Sirota) joined the meeting and listed their needs for 2004. The SEB requested strong staff and BoD support for an electronic communications tool to aid their communication methods and speed. Colan Arnold indicated the SEB and Solo II community appreciation for the staff efforts to develop the new site acquisition tools. They also asked for staff help in establishing a method for SCCA to approach large corporations and other site owners at a high level. The final discussion was on the continuous effort to abide by and further improve the rules season. The BoD agreed to allow more items to be approved for the following year during the October conference call, extending the possibility to make rules changes after Solo II Nationals.

MOTION: To approve Item 1 and Item 2 listed in APPENDIX under Solo II. (Christian/Allen) PASSED

MOTION: Replace 1.2 Revision of the Solo I and Solo II Rules with, "The SCCA may revise these rules or issue supplementals to them, at any time via "FasTrack" or "Tech Bulletins" in *SportsCar* or the official SCCA Website. All supplements will have a published stated date." (Introne/Engelke) PASSED

Club Racing Board:

Significant discussions took place regarding the absolute need for the Inc. Board to work through CRB Liaisons, Bill Weston and Erik Skirmants, on clear communications between Boards.

MOTION: Instruct the CRB to document the process involved in classification of new cars and present such process to the BoD. (Christian/Allen) PASSED

The CRB (Kurt Weiss, Chairman, Jim Leithauser, Jim Rogaski, Bob Dowie, Kevin Klopfer, Brian McCarthy, and John Martinsen) joined the meeting and highlighted several issues that are currently generating many member letters. Kurt Weiss indicated that they had several action items as a result of the Safety Symposium presentations.

The CRB requested strong staff and BoD support for an electronic communications tool to aid their communication methods and speed.

MOTION: Accept the FSCCA rules as published in January 2004 *FasTrack*. (Sauce/Holtz) PASSED Christian abstained.

Performance Rally Board:

Due to scheduling issues the PRB did not

met face to face with the BoD. Their report and current issues were submitted through Howard Duncan and Liaison Phil Mellor's report.

Road Rally Board:

The RRB (Tim Craft, Ron Ferris, Mike Thompson, and Steve Gaddy) joined the meeting and highlighted their plans for 2004. They will focus on continuous improvement and execution of the Strategic Plan. The RRB requested strong staff and BoD support for an electronic communications tool to aid their communication methods and speed. The subject of allowing the RRB to have greater control over their section on the SCCA website was discussed. The final subject was on the subject of having more fun/game/gimmick/name TBD events as a member/program recruitment tool.

Note: The Board would like to thank the members of the RRB for their efforts to continue to lead the RoadRally community despite the tremendous loss of their great chairman, Jim Mirrielees. The professionalism exhibited by the RRB at the convention, despite the obvious personal sadness, was very inspirational.

Executive Stewards:

The Executive Stewards (Costa Dunias, Chairman, Chuck Dobbs, Jack Kish, Fred Schmucker, Wally Sunderland, Glen Wilhelm, Annie Christian, Marge Binks, and Jim Averitt) joined the meeting and thanked the BoD, Steve Johnson and SCCA Club Racing staff for allowing them to run the Stewards program, while providing support to their initiatives.

A request was made that the BoD deal with members who attack club volunteers with unsubstantiated accusations.

OLD BUSINESS

Discussions were renewed regarding the Club Racing Minor Waiver recommendations from Risk Management; as presented to the Board in December. The critical nature of waivers and the balance between member friendly policies and protection of the clubs future was reviewed.

MOTION: To approve the Pete Lyon memorandum, dated January 12th 2004, that clarifies Club Racing Minor Waiver policies, effective May 1st 2004. (Skirmants/Weston)

MOTION: To table above motion. (Introne/Allen) FAILED

Vote: motion PASSED

NEW BUSINESS

Phil Mellor reminded the Board that we owed the Solo I community communications plans regarding moving the program to Club Racing. Brian Holtz added his concerns regarding the need to support the hill climb community, who will be affected as well. Next steps were clarified and will be reviewed monthly until our Solo I programs are properly taken care of.

Mike Engelke introduced a discussion of clarifying the geographic boundaries guaranteed to every Region by the SCCA, Inc. Bylaws. The proposal was to duplicate the Operations Manual statement that exists for Club Racing for several other programs. The

following motion was made during the Wednesday session.

MOTION: To add the following statement into the Operations Manual into sections: (Solo) 6.4.1 Any event held by a Region in the physical territory of another Region requires the written approval of the host Region or the National Board of Directors as a condition of calendar listing or Sanction. Existing agreements contrary to this policy will continue in effect. (RoadRally) 7.2.4 Any headquarters for conducting an event held by a Region in the physical territory of another Region requires the written approval of the host Region or the National Board of Directors as a condition of calendar listing or Sanction. Existing agreements contrary to this policy will continue in effect. (Engelke/Sauce) see below for vote result

MOTION: To table above motion (Wednesday). (Campbell/Holtz) PASSED

MOTION: To open tabled motion (Sunday). (Clark/Sauce) PASSED

After the successful attempt to open the original motion a vote was taken. The Motion FAILED.

The board discussed how we can document the real values associated with our greatly improved marketing efforts; including the contribution from Pro racing. This topic will be reviewed regularly and communicated to the membership as appropriate.

Tom Campbell reported that a group of interested members was forming a task force to work toward improving and standardizing the SCCA's Novice Drivers Instruction program. Mr. Campbell will work as liaison to the group and report back to the Board at the next meeting on progress and direction.

MOTION: To adjourn. (Engelke, Allen) PASSED.

Respectfully submitted,

Erik T. Skirmants, Secretary

APPENDIX

Solo II

ITEM 1: Effective upon publication, add to section A.6 under Modified Class F in Appendix A: "The measurements for the height of, the maximum width of (bodywork), and the distance from the tires of sidepods as specified in the GCR, Bodywork E.9., 2nd paragraph, shall have an allowance from the GCR of + or - 1 inch." "It is the intent of this allowance to maintain the ability of the sidepod(s) to continue to hold such items as fuel tanks, battery, and radiator(s) but it is not intended to allow sidepods to be used for '...ground effects to achieve aerodynamic downforce on the vehicle!'"

ITEM 2: Effective upon publication, remove update/backdate allowances (17.1.B) from STS Comment: Drivetrain swaps and the resultant hybrid cars (a.k.a. "Frankenstein" cars) are not in the spirit of the Street Touring category.

CLUB RACING

CLUB RACING BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC. January 29, 2004

The Club Racing Board met via conference call on January 29, 2004. Participating were: Kurt Weiss, Chairman; Bob Dowie, Jim

Leithauser, Kevin Kloepfer, Brian McCarthy, John Martinsen, Jim Rogaski, Secretary. Also participating were: Erik Skirmants, Bill Weston, BoD Liaisons; Phil Clarke, Director of Club Racing; Jeremy Thoennes, Technical Manager Club Racing; John Bauer, Technical Assistant Club Racing; Jim Brown, Assistant to Director of Technical Services.

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

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

GT

GT2-5

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

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

Rear wheel drive configurations shall use a live "closed tube" rear axle. Front wheel drive cars shall use a beam rear axle, unless otherwise so specified on the specification line. Cars classified in GT2-5 whose original configuration was front engine, rear drive with independent rear suspension, may utilize any form of independent rear suspension at a weight increase ~~of 100 lb~~ equal to 2.5% of the car's specified weight.

Item 2. In order to facilitate the use of the new fuel injection systems available and to provide for installation in the limited engine compartments spaces of GT cars, The Club Racing Board is recommending that the previous restriction on placement of the injector in relationship to the throttle to be changed so that it is allowable for the injector to be upstream from the throttle body.

Effective 1/1/05, change GTCS Section 17.1.2.F4.i.5.E as follows:

E. The number of injectors shall be one (1) per cylinder ~~or rotor and the injector shall be located after the throttle butterfly~~ (unless otherwise noted on the vehicle specification line).

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

None

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

None

NEW CAR CLASSIFICATIONS

In order to inform the membership as

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

New Car Classifications

PRODUCTION

FP

1. Classify Alfa GTV/Spider 1750 as limited prep in FP.

GT

GT4-5

1. Add Mazda 3 bodywork allowances to all Mazda cars listed in GT4 and GT5.

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

Production

1. Clarify what an acceptable roll cage is for Production cars. (Various) Tabled for discussion at our National Convention meeting.

2. Classify the older World Challenge Touring cars in Production classes. (Schulze) Tabled for discussion as a component of the Club Racing Strategic Plan.

EP

1. Allow updating of brakes on Triumph TR6. (Halkias) Tabled for further discussion on the alternatives available for this car.

2. Add up to 1994 model years on all Alfa Spiders listed in EP and change listing for Spider 2000 and Veloce to be all Spiders imported into US. (Neely) Tabled for verification of data.

FP

1. Reduce weight on the limited prep Mazda Miata. (Stinehelfer) Tabled for further evaluation.

GT

GT2

1. Allow Mazda 12A engine cars in GT2 to have no choke restrictions. (Jones) Tabled for further evaluation.

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

PRODUCTION

1. Allow non-original type fuel injection in Production classes. (Feinstein) This request is not consistent with the intent of Production Racing.

2. Classify the Chevrolet Chevette as a limited prep HP car. (Hintze) Insufficient member interest in the car.

3. Classify the 1967-71 Fiat 850 in Production racing. (Newman) The car was declassified in 1996 because of lack of participation; the Club Racing Board feels that future of the club lies in classifying more

recently produced cars.

4. Classify the 1992 Honda Civic with an Acura engine in EP. (Ortiz) Engine swaps do not meet the Production Class philosophy, however if the car meets the appropriate safety requirements it would be eligible for the regional Super Production Class.

5. Reclassify the first generation Mazda RX7 to FP. (Crites) Car is correctly classified.

6. Reclassify Triumph GT6 to FP. (Schmidt) Car is correctly classified.

7. Classify the Pontiac Fiero 4 cyl. and 6 cyl. in Production Classes. (Haman) Insufficient member interest in the 4 cyl. car for classification and the size of the 6 cyl. engine is too big for EP.

