

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

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GENERAL

BOARD OF DIRECTORS' MINUTES SPORTS CAR CLUB OF AMERICA, INC. August 26 - 28, 2005

The Board of Directors, Sports Car Club of America Inc. met in Topeka Kansas, on August 26th through 28th, 2005. The following members participated: Gary Pitts, Chairman, Howard Allen, Bob Burns, Jim Christian, Charlie Clark, Mike Engelke, Kaye Fairer, Brian Holtz, Bob Introne, Andy Porterfield, John Sheridan, Michael Sauce, and Bill Weston.

Steve Johnson, President and CEO, Jeff Dahnert, Vice President of Finance, Garret Mudd, Vice President of Marketing, Howard Duncan, Vice President of Program Operations and Development, Colan Arnold, Vice President of Membership, Terry Ozment, Director of Club Racing, Jeremy Thoennes, Club Racing Technical Manager, Peter Lyon, Risk Analyst and General Counsel, Kurt Weiss, Club Racing Board Chairman, Marcus Meredith, Solo Events Board Chairman, Doug Gill, Solo Technical Manager, and James Hilbert of Mize, Houser & Co, also participated.

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

MOTION: To approve the Minutes of the August 1st, 2005 meeting. (Introne/Fairer) PASSED, Unanimous.

FINANCE AND ADMINISTRATION

James Hilbert of Mize, Houser & Co. presented the 2004 Independent Auditor's Report.

MOTION: To accept the Report of the

Independent Auditors, of the SCCA Inc. consolidated financial position as of December 31, 2004. (Engelke / Sheridan) PASSED, UNANIMOUS

Jeff Dahnert presented the SCCA Inc. financials as of July 2005. Inc will show an income of \$226,000.

PRESIDENT'S REPORT

Steve Johnson highlighted the many accomplishments achieved by the Club during his tenure. He presented an overview of works in progress and reviewed some barriers to excellence that must be recognized.

MARKETING

Garret Mudd reported on the membership renewal program. He presented the updated *Get Real Fast* handouts. He discussed the potential for the removal of *Fastrack* from *Sports Car* magazine.

RISK MANAGEMENT

Peter Lyon reviewed the importance of obtaining a signed release and waiver from anyone entering a restricted area at an SCCA event. He will be updating communications to Regions on this subject.

MEMBER SERVICES

Colan Arnold presented an overview of current membership trends, and initiatives to attract and retain new members. He also discussed the pros and cons of lifetime memberships.

REGION DEVELOPMENT

Howard Duncan reported on National Convention plans and activities. He announced that Pego Mack will be heading up Rally. The first National RallyCross Challenge will be held October 14-16 in Hastings Nebraska. He covered plans for the 2006 ProSolo program.

CLUB RACING

Terry Ozment gave a report on Runoffs[®] activities (745 invitations have been sent), the growth of the Time Trials program, and initiatives to address ongoing issues which affect the various volunteer specialties. She also reported on the status of the Emergency Services licenses.

CLUB RACING BOARD

The following action items were approved:

Voting No on specific items:

GCR Item 11, Engelke, Christian, Porterfield, Sauce

GCR Item 30, Fairer, Sauce, Clark, Pitts, Burns, Christian, Holtz, Porterfield

GCR

Item 1. Effective 1/1/06, changed GCR Section 11.2.1. DD to read as follows:

DD. *Active suspension and fraction control systems*, as installed by the automobile manufacturer and unmodified, are allowed only in Touring, Showroom Stock and Improved Touring.

Add to GCR Glossary Section 22.1 the following definition:

Active Suspension - *Automatic ride height and / or roll control by an active system receiving power from a pump or compressor.*

Item 2. Effective 1/1/06, change GCR Section 7.5.6 to read as follow:

6. The pace car, with emergency lights flashing, shall position itself at the head of the pack. It shall proceed at a constant slow speed, the front row drivers having been instructed not to pass the pace car until the green flag has been displayed. If a pace car is not utilized, the "pole" car shall serve the same function as a pace car from its position in the front row. In the event the race is not started, necessitating another pace lap, depending on conditions, the pace car may overtake the field and resume its function, provided the front row drivers have been previously advised of this plan. Otherwise, the "pole" car shall assume the duty of the pace car, remaining in this front row position. *Once the pace car pulls off for the start, the pole car shall maintain the speed of the pace car just prior to the pace car pulling off.*

Item 4. Effective 1/1/06 add to the first paragraph of GCR Section 11.4 the following language:

11.4. MEASUREMENT STANDARDS

The following specifications shall meet the standards set below unless otherwise specified or unrestricted in the individual category or class preparation rules. Any specification not listed herein shall meet stock factory specifications unless otherwise specified or unrestricted in the individual category or class preparation rules. *For these specifications, the tolerance shall be equivalent to 1/2 of the final digit of the specification (e.g. .01" tolerance equals +/- .005").* Absolute maximum means tolerances of +0.000 inches or +0.00 millimeters.