8. Classify the 1988-91 Honda Prelude Si in Production racing. (Daskam) Insufficient member interest, the later model Honda Prelude is already classified.

EP

1. Allow an alternate Mazda 13B rotor housing to be used that would be more cost effective. (Lemon) Not consistent with Production Racing philosophy and would establish a precedence for other non-original equipment use.

2. Allow the Lotus Series IV Super Seven bigger chokes, increased track, 7 inch wide wheels, larger engine valves, and lower the cars weight. (Hinkle) No proven need, the car is correctly specified. Additionally, the car was incorrectly listed in a prior minutes as being evaluated for reclassification. It is only the Series III and Caterham that are being considered for reclassification, since the Series IV has a larger full prep engine and has proven to be very competitive in EP.

3. Allow the Porsche 914-6 to run in 914-6 GT trim. (Gordon, Limbert) The GT model was a very limited production model and does not fall within the philosophy of the class.

4. Allow dual sidedraft carbs with 32mm chokes, increase camshaft lift to .510", and raise the compression to 12:1 on the Plymouth Arrow. (Holman) The car was only recently classified and we wish to monitor its performance under its current specifications before making any changes.

5. Allow Mazda rotary engine powered cars to run GTCS rule fuel injection systems and allow aftermarket throttle bodies and manifolds. (Drummond) This request is not consistent with the class philosophy of OEM component use.

6. Split EP into 2 classes since my division has so many EP cars. (Brown) One of the basic philosophies of our Club is competition; more is better.

7. Allow the Mazda RX3 to use the full prep suspension rules and 42mm venturis. (Downey) Car is competitive as specified.

8. Allow Alfa Romeo Alfetta unlimited chokes. (Cudahy) Car is correctly specified.

9. Allow Porsche 914-6 calipers on the 914-4. (Limbert) The car is competitive as specified and the Porsche 914-6 calipers would be the equivalent of giving Porsche 911S calipers to the car.

FP

1. Allow the limited prep Mazda Miata to use unleaded fuel. (Stinehelfer) The allowance would be inconsistent with the

rest of the cars classified and would allow for masking of performance enhancing agents to be added.

2. Allow Lancia Scorpion to use alternate brakes. (Strittmatter) Specifications are appropriate as classified.

3. Allow 40DCNF with 38mm venturis on the Fiat 124. (Dorety) The specifications for the car are appropriate as listed.

4. Reclassify the second generation Mazda RX7 to FP. (Ruse) Car is correctly classified now.

5. Reduce weight of the Porsche 914-4. (Burdge, Handly) Car is competitive as specified.

GP

1. Allow use of British Leyland Comp Department valves in the MGA Coupe and also an alternate cylinder head that is a crossflow construction. (Adams) The Club Racing Board has numerous times reviewed the request for larger valves for the MGA Coupe and has determined that there is no proven need for them as the roadster version of this car is similarly specified and has won the national championship. The alternate cylinder head is not consistent with the Production Class philosophy.

2. Allow the Triumph Spitfire to use any Spitfire block, the FP carb setup, MGA valves, and reduce its weight. (Johnson) Most of the requests are not within the class philosophy and the others have no proven need.

3. Allow GP Alfa Romeo 1300 Spider unlimited chokes with the 40 DCOE as it was classified in the late 90s. (Wood) The National Staff has researched back to 1986 and the car has always had the same venturi size. Additionally, the car is competitive as classified.

4. Reclassify the 1985-88 Ford Escort to GP. (Ricker) The CRB will continue to monitor the performance of the car.

HP

1. Reclassify the Triumph Spitfire out of HP. (Canfield) The CRB will continue to monitor the performance of this car in the class.

2. Allow the Fiat X1/9 to use either the 1500 transmission or the 1300 transmission. (Brannon) the 1300 model never came with the 1500 transmission and this allowance would be counter to the class philosophy.

3. Reduce weight and allow rear disc brakes on the Volkswagen Scirocco. (Barrack) This model car never came with rear disc brakes and the weight was previously adjusted in a prior technical bulletin.

4. Allow Austin Healey Sprite Mark I to use 1275cc limited prep engine. (Sorensen) The CRB has reviewed this request each year for the past several years and still believes that this does not fit the class philosophy of classifying engines in cars they never came in.

GT

1. Classify the early Lotus Elise in GT racing. (Wightman) The requested car is powered by the Rover Twin Cam 4-valve engine, which was never imported into the US as a production vehicle.

GT1

1. Remove weight penalty for 13-inch rear

wheels. (Rockett) The item was put out for member input and the input we received was to leave the weight penalty in place.

GT2

1. Allow use of the Mazdaspeed wrap-around rear spoiler on the Mazda RX7 in GT2. (Jones) It would be inconsistent with the rear spoiler rules.

2. We cannot lower the car weight of our RX7 so add weight to all of the faster cars in the class. (Jones) We are evaluating the performance level of the rotary powered cars to see if they can be equalized with additional performance enhancements.

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

PRODUCTION

1. Advisory Committee resume submittal. (Waldrop) Thank you for your resume, we will keep it on file.

2. Classify Volvo 142 as limited prep. (Broring) This item has been previously addressed in prior minutes and the Advisory Committee as well as the CRB still feels that there is insufficient member interest in this classification.

3. Establish minimum structural requirements for Production roll cages. (Sorensen) Thank you for your input.

EP

1. Allow the Caterham Super Seven to use modified front fenders or reclassify the car to FP. (Fox, Knapp) The CRB has put out for member input the reclassification of this car to FP with a weight adjustment.

2. Reclassify the Lotus Super Seven to FP. (Prather, Kelley, Britton) The CRB has put out for member input the reclassification of the car to FP with a weight adjustment.

FP

1. I support classifying a limited prep Alfa Romeo. (Chitty) Thank you for your input.

2. Increase the carburetor size to 1.75 inch SUs and reduce weight by 150lbs of the MGB. (Perkins) Competition adjustments were made in the prior Technical Bulletin.

3. Slow down the Triumph Spitfire in FP. (Pinney) Competition adjustments were made to the class in an earlier Technical Bulletin.

4. Slow down the Triumph Spitfire, Midget, and Sprite in FP. (Dorety) Competition adjustments were made to the class in an earlier Technical Bulletin.

GP

1. Reduce Carburetor size on the GP MGA roadster and the venturi size on the GP Nissan 510. (Aldred) This issue was addressed in a prior Technical Bulletin.

2. Make a positive competition adjustment to the Triumph Spitfire in GP. (Hollister, Feller, Barlow) Competition adjustments were made to other cars in the class, which should make the Triumph Spitfire competitive.

3. Make only minor adjustments to the leading cars in GP to balance the class. (Allen, Prather, Huntsman, Winter) Thank you for your input, competition adjustments have been made and the CRB would like to

monitor the outcome of those adjustments.

4. Don't change the specifications on the MGA or the Nissan 510. (Dennis, Sorensen) Thank you for your input, competition adjustments have been made and the CRB would like to monitor the outcome of those adjustments

HP

1. Reclassify Honda Civic from HP to GP. (13 letters) The Board of Directors at their January meeting addressed this item.

2. Reduce weight of the Volkswagen Rabbit and Scirocco in HP by 200lbs. (Boles) The CRB reduced the car's weight in the February Technical Bulletin by 50lbs and will monitor the impact of that adjustment.

3. Reduce weight of the Volkswagen Scirocco in HP. (Barrack, Krauss) The CRB reduced the cars weight in the February Technical Bulletin by 50lbs and will monitor the impact of that adjustment.

4. Increase weight on the open cars in HP. (Krauss) Competition adjustments were made to several of the cars in HP and the CRB would like to monitor the impact of the changes.

5. Don't reclassify the Triumph Spitfire from HP. (Feller) The issue was addressed in our previous minutes and the car is not being reclassified.

GT

GT1

1. Allow Trans Am wing-mounting rules. (Hartzler, Kummer) The Board of Directors has recently approved changes to the GT1 rear wing rules; we will monitor the impact of those adjustments.

GT3

1. Can I re-body my right hand drive 1989 Acura Integra? (Roberson) If the car was registered with a logbook before 1/1/90 then it is permitted.

2. Don't penalize the Nissans and the Ford Probe too much. (Jackson) Adjustments were made to the Toyotas in the class to balance the competition.

CLUB RACING BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC. February 8-9, 2004

The Club Racing Board met in Kansas City, Missouri on February 8-9, 2004. Participating were: Kurt Weiss, Chairman; Bob Dowie, Jim Leithauser, Kevin Kloefer, Brian McCarthy, John Martinsen, Jim Rogaski, Secretary. Also participating were: Erik Skirmants, Bill Weston, BoD Liaisons; Howard Duncan, Vice President of Program Development and Operations; Phil Clarke, Director of Club Racing; Brian Cohn, Manager Club Racing; Jeremy Thoennes, Technical Manager Club Racing; John Bauer, Technical Assistant Club Racing.

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

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

GCR

Item 1. During the 2004 National Convention held in Kansas City, Missouri, the Club Racing Board met with Dr. Melvin, and Dr Hubbard, as well as representatives of SFI, FIA to discuss current safety equipment specifications. During these discussions several updates and allowances were recommended and proposed for inclusion in our rules. FIA has recently specified an approved two-inch polyester lap belt that improves the contact area between the belt and the pelvic area thus being able to restrain the body better. Additionally, the safety consultants also recommended changing the minimum number of attachment points from five-point to six-point with a strong recommendation for a seven-point harness system. The six-point harness with the antisubmarine belts passing below the thighs and attaching rearward has proven to significantly reduce the forward motion of the torso in comparison to the five-point system currently allowed.

Additionally, based on the information provided by the safety consultants, the Club Racing Board is recommending that the FIA two-inch lap belt be allowed, effective 1/1/05, and the required number of attachment points for seat belts be changed from five-point to a minimum of six-point, effective 1/1/07. The delay of two years is in recognition of those competitors who may have recently purchased new five-point SFI belts, but all are encouraged to update their belts as soon as possible.

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

20. DRIVER'S RESTRAINT SYSTEM

All drivers in SCCA sanctioned speed events shall utilize either a five, six or seven point restraint harness meeting the following specifications (*five-point harnesses will be acceptable until 1/1/07*). A seven-point restraint harness is recommended. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. The restraint system installation is subject to approval of the Chief Technical and Safety Inspector. (Note: SFI requirements for Driver's Restraint System does not include arm restraints at this time. Window nets need not be dated.)