Absolute minimum means a tolerance of -0.000 inches or -0.00 millimeters. Measuring devices available to scrutineers differ from location to location so it is the responsibility of the driver to insure that measurements comply with these rules.

Item 5. Effective 1/1/06, add the following language to the first paragraph of GCR Section 17.27 as follows:

All cars, except Showroom Stock and Touring shall be equipped with a master switch easily accessible from outside the car. Spec Racer Fords shall be wired per RFSRIL. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on board fire system. *All terminals of the master switch shall be insulated to prevent shorting out.* It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

Item 6. Effective 1/1/06, change language to GCR section 18.1.6.E. to read as follows:

E. An inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter shall be drilled in a non-critical area of all tubes with a specified size to facilitate verification of wall thickness. *Formula Cars and Sports Racers with alternate roll structures are not required to have inspection holes, the wall thickness will be indicated on the back of the homologation certificate.*

Item 7. Effective 1/1/06, change language to GCR section 18.1.6.E. to read as follows:

E. An inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter shall be drilled in a non-critical area of the front and rear hoop, as well as one of the supplemental braces ~~all tubes with a specified size~~ to facilitate verification of wall thickness. *Formula Cars and Sports Racers with alternate roll structures are not required to have inspection holes, the wall thickness will be indicated on the back of the homologation certificate.*

Item 8. Effective 1/1/06, Change GCR Section 18.3.1.A. to read as follows:

A. The cage shall be welded to the car, and all mandatory tubes shall use welded joint construction.

Item 9. Effective 1/1/06, change the Glossary Section 22.1 pertaining to wheels to read as follows:

Wheel (road) - flange and rim.

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

Additionally, effective 1/1/06, GCR Section 21.5.4.D. shall also be amended to read as follows:

A qualifying attempt shall be consid-

ered started when the front ~~wheels-tires~~ of the car cross the starting line after the qualifying start signal is given by the Starter.

Item 10. Effective 1/1/06 add the following to GCR section 5.1.:

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

Item 11. Effective 1/1/06, the Club Racing Board is recommending that GCR Section 7.5.7 be amended to read as follows:

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

Item 12. Effective 1/1/06 GCR Section 14.9.1 shall be amended to read as follows:

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

Item 13. Effective 1/1/06 change GCR Section 14.9.2 as follows:

~~Verbal notice shall be given by calling the Club Racing Department on Monday following the event to notify them of any drivers who have been placed on probation at that event.~~ *Written notice shall first be given by faxing or emailing the Club Racing Department on Monday following the event with notification of any drivers who have been placed on probation at the event.* Written notice shall also be provided by including the confiscated license and tear-off coupon from the probation letter with the Observer's Report from the event which will be mailed to the SCCA Club Racing Department within ten (10) days of the event. (6.10.1)

Item 14. Effective 10/1/05: To clarify the allowance for gussets in Showroom Stock roll cages, add new section D. to 18.2.1 as follows:

D. *Rollcage gussets shall be no thicker than .125". A maximum of two gussets per rollcage joint are allowed.*

Item 15. Effective 1/1/06: change section 11.2.1DD to read as follows:

Active suspensions and fraction control systems, as installed by the auto manufacturer and unmodified, are allowed only in Touring, and Showroom Stock, and Improved Touring.

Item 16. Effective 10/1/05: Add the following sentence before the last sen-

tence in section 3.6.1:

...The Club Racing Department must approve all sanctions. They shall contain ...

Item 17. Effective 10/1/05: Add the following to section 3.7:

H. *A \$10 surcharge for each Spec Racer, Formula SCCA Car and SRSCCA car must be submitted to the SCCA national office with the tow fund and excess sanction fees for the event.*

Item 18. Effective 10/1/05: Add the following to section 4.6.1:

Consumption of alcoholic beverages by any driver or any participant is expressly prohibited...

Item 19. Effective 10/1/05: Delete section 5.11 DUAL (PROFESSIONAL & NATIONAL) COMPETITION LICENSE in its entirety.