1. A five point system, for use in automobiles where the driver is seated in an upright position, consists of a three (3) inch seat belt, an approximately three (3) inch strap over the shoulder type of shoulder harness, and an approximately two (2) inch anti submarine strap. *A Five-point harness will only be acceptable until 1/1/07.*

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

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

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

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

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

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

5. The single anti submarine strap of the five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness. *A Five-point harness will only be acceptable until 1/1/07.*

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

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

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

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

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

B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating

one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)

C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.

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

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

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

PRODUCTION

Item 1. There has been a lot of confusion and concern since late last year when the Club Racing Board clarified the different types of lifters used in Production racing. The Board of Directors in an effort to mitigate the concerns and allow the CRB time to clear up the confusion suspended our clarification. Unfortunately, the suspension of the clarification created its own confusion, and left members wondering what the original intent of the rule was. The Club Racing Board also recognizes that the original clarification may have a negative performance impact on the few cars affected that have interpreted the rule differently from the original intent. What should have been stated during the original clarification is that the Club Racing Board does not intend to make current cars uncompetitive, and is prepared to make positive performance adjustments necessary to return the affected cars to a competitive level of performance. In order to allow sufficient time for conversion of those cars affected, the Club Racing Board will add the solid lifter's specific part number to the spec line for the remainder of this year with a sunset date of 12/31/04.

Change PCS section 17.1.1.D.1.f.1. to read as follows

f. Camshaft and Valve Gear

1. Any camshaft(s) and lifters/cam followers may be used. Lifters/cam followers shall be of the same type and diameter as original. *Hydraulic lifters are not considered the same type as solid lifters.*

AMERICAN SEDAN

Item 1. Several competitors have raised the question on whether remote reservoir shocks are legal for American Sedan. The CRB and the American Sedan Advisory

Committee reviewed the original intent of the shock rules, the availability of remote reservoir shocks, the cost of remote reservoir shocks versus more expensive non-remote reservoir versions, and the number of cars already competing in the class with these shocks. Based on the advice of the American Sedan Advisory Committee, the Club Racing Board is recommending that the shock rule be clarified with the adoption of the following language. There is further information regarding this issue in our Member Advisory section of our minutes.

Effective on approval of the Board of Directors, change ASCS Section 17.1.7.D.4.b.2. to read as follows:

2. Any shock absorbers may be used, provided they attach to the original mounting points. The number ~~and type~~ of shock absorbers shall be the same as stock. *Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment while the car is in motion.*

SPORTS RACER

SRF

Item 1. The Yokohama Tire Company will no longer be making the current spec tire for the SRF. After extensive testing a new model Yokohama tire is being added to the specifications. Both tires will be eligible for competition use through the remainder of this year. See this month's Technical Bulletin for details. Additionally, since there is a significant performance difference between the new tire and the specified rain tire, it is the recommendation of SCCA Enterprises and the Club Racing Board that the requirement for the Chief Steward to designate a rain race for SRF be deleted from the rules.

Effective 1/1/05, delete SRCS Section 17.1.5.D.24. in entirety.

D-24. Dry / Wet Track:

~~The approved rain tire may only be used when the Chief Steward allows for its use. The Chief Steward will make a determination of a wet track condition prior to the start of a qualifying or race session. If the Chief Steward determines that a wet track condition exists, competitors may choose to run either the approved wet or dry tire. In the absence of this determination, the track will be assumed to be "dry". The Chief Steward's determination will be made at least fifteen (15) minutes prior to the session and will be announced and posted at Driver's Information, Race Control, or where ever appropriate to inform the drivers.~~

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

None

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

The Club Racing Board (CRB) spent the majority of the convention time attending presentations, meeting with the Board of

Directors, the Executive Stewards, National Administrators and finalizing the 2004 Runoff Supplemental Regulations and Schedule.

Letters submitted previously for review will be addressed during our next conference call.

AMERICAN SEDAN

As noted in our recommended shock absorber rule change, the Club Racing Board wants to clarify what was the intent of the shock rule and how American Sedan's rule relates to the Improved Touring rule, which bans remote reservoir shocks. The progression of the American Sedan class rules from its origin, to its current state of allowing Ford 9-inch rear ends, alternate transmissions, and non-stock fuel systems in fuel injection model cars is significantly different than that of Improved Touring. If it was the Club Racing Board's intent that American Sedan not have remote reservoir shocks, it would have changed the wording at the time it made the decision that the IT classes would not be allowed to use them.

FORMULA

F500

Based on the input received from the competitors at the 2003 Runoff's Tent Meeting, the Club Racing Board went forward with a proposed rules change that would allow the RAV 494 motor to be used with the RAV portion blocked off. There was also an impression made that the 493 motor should continue to be allowed use at regional only events. In recent months the Club Racing Board has received numerous letters from the membership that suggests that the 494 RAV engine be allowed in without the RAV port blocked and also to allow the 493 motor to be used at National events.

The Club Racing Board is asking the F500 community to comment on what format the 494 RAV should be allowed and also whether the 493 motor should also be added to the list of engines eligible for National events.

SPORTS RACER

SRF

The Spec Racer Ford community has been expressing significant concern over the availability of expensive and potentially dangerous fuels that have been created to meet the fuel testing requirements of our club while providing a performance enhancement at a significant per gallon cost. There is great concern over the safety of fellow drivers and officials when this fuel is used. In order to address these concerns and to research the potential for establishing a spec fuel for other classes in the future, the National Staff, working with the Mid-Ohio Track is proposing to specify a spec fuel available at the Mid-Ohio track for the SRF class at the 2004 SCCA Runoffs.

NEW CAR CLASSIFICATIONS

In order to inform the membership as quickly as possible of our intent to add new cars we will also be listing the cars being added in this section of our minutes under

the heading of New Car Classifications. The details of the specifications will be found in the Technical Bulletins as the specifications are researched and confirmed.

New Car Classifications

None

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

None

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

None

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

None

RACING MEMO

DATE: February 24, 2004

NUMBER: RM04-04

FROM: National Staff

TO: All Participants & Families

SUBJECT: New Annual Minor Waiver Requirements

Effective May 1, 2004, all pink minor photo ID cars and their associated minor waivers will no longer be valid for SCCA Club Racing events. The pink minor ID photo program has been replaced with an annual minor waiver program and a yellow 2004 Club Racing Minor Photo ID. In order to be issued credentials for a non-spectator SCCA Club Racing event, minors must have a minor photo ID and/or waiver properly executed in one of the following manners:

2004 Annual Minor Waiver and Photo ID

- A minor waiver and release form covering all SCCA events during the calendar year.

- Minor waiver form MS-2A requires the authorization and signatures of both parents/guardians. Both signatures must be witnessed at the track by an SCCA official, or may be witnessed by a notary public if the waiver can not be executed at the event site.

- Only parents/guardians may authorize and sign the waiver. Friends, relatives, brothers/sisters etc. may NOT sign the waiver on behalf of the minor.

- The minor waiver form MS-2A is available at Registration, in advance from your Regional Registrar, or online at scca.com

- A yellow 2004 Minor Photo ID may be issued by the Region. The photo ID will replace the requirement to show the properly executed waiver at remaining events during the year.

Single Event Minor Waiver

- A minor waiver and release form covering a single SCCA event.

- For a single event, the minor waiver form MS-2A requires the authorization and signature of only one parent. The signature must be witnessed at the track by an SCCA official, or may be witnessed by a notary public if the waiver can not be executed at the event site.

- Only a parent/guardian may authorize and sign the waiver. Friends, relatives, brothers/sisters etc. may NOT sign the waiver on behalf of the minor.

- The minor waiver form MS-2A is available at Registration, in advance from your Regional Registrar, or online at scca.com

Minor Participant Waiver

- A program for licensed minor competitors and volunteers 16 to 18 years old working in "hot" areas.

- There are no changes to this program.

- Administered by the SCCA National Office.

- Membership/license card issued with a red "W" stamp.

To avoid situations where minors may be refused admittance to an event, it is important that you understand the new requirements and plan ahead to ensure that a parent/guardian accompanies each minor in your party, or that the properly executed and notarized waiver form, or yellow Minor Photo ID, accompanies each minor.

Minor waivers are not required for SCCA Club Racing spectator events. If you are unsure of the spectator/non-spectator status of an event, please call the event Registrar for clarification.

Please note that Minor Photo ID's issued by any SCCA program are valid at all SCCA events. For example, a Solo yellow Minor Photo ID is valid at a Club Racing event and vice versa.

Thank you for your attention to this important subject. Proper risk management procedures are an imperative for the continuation of a successful SCCA Club Racing program.

Good luck for the 2004 race season!

TECHNICAL BULLETIN

DATE: January 29 & February 8-9, 2004

NUMBER: TB 04-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All page numbers in the following document refer to the 2004 GCR. All changes are effective 4/1/04 unless otherwise noted.

GCR

1. Section 22.1 Glossary, p. 202, add to the end of Rod End as follows: i.e. heim joint.

Production

EP

1. Nissan/Datsun 240-SX/S13, p. 54-55, change specs to read: Weight(lbs): 2480.

2. BMW 2002 / 2002tii, p. 40-41, change specs to read: Carb. No. & Type: (1) 40 DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 34mm choke(s) on I.R. manifold, 32/36 DGV/DGAV, or original-type fuel injection.

3. BMW 318i & 320i, p. 40-41, change specs to read: Carb. No. & Type: (1) 40 DCNF, DCNF, IDF w/ 36mm choke(s), (2) Auto-type sidedraft w/ 34mm choke(s) on I.R. manifold, 32/36 DGV/DGAV, or original-type fuel injection.

4. Mazda RX-2, p. 48-49, change the specs to read: Brakes Alt. (mm(in)): (F) 227 (8.9) Disc, (F) 250 Disc, (R) 229 (9.0) Drum,

(R) 236 Disc, (R) 256 Disc.

5. Alfa Romeo Alfetta GT (75-79), p. 38-39, add to specs: Carb. No. & Type: original-type fuel injection (mechanical) w/ stock unmodified F.I. throttle body, Brakes Alt: (F): Alfa Romeo GTV-6 front brake calipers, Brembo aluminum calipers, (R): Alfa Romeo Spider rear brake calipers, ATE cast iron calipers.

6. Alfa Romeo Spider 2000, 2000 Spider Veloce (-1990), p. 38-39, change specs to read: Carb. No. & Type: (2) 40, 45, 48 DCOE, 40 DHLA, 48 DHLA. 34mm choke(s) req'd, or original-type fuel injection (mechanical or electronic) w/ stock unmodified F.I. throttle body.

7. Porsche 914-6 2.0L, p. 56-57, correct specs to read: Track (F/R) mm/(in): 1452 / 1499 (57.2/59.0)

8. Mazda MX-5 / Miata 1.6L (-93), p. 51, add to the specs: Notes: Mazda Comp lifter #B6N7-12-183 allowed until 12/31/04.

9. Mazda MX-5 / Miata 1.8L (90-97), p. 51, add to the specs: Notes: Mazda Comp lifter #B6N7-12-183 allowed until 12/31/04.

FP

1. Classify Alfa Romeo GTV 1750/Spider 1750/ Berlina 1750 (67-72) as limited prep. Add new spec line to PCS p. 64-65. Engine Type: 4 Cyl. DOHC, Bore(mm) x Stroke(mm): 80.0 x 88.4, Disp.(cc): 1779, Block: Alum, Head/PN: Alum, Valves IN & EX(mm): 41.1(I), 37.1(E), Carb. No. & Type: Original-type fuel injection w/stock unmodified F.I. throttle body, 34mm restrictor required between air filter and butterfly, Wheelbase(in): GTV 92.5, Spider 88.6, Berlina 101.8, Track (F&R)(in): GTV 55.7/54.2, Spider 56.3/54.2, Berlina 52.1/50.2, Wheels: 14x6, 14x7, 15x6, 15x7, Trans. Speeds: 5, Brakes Std.: Factory spec @ all 4 wheels, Brakes Alt: None, Weight(lbs): GTV/Berlina 1865, Spider 1950, Notes: Comp.Ratio limited to 10.5:1, 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". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valves, keepers, springs, and pushrods 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 and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft required 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 (no sequential shifting). Competitor must be in possession of factory workshop manual at all competitions.

2. Triumph Spitfire Mk. IV & 1500, p. 78-79, change specs to read: Weight(lbs): 1296 = 1730, 1493 = 1660.

3. Triumph Spitfire Mk. III, p. 76-77, change specs to read: Weight(lbs): 1730.

4. Turner 1500, p.78-79, add to specs: Carb. No. & Type: (1) 40 DCNF with 30mm

choke(s).

5. Fiat X-1/9 & Bertone, p.68-69, add to specs: Carb. No. & Type: (1) 40 DCNF with 34mm choke(s). Change specs: Wheels: 13 x 7.

6. BMW 2002/tii, p. 66-67, add to specs: Carb. No. & Type: (1) 40 DCNF with 32mm choke(s).

7. Fiat 124 Sport Spider (-1977), p. 68-69, add to specs: Carb. No. & Type: (1) 40 DCNF with 30mm choke(s), Notes: Allow 40IDF w/28mm choke(s) @ 1965 lbs. Change specs: Wheels: 13 x 7.

8. Fiat 124 Sport Coupe, p. 66-67, add to specs: Carb. No. & Type: (1) 40 DCNF with 30mm choke(s), Notes: 40 IDF w/28mm choke(s) @ 1965 lbs. Change specs: Wheels: 13 x 7.

9. Ford Escort / GT 1.9 (85-88), p. 68-69, correct model years to include 1986-1990.

10. Opel GT, p. 74-75, add to specs: Brakes Alt.: (F) 247mm vented discs and calipers from Opel Omega/75 Opel 1900 Ascona/Manta, kit # 91305079.

11. Opel Manta, p. 74-75, add to specs: Brakes Alt.: (F) 247mm vented discs and calipers from Opel Omega/75 Opel 1900 Ascona/Manta, kit # 91305079.

GP

1. Classify Mini Cooper (02-04) as limited prep.

Add new spec line to PCS p. 86-87. Engine Type: 4 Cyl DOHC, Bore(mm) x Stroke(mm): 77.0 x 85.8, Disp.(cc): 1598, Block: Iron, Head/PN: Alum, Valves IN & EX(mm): 30.3(I), 23.3(E), Carb. No. & Type: Original-type fuel injection w/stock unmodified F.I. throttle body, Wheelbase(in): 97.1, Track (F&R)(in): 57.4/57.7, Wheels: 15x7, Trans. Speeds: 5, Brakes Std.: Factory Spec @ all 4 wheels, Brakes Alt: none, Weight(lbs): 2200, Notes: Comp.Ratio limited to 10.6:1, 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, and springs 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 and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft required 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 (no sequential shifting). Competitor must be in possession of factory workshop manual at all competitions.

2. Fiat X-1/9 & Bertone, p. 82-83, add to specs: Notes: Allow (1) 40 DCNF with 32mm chokes.

3. Volkswagen Scirocco 1457/1471, p. 90-91, add to the specs: Brakes Alt.: Front calipers form 80 Scirocco / Rabbitt, Notes: VW 02A transmission and flywheel allowed.

4. Volkswagen Scirocco 1588, p. 90-91, add to the specs: Notes: VW 02A transmission and flywheel allowed.

5. Nissan/Datsun SPL 310-U, p. 86-87, correct specs to read: Engine Type: 4 Cyl OHV.

6. Nissan/Datsun SPL 311 / 311-U, p. 86-87, correct specs to read: Engine Type: 4 Cyl OHV.

HP

1. Volkswagen Scirocco 1588, p. 104-105, change specs to read: Trans. Speeds: 4 or 5.

GT

GT2

1. Toyota Celica (RWD only) (2000-), p. 70, add to the specs: Notes: Injector placement upstream of the throttle plate is permitted on V-6.

2. Nissan 300-ZX / Z31(-1989), p. 66, add to the specs: Notes: Injector placement upstream of the throttle plate is permitted on V-6.

3. Nissan 300-ZX / Z32 (1990-), p. 67, add to the specs: Notes: Injector placement upstream of the throttle plate is permitted on V-6.

4. Nissan 350Z, p. 67, add to the specs: Notes: Injector placement upstream of the throttle plate is permitted on V-6.

5. Mazda Miata M-2 (1990-), p. 65, add to the specs as follows: Notes: Street Port Renesis w/44mm choke(s) @ 2080.

6. Mazda RX-7 (13B), p. 65, add to the specs as follows: Notes: Street Port Renesis w/44mm choke(s) @ 2080.

7. Mazda RX-8, p. 65, add to the specs as follows: Notes: Street Port Renesis w/44mm choke(s) @ 2080.

GT3

1. Toyota Celica (00-02), p. 81, change specs to read: Weight: 1980.

2. Toyota Corolla Sport Twin Cam (1985-), p. 81, change specs to read: Weight: 1980.

3. Toyota MR-2 (-1989), p. 81, change specs to read: Weight: 1980.

4. Toyota Paseo (92-99), p. 81, change specs to read: Weight: 1980.

5. Mazda MX-5 / Miata, p. 76, change specs to read: Weight: 1.6L @ 1980, 1.8L @ 2100, 12A Rotary @ 2080.

GT4

1. Classify Mazda3
Add new spec line to the GTCS, p. 87, Engine type: 4 Cyl SOHC, Bore x Stroke(mm): 77.0 x 80.0, Displ.(cc): 1490, Head type: Alum, Crossflow, Valves per cylinder: 2, Carburetion: unrestricted, Wheelbase(in): 97, Wheels 7" wide: 13, Weight: 1921, Notes: Alt head: #E515-10-100B, engine: 78.0 x 80.0 (1597cc) w/45mm choke(s) @ 2079.

GT5

1. Classify Mazda3
Add new spec line to the GTCS, p. 95, Engine type: 4 Cyl SOHC, Bore x Stroke(mm): 73.0 x 76.0, 77.0 x 69.6, Displ.(cc): 1272, 1296, Head type: Alum, Crossflow, Valves per cylinder: 2, Carburetion: unrestricted, Wheelbase(in): 97, Wheels 6 or 7" wide: 13, Weight: 1272 @ 1774, 1296 @ 1735, Notes: 1500cc block and head w/ 1300 (1365cc) crankshaft (#E301-11-301 or equivalent) is permitted. Alt head: #E515-10-100B.

Touring

T1

1. Subaru Impreza WRX STI, (03-04) classified in TB 04-02, correct the specs as follows: Brakes(mm): 323 vented disc(F) 313 vented disc(R).

Showroom Stock

SSB

1. BMW Z4 (2003) p. 41, change the first sentence of the notes as follows: Throttle restrictor between throttle body and plenum is mandatory: .060" flat steel plate with one (1) 56.0mm hole.

Sports Racer

SRF

1. Spec Racer Ford Specifications Chassis, Section F, p. 58, Tires: Dry: add the model Yokohama A048.

Formula

FA

1. Section 17.1.6.A.5.15, p. 26, correct the spec to read as follows: The car shall weigh 1265 lbs. minimum, including the driver.

SOLO

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

The Solo Events Board met at the SCCA National Convention in Kansas City February 6th through 8th. Attending were SEB Chairman Colan Arnold, board members Chris Dorsey, Mari Clements, Ron Bauer, Andy Hollis, Marcus Merideth, Mark Sipe, and Mark Sirota. Also attending were Tasha Goodale, Howard Duncan and Doug Gill of the National Staff, and BOD liaison Bob Introne. These Minutes are presented in topical order rather than in the order of discussion.

SOLO II, GENERAL ITEMS

- Per member input, the SEB is revising the Bumping Order (Appendix B) to reflect that SM bumps to SM2, then to AP, and BSP bumps to ASP.

- The following rule change, which applies to the Foreword to the Solo I and II rule book and would take effect immediately upon approval, is being recommended to the BOD:

ITEM 1) Replace 1.2 Revision of the Solo I and Solo II Rules with, "The SCCA may revise these rules or issue supplements to them at any time, via Tech Bulletins in Sports Car or the official SCCA Website. All supplements will have a published effective date."