Item 20. Effective 10/1/05: Add a note to section 5.13 next to the Vintage License fee: Vintage License \$55.00 (no GCR)

Item 21. Effective 10/1/05: Add the following to section 6.2.2.B:

B. Regional Events - Divisional License minimum for all specialties listed in section 6.2.2.A.

Item 22. Effective 10/1/05: Add the following to section 6.11

6.11.5 Chief Steward's Action

The Chief Steward may file a Chief Steward's Action (CSA) describing a breach of the GCR or the supplemental regulations and the corresponding action taken as outlined in Section 6.11.3

Item 24. Effective 10/1/05: Add the following to section 9.4.2.G:

There is something mechanically wrong with your car. Proceed to your pit or designated mechanical black flag area at a reduced speed.

Item 25. Effective 10/1/05: Remove section 10.1.11, which is a duplicate of section 9.1.8, and renumber section 10.1.12 to 10.1.11:

~~10.1.11 Riding on Vehicles~~

~~No one shall ride outside the cockpit area or on the bodywork of any automobile at any time, including victory laps.~~

10.1.11 Fueling of Vehicles

Item 26. Effective 10/1/05: Move the last sentence of section 13.3.A to separate item 13.3.B, and re-letter the remainder of the paragraphs in section 13.3:

B. A protest against the validity of an entry or qualification and conformity to the rules of an entrant, driver or car shall be lodged no later than one hour before the start of the race segment of a competition.

Item 27. Effective 10/1/05: Change the first sentence of section 14.10.1 to the following:

~~Verbal notice shall be given by calling the Club Racing Department on Monday~~

following the event to notify them of any drivers who have had their competition privileges suspended at the event.

Written notice must be given by faxing or e-mailing the Club Racing Department on Monday following the event to notify them of any drivers who have had their competition privileges suspended at the event.

Item 28. Effective 10/1/05: Add the following sentence to the beginning of section 15.4.1:

All fines must be paid in cash or by check in US funds.

Item 29. Effective 10/1/05: Remove SSA from section 17.1.3 Showroom Stock Category:

- A (SSA) ~~Regional Class Only~~
- B (SSB)
- C (SSC)

Item 30. Effective 10/1/05: Change the second paragraph of section 17.5.3 SCCA Logo as follows:

Logos and decals of sanctioning bodies other than SCCA ~~shall~~ must be removed or covered (car and driver's suit) during participation in the SCCA National Runoffs®.

Item 35. Effective 1/1/07 and permissible 10/1/05: Change section 18.2.7 to read as follows:

7. Side Protection

Effective 1/1/07 and permissible 10/1/05 two (2) ~~A~~ side tubes connecting the front and rear hoops across ~~both the driver's door openings are is~~ mandatory and across the passenger's door opening is allowed (recommended). The telescope section should be at least four (4) inches in length. Minimum bolt diameter ~~3/8 inches~~. The driver's window safety net may be mounted to this side tube and the top cage tube. Driver's ~~d-Door~~ side tubes may extend into the door. NASCAR-style side protection is permitted. The driver's door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed to facilitate this type of side protection. The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified.

Item 36. Effective 12/1/05: Remove "Regional Class Only" from section 17.1.9:

Spec Miata Class: ~~(Regional Class Only)~~

Item 37. Effective 10/1/05: Add Spec Miata to the table (first cell under **Classes**) in section 17.4:

All SS, all T, all IT, SM, SRF, Olds SR running as CSR (exc. Rotary)

Item 38. Add Spec Miata to section 17.11 BATTERIES:

Battery location is unrestricted within the bodywork (except Showroom Stock, Touring, ~~and~~ Improved Touring, ~~and~~ Spec Miata) ...

Item 39. Effective 10/1/05: Add Spec Miata to section 17.12 FUEL CELLS:

All cars shall be equipped with a fuel cell complying with specification according to GCR Section 19., except Showroom Stock, Touring, ~~and~~ Improved Touring, ~~and~~ Spec Miata cars.

Item 40. Effective 10/1/05: Add Spec Miata to section 17.15 ACCUMULATORS:

An accumulator (e.g., Accusump) may be installed (except Touring, ~~and~~ Showroom Stock, ~~and~~ Spec Miata).

Item 41. Effective 10/1/05: Add Spec Miata to section 17.22 FIRE SYSTEM:

All cars shall be equipped with an On-Board Fire System except Showroom Stock, Touring, ~~and~~ Improved Touring, ~~and~~ Spec Miata cars.

Item 42. Effective 10/1/05: Add Spec Miata to section 17.24 SCATTERSHIELDS/CHAIN GUARDS:

The installation of scattershields or explosion-proof bell housings shall be required on all cars (except Showroom Stock, Touring, ~~and~~ Improved Touring, ~~and~~ Spec Miata) where the failure of the clutch or flywheel could create a hazard to the driver.

Item 43. Effective 10/1/05: Add Spec Miata to section 17.33 WINDSHIELD CLIPS/REAR WINDOW STRAPS:

Windshield safety clips and rear window safety straps shall be installed on all closed cars (except Showroom Stock, Touring, ~~and~~ Improved Touring, ~~and~~ Spec Miata).

PRODUCTION

Item 1. Effective 10/1/05, Add to section 17.1.1.D.1.f.1 as follows: The interchange of hydraulic and solid lifters is allowed unless otherwise prohibited.

Item 2. Effective 10/1/05: change section 17.1.1.D.7.a to read as follows:

Components: Original calipers must be retained. Alternate discs or drums may be fitted, as long as they are the original diameter, width, and design. Alternate discs must be of the original material, but alternate drums may be made of the original material or aluminum. Only those alternate components authorized on a vehicle's specification page may be fitted as replacements. Cars with rear drum brakes may convert to disc brakes. Rear rotors must be no larger in diameter than the front rotors, solid and of ferrous material. Rear rotor hubs may be of ferrous material or aluminum and may be part of the rotor. Rear calipers and mounting brackets are restricted to ferrous or aluminum.

GT

Item 1. Effective 10/1/05, add a second paragraph to GTCS Section 17.1.2.F.4.a.4. to read as follows:

4. All component parts of the bodywork, such as hood, doors, fenders (see item B.8.), deck lid, rocker panels, windshield surround, roof, etc., may be lightened or replaced by ones of alternate materials, provided the shape, size, and relative position is identical to the original or approved alternate. The original size, angle, and relative position of the windshield shall be maintained. Convertible tops, sunroofs, and removable panels shall meet GCR Section 17.25. As of 1/1/2002, all new model convertibles will be required to compete with a windshield and hardtop. Convertible models classified before 1/1/2002 will be allowed to compete without a windshield and/or top, regardless of log book issue date, unless specified differently on the vehicle specification line.

Vents may be added to the roof panel or rear window for the express purpose of venting the driver's compartment. A maximum of 24 square inches of open area and a maximum number of twelve openings are allowed. Each opening shall be no larger than 4" x 1/2".

Item 2. Effective 10/1/05, add the following language to GTCS Section 17.1.2.D.9.c.2.:

2. Fresh-air ducts to the driver may be added to the A-pillar area. They shall be distinctly separate parts from the bodywork. Roof louvers (vents) are allowed for the express purpose of venting the driver's compartment. A maximum of 24 square inches of open area and a maximum number of twelve openings are allowed. Each opening shall be no larger than 4" x 1/2".

Item 3. Effective 1/1/06 the GTCS section 17.1.2.F.4.e.6. shall be changed as follows:

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

Item 4. Effective 10/1/05, change GTCS section 17.1.2.F.4.e.11 to read as follows:

Any readily available transmission having a functional reverse and no more than five (5) forward speeds may be used, providing the location is the same as the production automobile. Any shift linkage may be used. Sequential shifting

transmissions are permitted with a ~~50 lb.~~ weight penalty equal to 2.5% of the cars weight as listed on the vehicle spec line for GT2 and GT3. A weight penalty equal to 1.25% of the cars weight as listed on the vehicle spec line for GTL. Note: the minimum vehicle weight is to be rounded to the nearest pound. Air, hydraulic or electric actuation of the gearshift mechanism is not allowed. For front engine, rear drive cars requiring the transmission to be attached to the engine, the transmission front seal shall be within twelve (12) inches of the back of the engine block. On front engine/rear drive cars, the transmission front seal is that seal which is within 5" of the gear on the input shaft which meshes with the foremost gear on the counter/layshaft.

Item 5. Effective 10/1/05, reclassify the GT2 Lotus Elan to GTL with a weight of 1800 lbs and an SIR to be determined.

Item 6. Effective 10/1/05: Change Section 17.1.2.F.4.c.10. to read as follows:

Substitute wheels of any type may be used provided their dimensions and the track they determine are within the limits specified in the GTCS for that model. All four (4) wheels shall be of the same diameter *except in GT2*. GT2 cars may run any tire diameter with a maximum cross section of 11.5" in the front and 13.75" in the rear ~~a maximum of a 12 inch wide rear wheel, front wheels shall be a maximum of 10 inches wide.~~

TOURING

Item 1. Effective 1/1/06 change TCS Section 17.1.8.D.10.e.1. to read as follows:

Passive Restraint Systems

1. Passive restraint systems shall be deactivated. Air bags *systems* shall be deactivated and may be removed. If the car is to be used on public roads, these items shall be reactivated/rearmed/replaced when not in competition.