- The following rule change proposals, effective 1/1/2005, are being submitted for member comment:

ITEM 2) Delete Section 11.2, Mementos. Comment: this proposed change would not prevent Regions from providing appropriate mementos if they so desire, but would simply remove the appearance that there is a requirement for them to do so (11.2 is not one of the mandatory sections).

ITEM 3) Remove the fourth paragraph of Section 13.0, and add the following new sections (and renumber subsequent sections accordingly):

"8.3.1 Burden of Proof

The entrant of a protested vehicle has the burden of proving that the vehicle conforms

to these rules by the required documentation according to the class of the vehicle, and must present the required documentation to the PC at the time that the protest is heard, or else be disqualified.

If the required documentation does not include sufficient information on a protested item or specification, the burden shifts to the protestor to prove the equipment or specification illegal."

"3.8 Required Documentation

The entrant has the burden of proving that the vehicle conforms to these Rules by the required documentation for the category/class, as noted below. The required documentation should be considered as an extension of these Rules.

A. Stock, Street Touring, Street Prepared, Street Modified, Prepared: The official manufacturer's service documentation for the make, model, and year of the vehicle as entered, if ever available to the consumer from the manufacturer. Additional official manufacturer's service documentation for other years and/or models may also be required to cover equipment and/or specifications authorized by update/backdate allowances. Other official manufacturer's documentation, such as the owner's manual, shop manual, parts catalogs, technical bulletins, sales and marketing literature, or Monroney window sticker may be provided as supporting information. All manufacturer's documentation must be for non-competition purposes.

B. A Modified, D Modified, and E Modified: No additional documentation is required.

C. B Modified: Previous year GCR, and FCS or SRCS as applicable.

D. C Modified and F Modified: Current year GCR, and FCS or SRCS as applicable.

E. Formula 125: See Section 18 and Appendix G.

F. Formula Junior: See Appendix H.

G. Formula SAE: Current or previous year Formula SAE Rules."

Comment: This rule change accomplishes the following: (1) more clearly document the burden of proof and documentation requirements for vehicles outside of Stock category; (2) specify documentation requirements for vehicles taking advantage of update/backdate allowances; (3) specify the timing for presenting the required documentation to the protest committee.

As the required documentation should be considered an extension of the rulebook, the penalty for not having it is prescribed is disqualification. The SEB is continuing to investigate approaches for documentation which is not normally available to consumers, and welcomes letters on that topic (ref. 03-132).

- Member input item number 04-053 was reviewed, and the SEB agreed to form a sound control subcommittee within the board to examine the issues raised and provide recommendations for full board review by the April SEB conference call.

TIRE RACK SOLO II NATIONAL CHAMPIONSHIPS

- The SEB reviewed and approved the preliminary list of Chiefs, including Chief Stewards, for the Solo II National Championships. The finalized list will be

published in a future issue of Sports Car.

- Areas of focus for Impound inspections were discussed, and the category advisory committees are being asked for their recommendations regarding items to check and procedures to facilitate competitor enforcement. Specific classes and inspection procedures will be determined in an upcoming SEB conference call, and may be implemented at selected National Tour events in 2004.

- The SEB liaison to the Solo II Nationals chiefs will be Marcus Merideth.

- Course designers were selected for the event; they are Lee Piccione (South) and K.C. Babb (North).

- The SEB wishes to recognize the 2003 Nationals course designers for having done a particularly excellent job of providing quality course content on the available surface.

SOLO II STOCK CATEGORY

- Per SAC recommendation, the BMW Z4 is being added to the list of cars for a possible 1/1/2005 move to AS. Each of the subject cars will be looked at individually. Once the relevant classing decisions have been made, it is the intent of the SEB that all variants of the Honda S2000 will be in the same class, whether it is AS or BS. In response to concerns expressed by drivers of Porsche Boxsters regarding possible AS and BS changes, the SAC noted that base-model Boxsters have recently been Nationally competitive in BS.

- The SAC chair for 2004, as approved by the SEB, is GH Sharp.

SOLO II STREET TOURING CATEGORY

- The following rule change proposal, effective 1/1/2005, is proposed for member comment:

ITEM 4) Replace the first sentence of 14.5.B with the following: "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. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed." *Comment:* this provides commonality with the 2004 Street Prepared allowances.

- The SEB is proposing to move the Eligible Vehicles portions of Section 14 to a Street Touring subsection of Appendix A, effective 1/1/2005. *Comment:* this will provide better consistency with the format of the rest of the rule book.

- The SEB discussed and approved the addition of two supplemental classes to National Tour events; STS2 and STU. These classes reflect what the SEB envisions to be the continued growth of the Street Touring category, and are being evaluated in conjunction with evaluation of the feasibility of combining several less-subscribed classes and of restructuring some less-subscribed preparation categories.

Reflecting the success of the ST concept both nationally and regionally, the two supplemental classes were developed as the next logical steps in the progression of this cate-

gory. Variants of one or both of these classes are already being offered in several regions across the country.

STS2 will follow the STS rule set, but the eligible cars will be restricted to two-seaters with engine displacements of 1.8 liters or less. This class will provide a home for a number of popular vehicles, including the Honda CRX and del Sol, Mazda Rx-7 (non-turbo, '79-'92) and Miata ('90-'97), Toyota MR2 ('85-'89), as well as other similar vehicles. STS category rules 14.1 to 14.10 apply. Further, as in STS, only original equipment viscous limited slip differentials are legal in STS2. Excluded vehicles include Lotus (all), Mazda Miata (99+), and Toyota MR2 ('91-'95 and '00+).

STU will follow the STX rule set, but will raise the displacement limit for otherwise STX-legal vehicles to 3.1 liters for forced induction and to unlimited displacement for natural aspiration. To accommodate the greater power of these vehicles, restrictions on wheel width are lifted and the maximum tire width will be increased to 275 for front or rear wheel drive vehicles (but will remain at 245 for AWD vehicles). Other than these limited exceptions, the STX rule set as described in 14.11 applies. This class extends the Street Touring concept to cars including the Audi S4, BMW M3 (E36), Chevrolet Camaro, Dodge Neon SRT-4, Ford Mustang, Mazda RX-8, Mitsubishi Lancer Evo 8, Pontiac Firebird, Pontiac GTO, Subaru WRX STi, Volvo S60 R, and Toyota Supra. Excluded vehicles include the E46 M3 and the E39 M5.

In conjunction with the planned evolution of this category and of the sport as a whole, these two supplemental classes will not be considered for full national status until 2007. One or both classes could then potentially be recommended for full national status provided that rules stability is attained, member participation is strong, and the classes continue to reflect the needs of the current enthusiast market.

- The STAC chair for 2004, as approved by the SEB, is Phil Osborne.

SOLO II STREET PREPARED CATEGORY

- The following new members were appointed to the SPAC: Jim Crider, Allen Kugler, and Iain Mannix.

- The following previously-published class change proposal, effective 1/1/2005, is included herein for member review:

ITEM 5) Move the Honda S2000 from ASP to BSP.

- Per recommendation of the SPAC, the following classing change proposals, effective 1/1/2005, are submitted for member comment:

ITEM 6) Change the DSP Fiat X-1/9 listing to read: "Fiat X-1/9 1300 & 1500, Bertone 1500" *Comment:* this combines the variants onto a single line, providing additional update/backdate opportunities. (ref. 03-777)

ITEM 7) Move the Mazda Rx-7 Turbo ('86-'92) from ASP to BSP. (ref. 03-835)

ITEM 8) Move the Acura Integra Type R from CSP to DSP, on a separate line (ref. 04-007)

- The SPAC chair for 2004, as approved by the SEB, is K.C. Babb.

SOLO II PREPARED CATEGORY

- The following new member was appointed to the PAC: Charlie Davis.

- The PAC and SEB are seeking member input on the feasibility and possible methods of allowing unlimited wheel/tire sizes in the Prepared classes. *Comment:* The goals of such changes would be: 1) to remove a perceived barrier to entry into the Prepared category for new competitors; 2) to provide a more consistent migration path from Street Prepared to Prepared.; 3) to incorporate common current car preparation techniques and technology. Methods under consideration might include, but are not limited to, unlimited wheels utilizing DOT tires, and/or a weight penalty for utilizing wheel sizes larger than currently allowed.

- The PAC is currently working on a minimum weight formula for cars in F Prepared, and will be presenting a specific proposal in a future issue of *Sports Car*.

- The PAC is considering new weight formulas for all classes in the Prepared category, and is working on a proposed DP/EP reorganization based on separating sports cars from sedans.

- The PAC is requesting member feedback on the following proposals, effective 1/1/2005:

ITEM 9) Change 17.10.C.3.b to change the non-stock fuel injection weight penalty to 6% for 2005, 3% for 2006, and zero for 2007. Also change 17.10.B to permit unlimited carburetion with a 6% weight penalty for 2005, then 3% for 2006, and zero for 2007. *Comment:* this is intended to provide a transition period, at the end of which the Prepared category induction allowances would encompass the current allowances of the Street Prepared category. The goals of these changes are: 1) to remove a perceived barrier to entry into the Prepared category for new competitors; 2) to account for increasing difficulty in obtaining carburetor parts in some of the Prepared classes; 3) to provide a more consistent migration path from Street Prepared to Prepared; 4) to incorporate common current car preparation techniques and technology.

- The PAC chair for 2004, as approved by the SEB, is Mark Andy.

SOLO II MODIFIED CATEGORY

- After reviewing member comment the Modified Advisory Committee has decided against making a recommendation to move the FF 2000 from B to C Modified. The SEB and the MAC wish to thank everyone who provided input (ref. 03-193, 03-850, 03-851, 03-856, 03-858, 03-859, 03-860, 03-861, 03-862, 03-864, 03-865, 03-866, and 03-867).

- Relative to specific safety issues, the MAC has recommended the following rule change proposals, effective 1/1/2005:

ITEM 10) Delete Sections 18.2.A, 18.2.D, 18.3.A, and 18.3.E. *Comment:* Sports Racing cars (18.2), and Formula cars (18.3) be required to have dual braking systems and external master cutoff switches with appropriate identification per the GCR.