Item 2. Based on the performance potential exhibited by the 2002 BMW M Coupe the Club Racing Board is recommending that the car be reclassified from T1 to T2 effective 1/1/06. The cars weight will be set at 3350lbs and the alternate bushing allowance shall be removed from the spec line.

Item 3. Effective 10/1/05: Change Section 17.1.8.D.9.c.1 to read as follows:

Water temperature, oil temperature, oil pressure and *boost/vacuum* gauges are permitted and shall be securely mounted, and must perform no other function other than their primary use.

Item 4. Effective 10/1/05: Section 17.1.8.D.9.c add new section 5 as follows:

5. *Data Acquisition Systems* Stand alone data acquisition systems are allowed to be in use in the car during practice, qualifying and race events. These devices may be connected to the ALDL connector in the car to extract available data. This must be a one-way out connection, and no calibrating or alteration of the PCM is to be done while the car is in motion and the system in place.

Item 5. Effective 10/1/05: Delete section 17.1.8.D.5.b.2.e in its entirety:

~~Remote reservoir shock absorbers are prohibited.~~

Item 6. Effective 10/1/05: Add to section 17.1.8.D.1.i as follows:

3. *Cosmetic engine covers made of plastic may be removed.*

SHOWROOM STOCK

Item 1. Effective 1/1/06 change SSCS Section 17.1.3.D.8. to read as follows:

8. Air bags *systems* shall be disarmed and may be removed. *

Item 2. Effective 10/1/05: change Section 17.1.3.E.29 to read as follows:

29. *Lap Timing and Data Acquisition Devices*

Lap timing devices that perform no function other than to relay lap times to the driver (Longacre Hot Lap, Intercomp Lap Timer, etc.) are permitted, with the required mounting hardware and connections. *Stand-alone data acquisition systems (GPS or accelerometer based) are allowed. No additional sensors may be added, and the data acquisition system must not tie into the vehicle's electronics.*

IMPROVED TOURING

Item 1. Effective 1/1/06, change ITCS Section 17.1.4.D.1.a.6. to read as follows:

6. Fuel injected cars may alter or replace the engine management computer, or ECU, provided that all modifications are done within the original OEM ECU housing. Only the stock (unmodified) OEM ECU connection to the wiring harness may be used. The allowance to modify the ECU in no way permits the addition of wiring, sensors, or piggybacked computers outside of the OEM ECU housing. The stock (unmodified) wiring harness must be used. *The installation of a resistor is allowed between the sensor and the OEM wiring harness.* Adjustable fuel pressure regulators are permitted.

Item 2. Effective 1/1/06, change ITCS section 17.1.4.D.1.n. to read as follows:

n. Alternate water pump, alternator ~~and~~, power steering, ~~and~~ crankshaft pulleys of any diameter or material may be used. Crankshaft pulleys with fewer grooves than stock may be substituted if air conditioning compressors and/or emission control air pumps are removed. ~~Diameter and material of~~

~~crankshaft pulleys shall remain as stock.~~ Type of accessory drive (e.g., V-belt, toothed belt, etc.) shall remain as stock.

Item 3. Based on the performance potential and input from the IT Advisory Committee the Club Racing Board is recommending that the 1995-97 Nissan 200 SX SE-R be reclassified from ITS to ITA at a weight of 2490lbs.

Item 4. Based on the performance potential of the (90-92) Volkswagen Golf GTI 16V in ITS, the IT Advisory Committee and the Club Racing Board is recommending that the car be reclassified from ITS to ITA and have its weight adjusted to 2475 lbs. effective 1/1/06.

Item 5. Based on the performance potential of the (90-92) Volkswagen Jetta GLI in ITS, the IT Advisory Committee and the Club Racing Board is recommending that the car be reclassified from ITS to ITA and have its weight adjusted to 2475 lbs. effective 1/1/06.

Item 6. Effective 1/1/06 change ITCS section 17.1.4.D.10.j. to read as follows:

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

Item 7. Effective 1/1/06: Add the following to ITCS section 17.1.4.C.4:

Traction control, if available, must be disabled by disconnecting or removing all the wheel speed sensors.

Item 8. Effective 1/1/06: Change section 17.1.4.D.10.a.5 to read as follows:

A lateral, diagonal main hoop brace illustrated in Figure 1, GCR Section 18, is required. Any number of additional reinforcing bars are permitted within the structure of the cage, ~~provided they meet the minimum tubing size per GCR Sections 18.1.6.C.~~ Such reinforcing tubes may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area, provided the bulkhead is sealed around such reinforcing tubes.

Item 9. Effective 1/1/06: Reclassify the 1993-97 Honda Civic del Sol (SOHC) from ITS to ITA at 2,330 lbs.

Item 10. Effective 1/1/06: Reclassify the 1991-94 Nissan Sentra E/XE/CXE/SL/Limited Edition fro ITA to ITB at 2,520 lbs.

Item 11. Effective 10/1/05: Reclassify the 1993-97 VW Jetta from ITA to ITB at 2,350 lbs.

Item 12. Effective 10/1/05: change section 17.1.4.D.1.c. to read as follows: Air cleaner assemblies may be modified, removed, or replaced. Velocity stacks, ram air, or cowl induction are not permitted unless fitted as original equipment. Air intake source shall be within

the confines of the engine compartment or stock location. Air intake hoses, tubes, pipes, resonators, intake mufflers, housings, etc. located ahead of the ~~air metering/measuring device (i.e. air flow meter, air mass meter) carburetor/throttle body~~ may be removed or substituted. On cars so equipped, the ~~air metering/measuring device (i.e. air flow meter, air mass meter, MAF) must be operational and shall not be modified. In applications that do not incorporate an air metering/measuring device ahead of the carburetor/throttle body (i.e. speed density injection system), these items may be removed or substituted.~~

Item 13. Effective 10/1/05, change section 17.1.4.D.9.f. to read as follows:

Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Door interior trim panels may be replaced with 0.060" aluminum securely attached to the door. All other interior trim panels, except the dashboard, may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted. ~~The driver's door window glass, window operating mechanism, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed. The stock side impact beam, if equipped, and the outside door latch/lock operating mechanism shall not be removed or modified. This gutting of the door shall only be made to the driver's door and shall only be made if roll cage incorporates NASCAR-style side protection extending into the door.~~

Spec Miata

Item 1. Effective 12/1/05: Replace section 17.1.9 Spec Miata Class with the following:

17.1.9. SPEC MIATA Class (SM): These specifications are part of the SCCA General Competition Rules (GCR) and all automobiles shall conform to GCR Section 17, Automobiles.

A. PURPOSE AND INTENT

The Spec Miata (SM) class is intended to provide the membership with the opportunity to compete in low cost, production-based cars with limited modifications, suitable for racing competition.

The rules are intentionally designed to be more open than the Showroom Stock class but more restricted than the Improved Touring class.

The vehicle identification number (VIN) shall correspond with the model-year automobile classified. VIN plates or stampings shall remain in place. There must be a minimum of two (2) VIN plates or stampings that correspond with the model year automobile classified.

B. CLASSIFIED CARS AND WEIGHTS

Classified cars and weights are listed on the Spec Miata Specification Table.

Cars are to be weighed with the driver and required ballast. See GCR Section 17.9.

C. AUTHORIZED MODIFICATIONS

The following items represent the only modifications and safety items permitted and/or required on Spec Miata automobiles other than safety items as required in Section 17. No permitted component/modification shall additionally perform a prohibited function. No updating or backdating of cars, models, specifications, and/or components thereof shall be permitted except as specifically authorized in these specifications.

A Shop Manual for the specific make, model, and year of automobile is required to be in the possession of each entrant. The manual is intended to aid Scrutineers in identifying parts and the configuration of the automobile. Overhaul procedures that in the slightest way would increase performance are not to be utilized; e.g., porting, etc. Blueprinting and balancing are inconsistent with the philosophy of this class and are not permitted.

All adjustments shall be at the manufacturer's specification and/or within the manufacturer's specified tolerances except as permitted within the SMCS. Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto-parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer.

1. Engine Modifications

a. Induction System

1. All air entering the intake tract shall pass through the fuel injection air inlet.

2. 1600 cc cars may replace the stock air box with a cone style air filter assembly. The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted.

3. 1600 cc cars may open and adjust, but not modify, the OEM airflow meter. For 1600 cars, the position of the air flow meter may be moved provided it remains attached to the unmodified factory intake tube.

4. 1800 cc cars must use the stock air box, but the air filter element is unrestricted.