ITEM 11) Add to 18.4.B.6: "The brakes shall be a dual system, arranged in a manner to provide braking for at least two (2) wheels in the event of failure in part of the

system." Also add new Section 18.4.B.12. "Vehicles shall have a Master Cutoff Switch complying with GCR, Section 17.27." *Comment:* The committee recommends that Specials (18.4) be similarly equipped.

- Per MAC recommendation, the following rule change proposals, effective 1/1/2005, are submitted here for member comment:

ITEM 12 Remove wing area computation method description from 18.4.B.11, and replace with "The total area when viewed from the top, and computed as described in Section 12.9, shall not exceed 20 square feet." Also add new Sections 18.2.R and 18.3.P as follows: "Wing area shall be computed as described in Section 12.9." Also add new Section 12.9 as follows:

12.9 WING AREA COMPUTATION

The area of a wing 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 between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation."

Comment: These changes provide a central location for the description of wing area computation, and add references to that method to the Modified rules covering Sports Racers and Formula Cars.

ITEM 13 Under Modified Class B, change C.2 to read as follows: "May use fuel injection without weight penalty as required by the GCR." *Comment:* The rationale behind this suggestion is as follows: 1) Originally, the added weight was an incentive not to use fuel injection, thereby controlling costs—such cost savings no longer apply; 2) No weight penalty for fuel injection is applied to other larger-engined cars with fuel injection.

- The MAC chair for 2004, as approved by the SEB, is Art Trier.

SOLO II FORMULA JUNIOR

- The SEB is continuing to request and review member input regarding Formula Junior classes and the National Championship event, and determined that the possible inclusion of the FJ classes at the National event will be coordinated with the class restructuring and consolidation strategy which was published in the October 2003 *FasTrack*. This plan calls for the number of FJ classes to be reduced to two for 2006; those two classes may be considered for inclusion at the Nationals at that time provided the following issues are resolved: 1) participation levels at National Tours and/or Divisionals must provide a reasonable expectation of meeting the minimum spelled out in 4.7; 2) program issues regarding event operations must have been approved and disseminated, and are being enforced by Youth Stewards and other Event Officials; and 3) both the Formula Junior participants and their crew adhere to the standards of sportsmanship expected of all competitors (see 1.4.K., 9.1, 9.2).

- The KAC chair for 2004, as approved by the SEB, is Tom Harrington.

MEMBER ITEMS NOT RECOMMENDED

- Ban "R" tires in Stock (ref. 04-058)

Comment: the SEB does not feel that this change is necessary or realistic at this time, but will continue to monitor the cost and durability issues regarding tires in Stock.

- Allow electric water pumps in Street Prepared (ref. 04-077) *Comment:* the SPAC and SEB do not feel that this allowance would be consistent with the nature of the SP category.

- Move Civic 1500 non-Si from CSP to FSP (ref. 03-761) *Comment:* the SEB does not feel that the potential benefit of this change to FSP Civics and CRX's outweighs the potential negative effect of the takebacks to CSP competitors inherent in this proposal.

- Adjustable A-arms in SP (ref. 03-610). *Comment:* the SPAC does not feel that this change is appropriate for SP at this time, but will consider the applicability of anticipated ST rule changes in this area to SP when they are finalized.

- Class the Ferrari 360 in Prepared (ref. 04-015, 04-016) *Comment:* this model does not meet the requirements of 17.A.2, and there is no provision in the rules for circumventing those requirements.

MEMBER FEEDBACK ITEMS REVIEWED

04-006, 04-009, 04-010, 04-013, 04-017, 04-030, 04-032, 04-033, 04-042, 04-043, 04-064, 04-067, 04-068, 04-071, 04-073, 04-081, 04-084, 04-095

TECH BULLETINS

1) Stock: the Penske "Hydraulic Third Spring" shock absorber configuration, and any others like it, are not allowed by the Stock category rules.

2) Stock: Provided all constraints of 13.5.C are met, Section 13.5.C permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate, and the mount is provided by the OEM as an assembly (e.g. the BMW E36 and E46 rear shock mounts). This includes drilling out and removal of the metal sleeve (ref. 03-869).

3) Stock: As referenced in 13.5.C, a bonded shock bushing/plate assembly is considered a shock mount assembly and not a shock bushing. It is not permissible to replace it with an aftermarket performance part, nor is it allowed to replace the bonded bushing material (ref. 03-869).

4) Stock: the following new listings, effective immediately, are added in Appendix A:
Subaru Forester 2.5XT DS (ref. 04-027)
Mazda 3 ('04+) GS (ref. 04-040)

5) Stock: Add "(03+)" to Volvo V70 R listed in DS by Tech Bulletin 1 in Feb 2004 *FasTrack* (not in 2004 Rules). *Comment:* This would be consistent with "Volvo S60 R ('03+)" listing in DS of the 2004 Rules and may help differentiate the V70 R from the earlier V70 T5 model.

6) Stock: Errors and Omissions:

- Move the BMW M5 ('00+) listing in 2004 Rules from SS to AS.

- Move The Acura RSX Type-S listing in 2004 Rules from DS to GS.

Comment: These listings were approved by the BOD per the Feb 2004 *FasTrack*.

7) Street Touring: The first sentence of Section 14.5.B is clarified to read as follows: "Any shock absorbers may be used, provid-

ed that the system of attachment and the attachment points are not altered." *Comment:* this corresponds to the 2003 Street Prepared rules. A proposal to bring this section of the ST rules into alignment with the current SP rules is shown above in Item 4.

8) Street Touring: The following car is added to the STX exclusion list in 14.11.11: '04 Audi S4 V8.

9) Street Touring: Components which are specifically designed only to facilitate toe adjustments are not permitted under the camber kit allowances of 14.8.F (ref. 04-011).

10) Street Touring: The Volvo item in the list of eligible models in 14.0 is corrected to read "Volvo S40 (except T5) and V40."

11) Street Prepared: Add Jetta VR6 to Golf VR6 listing in DSP to read, "Golf & Jetta VR6." *Comment:* All other Jetta listings are together with the Rabbit or Golf counterpart.

12) Street Prepared: Section 15.1.C does not permit the removal of a passenger-side airbag from the dash of an airbag-equipped Miata. The entire dashboard may be backdated to one which did not have an airbag. (ref. 03-843)

13) Street Prepared: the following new listings, effective immediately, are added in Appendix A:

Porsche 911 GT3	ASP (ref. 03-887)
Mazda RX-8	BSP (ref. 03-875)
Subaru Forester 2.5 XT	ESP (ref. 04-027)
Volvo S60 & V70	ESP (ref. 03-873)
Subaru Forester(non-turbo)	FSP (ref. 03-888, 04-027)

14) Formula Junior: Formula Junior competitors and their crews are reminded that Appendix H.II.C.2 provides the Youth Steward with the authority to invoke penalties ranging from reprimands to driver suspensions for inappropriate or unsportsmanlike conduct. Note that under this rule, a junior driver will be held responsible for the actions of his/her crew. In a situation where the crew member is also a competitor, the Youth Steward may refer the matter to the Chief Steward, per Section 9.1.

15) Section 3.3.3.A Annual Inspection: When the annual safety inspection program was created it was not the intent to require a regions to offer such a program, therefore please the first sentence of 3.3.3.A is revised to read, "An Annual Safety Inspection for a calendar year may be available..."

16) In Section 4.3.1, "2003" should say "2004."

ROADRALLY

Excerpts from RoadRally Minutes that will be published fully in the May issue of FasTrack.

Division events for National Championship points

Discussion: For 2004, all competitors choosing to not count a National Divisional Rally for championship points must follow the notification procedure in Article 8 A. See page 10 of the 2004 RRRs.

Fun/game/gimmick rallies

We want to come up with a formal name for fun/game/gimmick rallies. (We took to calling them FNG Rallies, but that has an unfortunate ring to it when spoken.) The

idea is to have a month long contest, open to all SCCA members, to come up with a catchy, marketable name. The RRB will decide the winner, and the prize is a one year SCCA membership. The thought was to promote this on the new web site, and make it an entirely web-based contest. How do we go about that?

PERFORMANCE RALLY

COMPETITION BULLETINS

For Immediate Release February 11, 2004

SCCA Performance Rally

Bulletin #: PRCB 021104
To: All Competitors
From: Sue Robinson- SCCA Performance Rally Department Manager
cc: Doug Robinson - SCCA ProRally Championship Chief Scrutineer
 SCCA Perf. Rally Board
 SCCA ProRally Manufacturers Council
Subject: 2004 Performance Rally Rulebook

Entrants Affected: All

Overview:

The Performance Rally Department and Performance Rally Board have found a number of errors in the 2004 rulebook. The best description of the 2004 rulebook is that is the 2002 rulebook as amended by the 2004 rule changes. The 2003 rule changes are absent. We intend to address this problem immediately.

A rules committee has been established to compare, line by line, the 2004 rulebook and the 2003 rulebook along with approved 2004 rule changes. Their task is to identify all of the errors in the 2004 rulebook. Members are welcome to submit their input, as we believe that the more eyes we have on this problem, the better the result will be.

The results will be posted on the SCCA website as a very long Competition Bulletin. This will be the quickest way to get all of the revision in your hands. This means you will need both the 2004 rulebook as well as that Competition Bulletin for the 2004 season.

We have considered the time and costs to issue an entirely new 2004 rulebook whether printed or on-line. The cost is prohibitive and the timeframe does not meet the needs of the rally community.

This problem needs to be resolved as quickly as practicable. The rules committee has been given until the end of March to publish their findings in order to affect the fewest possible number of events. The ClubRally National Championship and Sno*Drift are both run under 2003 rules. The First ProRally, which operates under the 2004 rulebook will be Oregon Trail on April 24-25. The Seed 9 RallySprint and Doo Wops 1 & 2 will be immediately impacted by this problem. These events will operate under the 2003 rulebook.

We deeply regret the inconvenience this

situation creates and apologize to our organizers, workers and competitors. We will keep you advised as the resolution moves forward.