5. 1800 cc cars shall use an air restrictor. The throttle restrictor shall be placed between the throttle body and plenum. All intake air shall pass through the restrictor plate. Restrictor plates must be the proper size as listed in the Specification Table, must be from Mazdaspeed Motorsports Development, and must not be modified.

b. Fluid hoses and clamps, oil filters, fuel filters, and belts (fan, alternator, etc.)

may be substituted with others of equivalent OEM specifications.

c. Fuel System

1. Unleaded fuel filler trap door and restrictor plate in filler neck may be removed.

2. Refer to GCR Section 17.4 for permitted fuel specifications and for the required fuel sample acquisition port.

d. Ignition/Electrical System

1. Spark plugs and spark plug wires may be substituted.

2. Ignition timing is unrestricted within stock adjustment capability.

3. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and weight and are fitted in the standard location. Additional battery hold-down devices may be used, and are strongly recommended.

e. Exhaust System

1. The factory exhaust system beyond the OEM front down pipe may be replaced, provided:

a. Said replacement system retains the original configuration, e.g. single tube design, and the tubing diameter is a maximum of 2.25" outside diameter.

b. The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OEM exhaust system.

c. No expansion chambers. A single muffler may be added.

d. The system meets all event specific sound requirements (see GCR Section 12).

2. Original exhaust system heat shields may be removed.

f. Clutch System

Any clutch disc and pressure plate of stock diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel. The addition of an external scattershield per GCR 17.24, is permitted and recommended.

g. Lubricants may be substituted with any lubricant. Oil additives are unrestricted.

h. The engine block and/or cylinder head mat be decked/milled to achieve the factory specified compression ratio for the correct model year as listed on the specification table.

2. Cooling System

a. Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core and requires no body or structure modifications to install. New openings created by fitting an alternate radiator may be blocked but may not be used for the purpose of ducting air to the engine. The stock cooling fan(s) must be maintained. The aftermarket radiator shall be modified, if necessary, to mount the stock OEM cooling fan(s).

b. Thermostats may be modified, removed, or replaced.

c. All cars may install the Upper Radiator Seal, p/n NA75-50-OK7A

d. A radiator screen of one-fourth (1/4) inch minimum mesh may be added in front of the radiator and contained within

the bodywork.

e. The factory air conditioning systems may be removed. Items that serve a dual purpose, such as the alternator/air conditioning compressor bracket, may not be substituted.

f. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater core may be bypassed. It may not be modified or removed. Heater water control valve(s) may be added or substituted.

3. Transmission/Final Drive

a. Transmission and final drive ratios must remain stock for the year of car. 1999-up cars shall only use the 5 speed transmission and the 4.3 differential ratio. All cars may use the stock unmodified OEM open differential or one of the approved alternates listed below.

b. 1990 to 1993 Miatas may use the stock, unmodified viscous limited slip differential or the MAZDASPEED Motorsports Development limited slip differential, part number #QN10-64-A00 (previously TOY1-27-200 & 0000-02-5501).

c. 1994 and newer cars may use the stock Torsen limited slip differential.

4. Chassis

Suspension modifications are limited to the addition of the MAZDASPEED Motorsports Development "Spec Miata kit" and those modifications detailed in this area.

a. MAZDASPEED Motorsports Development Spec Miata kit

1990-93 1.6 DOHC K-SPEC-M5-SUSP

1994-97 1.8 DOHC K-SPEC-M5-SUS8

1999-up 1.8 DOHC K-SPEC-M5-SUS9

The following is a breakdown of components supplied within these kits. All parts numbers are MAZDASPEED Motorsports Development parts numbers. No substitution of parts is allowed. The kits must be used in their entirety.

1. Shocks

Front Bilstein
0000-04-5225-BL

Rear Bilstein
0000-04-5226-BL

2. Springs

Front Eibach ERS 700 lbs/6"
0000-04-9700-06

Rear Eibach ERS 325 lbs/7"
0000-04-9325-07

3. Coil-Over kit

Front/Rear
0000-04-5402AW

4. Anti-Roll Bars

K-SPEC-M5-SUSP
Eibach kit - front / rear bars
0000-04-5302-EB

Front 24mm Adjustable
Rear 15mm Adjustable
K-SPEC-M5-SUS8

Eibach kit - front / rear bars
0000-04-5303-EB

Front 27mm non-Adjustable
Rear 15mm Adjustable
K-SPEC-M5-SUSP9

Eibach kit - front / rear bars
000-04-5304-EB

Front 26mm non-Adjustable
Rear 24mm Adjustable

b. All cars shall use unmodified Mazdaspeed bump stop (Part # 0000-04-5993AW).