Implementation **Date/Event:**
 Immediately.

For Immediate Release January 22, 2004

SCCA Performance Rally

Bulletin #: PRCB 012204
To: All Group N Competitors
From: Doug Robinson- SCCA Performance Rally Championship Chief Scrutineer
cc: Susan Robinson-SCCA Performance Rally Department Manager
 SCCA Perf. Rally Board
 SCCA ProRally Manufacturers Council
Subject: Group N Championship Points

Entrants Affected: All Group N Competitors

Overview: An error occurred in the 2004 Rally Rule book incorrectly showing the chart on page 80 for Group N point's calculation. The correct numbers are as follows. 1st 10, 2nd 8, 3rd 6, 4th 5, 5th 4, 6th 3, 7th 2, 8th 1.

Implementation Date/Event: January 22, 2004

Notes: None

For Immediate Release January 22, 2004

SCCA Performance Rally

Bulletin #: PRCB 012204
To: All Competitors
From: Sue Robinson- SCCA Perf. Rally Mgr.
cc: Doug Robinson - SCCA ProRally Championship Chief Scrutineer
 SCCA Perf. Rally Board
 SCCA ProRally Manufacturers Council
Subject: Manufacturers Championship Overall Championship

Entrants Affected: Manufacturer Entries Only

Overview: This is a clarification of the Manufacturer Overall Championship eligibility. All Manufacturers registered with the 2004 ProRally Series are eligible for the Overall Manufacturer Championship regardless of class they run in, i.e. 2wd or 4wd.

Implementation **Date/Event:**
 Immediately.

Notes: none

For Immediate Release January 22, 2004

SCCA Performance Rally

Bulletin #: PRCB 012204B
To: All Competitors
From: Sue Robinson- SCCA Performance Rally Manager
cc: Doug Robinson - SCCA ProRally Championship Chief Scrutineer
 SCCA Performance Rally Board
 SCCA ProRally Manufacturers Council
Subject: Suspension of 2 car team requirement for Manufacturers in 2004

Entrants Affected: Manufacturer Entries

Overview: The Performance Rally Department has suspended the rule requiring Manufacturer teams to have two cars per team during the 2004 rally season. The Manufacturer may enter one car or two for Manufacturer Championship points in any 2004 ProRally.

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

Notes: none



REGIONAL SCHEDULES

REGIONAL SOLO II

CENDIV

Apr 4	16th St Stadium Lot, Indianapolis, IN	317-865-0864
Apr 17-18	NaVistar International, Ft Wayne, IN	260-927-9313
Apr 18	Kentucky Speedway, Sparta, KY	513-871-3188
May 23	Kentucky Speedway, Sparta, KY	513-871-3188
May 29-30	Grissom Aeroplex, Peru, IN	260-927-9313
Jun 13	NaVistar International, Ft Wayne, IN	260-489-1985
Jun 13	Kentucky Speedway, Sparta, KY	513-871-3188
Jun 20	Wayne High School, Ft Wayne, IN	260-489-1985
Jul 11	Converse Airport, Converse, IN	260-489-1985
Jul 18	Kentucky Speedway, Sparta, KY	513-871-3188
Aug 22	Kentucky Speedway, Sparta, KY	513-871-3188
Sept 19	River Downs, Cincinnati, OH	513-871-3188
Sept 26	Grissom Aeroplex, Peru, IN	260-489-1985
Sept 26	River Downs, Cincinnati, OH	513-871-3188
Oct 8-10	River Downs, Cincinnati, OH	513-871-3188
Oct 24	River Downs, Cincinnati, OH	513-871-3188
Oct 17	Kruse International, Auburn, IN	260-489-1985

MIDDIV

Apr 4	Raytheon, Wichita, KS	316-733-2720
Apr 18	Saylorville Lake, Polk Co, IA	515-223-1956
Apr 18	War Memorial Stadium, Little Rock, AR	501-655-0781
Apr 18	Sandpiper Beach Access, Polk City, IA	515-223-1956
Apr 25	Gateway Race Track, Madison, IL	636-225-3236
Apr 30	UMB Bank Pavilion, Earth City, MO	636-946-4260
May 2	Strother Field, Arkansas City, KS	316-733-2720
May 16	Iowa International Raceway, Marshalltown, IA	515-223-1956
Jun 6	Wichita Greyhound Park, Wichita, KS	316-733-2720
Jun 13	Lakeside Casino Resort, Osceola, IA	515-223-1956
Jun 27	Strother Field, Arkansas City, KS	316-733-2720
Jul 11	Lakeside Casino Resort, Osceola, IA	515-223-1956
Jul 18	War Memorial Stadium, Little Rock, AR	501-655-0781
Jul 25	Boeing N-Lot, Wichita, KS	316-733-2720
Aug 8	Grissom Aeroplex, Peru, IN	260-489-1985
Aug 8	Greyhound Park, Waterloo, IA	515-223-1956
Aug 21-22	Walnut Ridge Airport, Walnut Ridge, AR	501-655-0781
Aug 22	Wichita Greyhound Park, Wichita, KS	316-733-2720
Aug 22	Waterloo Greyhound Park, Waterloo, IA	515-223-1956
Sept 5	Iowa International Raceway, Marshalltown, IA	515-223-1956
Sept 19	Raytheon, Wichita, KS	316-733-2720
Oct 3	Saylorville Lake, Polk Co, IA	515-223-1956
Oct 3	Sandpiper Beach Access, Polk City, IA	515-223-1956
Oct 3	Strother Field, Arkansas City, KS	316-733-2720
Oct 17	Wichita Greyhound Park, Wichita, KS	316-733-2720
Oct 16-17	Almyra Airport, Almyra, AR	501-655-0781
Oct 31	Saylorville Lake, Polk Co, IA	515-223-1956
Oct 31	Sandpiper Beach Access, Polk City, IA	515-223-1956
Nov 7	Boeing N-Lot, Wichita, KS	316-733-2720
Dec 5	War Memorial Stadium, Little Rock, AR	501-655-0781

NEDIV

Mar 7	Atco Raceway, Atco, NJ	856-694-5012
Apr 3-4	Camden Water Front, Lot 6 & 7 Camden, NJ	267-218-0031
Apr 4	Atco Raceway, Atco, NJ	856-694-5012
Apr 17	Camden Water Front, Lot 6 & 7 Camden, NJ	267-218-0031
Apr 17	Nassau Coliseum, Uniondale, NY	516-326-0444
Apr 18	FedEx Field, Landover, MD	410-465-1533
Apr 18	Orange County Airport, Montgomery, NY	845-876-6209
Apr 25	Atco Raceway, Atco, NJ	856-694-5012
May 2	Nassau Coliseum, Uniondale, NY	516-326-0444
May 2	Orange County Airport, Montgomery, NY	845-876-6209
May 30	Nassau Coliseum, Uniondale, NY	516-326-0444
Jun 6	Orange County Airport, Montgomery, NY	845-876-6209
May 16	FedEx Field, Landover, MD	410-465-1533
Jun 13	FedEx Field, Landover, MD	410-465-1533
Jul 3-4	Nassau Coliseum, Uniondale, NY	516-326-0444
Jul 4	Orange County Airport, Montgomery, NY	845-876-6209
Jul 11	FedEx Field, Landover, MD	410-465-1533
Jul 11	Atco Raceway, Atco, NJ	856-694-5012

Jul 25	Atco Raceway, Atco, NJ	856-694-5012
Jul 25	Orange County Airport, Montgomery, NY	845-876-6209
Jul 31-Aug 1	Nassau Coliseum, Uniondale, NY	516-326-0444
Aug 8	FedEx Field, Landover, MD	410-465-1533
Aug 15	Orange County Airport, Montgomery, NY	845-876-6209
Sept 4-5	Nassau Coliseum, Uniondale, NY	516-326-0444
Sept 5	FedEx Field, Landover, MD	410-465-1533
Sept 26	Orange County Airport, Montgomery, NY	845-876-6209
Oct 3	Nassau Coliseum, Uniondale, NY	516-326-0444
Oct 3	FedEx Field, Landover, MD	410-465-1533
Oct 10	Orange County Airport, Montgomery, NY	845-876-6209
Oct 17	Nassau Coliseum, Uniondale, NY	516-326-0444
Oct 24	Atco Raceway, Atco, NJ	856-694-5012
Oct 31	Orange County Airport, Montgomery, NY	845-876-6209
Nov 21	Atco Raceway, Atco, NJ	856-694-5012

NORPAC

Apr 3-4	San Francisco Park & Rec, San Francisco, CA	650-599-2615
Apr 10	San Joaquin County Fairgrounds, Stockton, CA	910-485-6744
Apr 11	Marina Airport, Marina, CA	650-599-2615
Apr 17-18	Stead Airport, Reno, NV	775-233-7947
Apr 18	Oakland Coliseum, Oakland, CA	650-599-2615
Apr 18	Castle Airport, Atwater, CA	559-275-1517
Apr 24-25	San Joaquin County Fairgrounds, Stockton, CA	910-485-6744
Apr 24-25	Stead Airport, Reno, NV	775-233-7947
May 15	Oakland Coliseum, Oakland, CA	650-599-2615
May 16	Castle Airport, Atwater, CA	559-221-7971
May 29	San Francisco Park & Rec, San Francisco, CA	650-599-2615
May 29-30	Hawthorne Airport, Hawthorne, NV	775-233-7947
Jun 6	Golden Gate Fields, Albany, CA	650-599-2615
Jun 6	Castle Airport, Atwater, CA	559-434-1581
Jun 10-11	Stead Airport, Reno, NV	775-233-7947
Jun 12-13	Stead Airport, Reno, NV	775-233-7947
Jun 19	Marina Airport, Marina, CA	650-599-2615
Jun 27	Castle Airport, Atwater, CA	559-284-4519
Jun 24	Stead Airport, Reno, NV	775-233-7947
Jul 11	Oakland Coliseum, Oakland, CA	650-599-2615
Jul 17	Golden Gate Fields, Albany, CA	650-599-2615
Jul 17-18	San Joaquin County Fairgrounds, Stockton, CA	910-485-6744
Jul 25	Castle Airport, Atwater, CA	559-299-7648
Aug 1	Golden Gate Fields, Albany, CA	650-599-2615
Aug 7-8	San Joaquin County Fairgrounds, Stockton, CA	910-485-6744
Aug 14-15	Stead Airport, Reno, NV	775-233-7947
Aug 28-29	San Joaquin County Fairgrounds, Stockton, CA	910-485-6744
Sept 5	Golden Gate Fields, Albany, CA	650-599-2615
Sept 25-26	San Joaquin County Fairgrounds, Stockton, CA	910-485-6744
Oct 9-10	Stead Airport, Reno, NV	775-233-7947
Oct 10	Castle Airport, Atwater, CA	559-323-4746
Oct 23-24	San Joaquin County Fairgrounds, Stockton, CA	910-485-6744

RMDIV

May 2	550 S. 24th St. West, Billings, MT	406-861-2268
May 23	Lewiston Airport, Lewiston, MT	406-252-9687
May 29	Cohen Stadium, El Paso, TX	915-544-9307
May 31	Skyview High School, Billings, MT	406-252-9687
Jun 5-6	Lewiston Airport, Lewiston, MT	406-252-9687
Jun 13	Cohen Stadium, El Paso, TX	915-544-9307
Jun 27	Cohen Stadium, El Paso, TX	915-544-9307
Jun 27	550 S 24th St. West, Billings, MT	406-861-2268
Aug 8	Lewiston Airport, Lewiston, MT	406-252-9687
Sept 6	Skyview High School, Billings, MT	406-252-9687

SEDIV

Apr 18	Birmingham Race Course, Birmingham, AL	215-919-1312
Apr 4	Nashville Superspeedway, Nashville, TN	615-907-4860
Apr 18	Anderson Co. High School, Clinton, TN	856-690-4275
Apr 18	Hollywood Greyhound Track, Hallandale Beach, FL	954-772-3002
Apr 25	Nashville Superspeedway, Nashville, TN	615-907-4860
May 2	Birmingham Race Course, Birmingham, AL	215-919-1312
May 2	Oak Ridge Mall, Oak Ridge, TN	865-690-4275
May 9	Nashville Superspeedway, TN	615-907-4860
May 23	Birmingham Race Course, Birmingham, AL	215-919-1312
May 23	Nashville Superspeedway, Nashville, TN	615-907-4860
Jun 6	Nashville Superspeedway, Nashville, TN	615-907-4860

Jun 6	Comcast Communications, Knoxville, TN	865-690-4275
Jun 13	Birmingham Race Course, Birmingham, AL	215-919-1312
Jun 27	Oak Ridge Mall, Oak Ridge, TN	865-690-4275
Jun 27	Nashville Superspeedway, Nashville, TN	615-907-4860
Jul 11	Nashville Superspeedway, Nashville, TN	615-907-4860
Jul 18	Birmingham Race Course, Birmingham, AL	215-919-1312
Jul 25	Nashville Superspeedway, Nashville, TN	615-907-4860
Aug 8	Nashville Superspeedway, Nashville, TN	615-907-4860
Aug 22	Birmingham Race Course, Birmingham, AL	215-919-1312
Aug 22	Nashville Superspeedway, Nashville, TN	615-907-4860
Sept 5	Nashville Superspeedway, Nashville, TN	615-907-4860
Sept 19	Birmingham Race Course, Birmingham, AL	215-919-1312
Sept 26	Nashville Superspeedway, Nashville, TN	615-907-4860
Sept 26	Comcast Communications, Knoxville, TN	865-690-4275
Oct 9-10	Nashville Superspeedway, Nashville, TN	615-907-4860
Oct 17	Birmingham Race Course, Birmingham, AL	215-919-1312
Oct 24	Nashville Superspeedway, Nashville, TN	615-907-4860
Nov 7	Birmingham Race Course, Birmingham, AL	215-919-1312
Nov 7	Nashville Superspeedway, Nashville, TN	615-907-4860
Nov 21	Nashville Superspeedway, Nashville, TN	615-907-4860
Dec 5	Nashville Superspeedway, Nashville, TN	615-907-4860

SOPAC

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
Apr 18	LasVegas Motor Speedway, N Las Vegas, NV	775-727-1936
May 2	Arizona Motorsports Park, Litchfield, AZ	623-825-5796
May 2	Libby Army Airfield, Sierra Vista, AZ	520-458-6818
May 9	LasVegas Motor Speedway, N Las Vegas, NV	775-727-1936
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

SWDIV

Apr 18	Lamar Dixon Expo Center, Gonzales, LA	337-261-0723
May 2	Gulf Greyhound Park, La Marque, TX	281-474-4368
May 22-23	Lamar Dixon Expo Center, Gonzales, LA	337-261-0723
Jun 6	Gulf Greyhound Park, La Marque, TX	281-474-4368
Jul 3	Gulf Greyhound Park, La Marque, TX	281-474-4368
Jun 13	Lamar Dixon Expo Center, Gonzales, LA	337-261-0723
Jul 24	Lamar Dixon Expo Center, Gonzales, LA	337-261-0723
Aug 28	Lamar Dixon Expo Center, Gonzales, LA	337-261-0723
Sept 6	Lamar Dixon Expo Center, Gonzales, LA	337-261-0723
Oct 10	Lamar Dixon Expo Center, Gonzales, LA	337-261-0723
Nov 21	Lamar Dixon Expo Center, Gonzales, LA	337-261-0723
Dec 11	Lamar Dixon Expo Center, Gonzales, LA	337-261-0723

DIVISIONAL SOLO 2

RMDIV

Apr 3-4	Cohen Stadium, El Paso, TX	915-544-9307
Jun 28	Pikes Peak Int.Raceway, Fountain, CO	719-598-4133

SEDIV

Jun 19-20	Gainesville Raceway, Gainesville, FL	813-237-4745
-----------	--------------------------------------	--------------

2004 'COOL SHIRT' SOLO 1 CHAMPIONSHIP SERIES

SEDIV

Apr 24-25	Gainesville, FL	321-259-6181
May 15-16	Blue Ridge Mountain Hillclimb	803-831-2523
May 29-30	Skelly Field	334-793-3599
June 19-20	Talladega Gran Prix	205-620-2978
Aug 7-8	Carolina Motorsports Park, Kershaw, SC	803-831-2523
Sept 11-12	Talladega Gran Prix	205-620-2978
Oct 30-31	Virginia International Raceway	919-870-6558
Nov 13-14	Roebbling Road	904-614-3520

REGIONAL ROAD RALLY

MIDDIV

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

NEDIV

Apr 17	TBD, Virginia Beach, VA	757-819-9230
--------	-------------------------	--------------

SOPAC

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

Apr 24	NCR	Steel Haul, Pittsburgh, PA	412-833-9308
April 25	DCR	Dead Head, 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	Catoctin 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, Trempealeau, WI	608-782-1565
Sept 19		Badger Trails	
Oct 9	DTR	Old Dominion Tour, Charles City, VA	757-306-4057
Oct 10	DCR	Old Dominion Dilemma, Charles City, VA	757-306-4057
Oct 15	NTR	USRRC, Santa Maria, CA	310-372-7168
Oct 16	NCR	USRRC, Santa Maria, CA	310-372-7168
Oct 17	NTR	USRRC, Santa Maria, CA	310-372-7168
Nov 6	DTR	El Diablo/WGT, Eagle River, WI	262-375-2676
Nov 20	DTR	Pine Barrens Express	732-271-5185



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 29-30 Washington, DC***
<input type="checkbox"/> March 13-14 - San Bernardino	<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 - Topeka, KS	<input type="checkbox"/> July 31-Aug 1 - Wendover, UT	<input type="checkbox"/> March 6-7 - 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 22-23 - Washington, DC	**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.** Cancellations must be in writing.

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>
---	--	---

2004 AUTHORIZED COMPETITION LICENSE ISSUING SCHOOLS

REGIONAL & NATIONAL

BRIDGESTONE RACING ACADEMY

C/O Mosport Driver Development Cntr.
Box 373
Pontypool, Ontario L0A1K0
(905) 983-1114
(905) 983-1004 Fax
info@race2000.com
www.race2000.com

RUSSELL RACING SCHOOL

Sears Point Raceway
29305 Arnold Dr
Sonoma, CA 95476
(707)939-7600
www.RussellRacing.com

PANOZ RACING SCHOOL

5290 Winder Hwy
Braselton, GA 30517
(888)282-4872
www.panozracingschool.com
<http://www.panozracingschool.com>

SKIP BARBER RACING SCHOOL

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

BERTIL ROOS RACING SCHOOL

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

REGIONAL ONLY

BOB BONDURANT SCHOOL

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

DEREK DALY RACING SCHOOL

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



2004 ACCREDITED DRIVER SCHOOLS

DANNY COLLINS DRIVING SCHOOL

1626 Albion St
Denver, CO 80220
(303)388-3875

MOTION DYNAMICS DRIVING SCHOOL

PO BOX 2245
Conway, NH 03818
(603) 447-3543
www.mdracing.com

PRO-ONE MOTORSPORTS ACADEMY

02857 62nd Street
South Haven, MI 49090
(630) 483-8761
www.proonemotorsports.com

DRIVING DYNAMICS

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

PROFORMANCE RACING SCHOOL

P.O. Box 791
Bellevue, WA 98009
(253) 630-5130
www.proformanceraceschool.com

STEPHENS BROTHERS RACING

2232 S Nogales
Tulsa, OK 74107
(918)583-1136
www.hallettracing.com

PETTIFORD'S GO 4 IT RACING SCHOOLS

374 N 96th St.
Louisville, CO 80027
(303) 666-4113
www.go4itservices.com

PITARRESI PRODRIVE RACING

1940 N. Victory Blvd.
Portland, OR 97217
(503) 285-4449
www.Prodrive.net

TRACK TIME INC. DRIVING SCHOOLS

131 Adrian Street
Manchester, MI 48158
(734) 428-2700 / (734) 428-2703 FAX
www.tracktime.com

THE MID-OHIO SCHOOL

TrueSports Inc.
545 Metro Place So. Ste. 400
Dublin, OH 43017-5367
(614) 793-4615
www.midohioschool.com