1999-up cars shall use the bump stops from the Mazdaspeed kit (p/n 0000-04-5993-AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-775) and the upper mount washer (p/n: NC10-28-774). All other OEM upper mounting hardware shall be discarded.

c. Subframe braces may be updated to stock 1997 configuration utilizing the MAZDASPEED Motorsports Development Spec Miata kit.

d. Anti-roll bar links may be replaced and may be adjustable, but the attachment points must remain stock. The control arms and specified anti-roll bar may not be modified.

e. Suspension alignments (camber, caster, toe) are unrestricted within the limits of the unmodified factory adjustments. Minimum ride height is unrestricted.

f. No relocation or reinforcement of any suspension component or mounting points is permitted.

g. Hardware items (nuts & bolts) may be replaced by similar items performing the same fastening function(s).

h. Manual or power steering racks may be used. Power steering racks may be converted to manual by removing all power steering components.

i. Towing eyes per GCR Section 17.31 are required. Stock towing eyes may be modified or replaced.

j. Hubcaps and wheel trim shall be removed.

k. All chassis/structural/electrical repairs, if performed, shall be in concurrence with factory procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or allowed by these rules, no reinforcement, i.e., seam welding, material addition, etc., is permitted.

l. The front shock tower connector/brace is not permitted on the 1999 and newer cars.

5. Brakes

a. Backing plates and dirt shields may be ventilated or removed.

b. Brake lines may be replaced with steel lines or Teflon lined metal braided hose.

c. Cars with antilock braking systems must have the system disabled as specified in GCR 11.2.1.E.

d. Parking brake mechanisms, and actuating components may be removed.

e. Brake pads and brake fluid are unrestricted.

f. 2001 and newer cars must use the standard size brakes (255mm F/252mmR). The larger optional brakes (269.5mmF/267.9mmR) are not permitted.

6. Wheels/Tires

Any wheel/tire may be used within the following limitations:

a. Required rim diameter is fifteen (15) inches. Maximum rim width is seven (7) inches. Minimum weight of wheel shall

be 13 lbs without spacers.

b. Other than the stock 15" Mazda steel wheel, all wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).

c. Any DOT approved tire is permitted. Racing, recapped, or regrooved tires are not allowed. Tire size is unrestricted. The only modifications allowed to tires are having treads "shaved" or "trued." Individual regions may require spec tires for regional races. Supplemental regulations for specific events should be checked.

d. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted.

e. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.

7. Body/Structure

a. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Non metallic inner fender liners may be removed.

b. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited. Cars shall meet the requirements of GCR Section 11.2.1.C., Appearance, at all times.

c. The "R" package Miata chin spoiler is allowed on 1990-1997 cars provided it is mounted in the OEM location. 1999-up cars may use the OEM chin spoiler for these cars (p/n: NC10-V4-900F).

d. Windshield Clips/Rear Window Straps per GCR Section 17.33. are permitted and recommended.

e. Convertible tops and attaching hardware shall be completely removed. Cars may compete with the Mazda factory detachable hard top in place (latches shall be replaced with positive fasteners), but it is not mandatory. When no top is used, driver shall wear arm restraints, and the cage will meet the helmet clearance rule.

f. Body side moldings, rocker panel moldings, and wheel opening trim pieces may be removed.

g. The plastic trim on the hood may be removed.

h. Hood and trunk clips are permitted. Stock hood and trunk latches may be disabled or removed.

i. Ducting may be added to provide fresh air to the driver compartment. This ducting shall be located in the driver and/or passenger vent window area by

means of a transparent/alternate vent window material and duct with no modifications to the bodywork.

j. Radio antennas may be removed. Antennas for two-way radios may be added.

8. Driver/Passenger Compartment Trunk

a. The driver's seat shall be replaced with a one-piece bucket-type race seat. All seat mountings shall be reinforced. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. The passenger seat must be removed.

b. Any steering wheel, except wood rimmed types, and its required mounting modifications may be used. Any shift knob may be used.

c. Gauges and instruments may be added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate(s), or any other location using a secure method of attachment. Other than modifications make to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.

d. Any interior or exterior mirrors may be used.

e. Carpets, center consoles, cargo bins, seat belts, floor mat, radio system, headliners, dome lights, grab handles, sun visors and their insulating and attaching materials may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.

The door window glass, window operating mechanism, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed. The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified. This gutting of the door shall only be made if roll cage incorporates NASCAR-style side protection extending into the door.

f. Two way radios may be used.

g. Spare wheels and tires, jacks and tools shall be removed from the cargo/trunk area. Spare tire covers and trunk mats and/or trunk carpeting shall be removed.

h. Modifications may be made to the foot pedals to improve the comfort and accessibility to the driver. Dead pedal/foot rest and heel stop may be added.

i. If ballast is required to meet the required weight it shall be added as follows:

1. All ballast shall be securely mounted on the passenger floor

2. each segment of ballast shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5 or better and shall utilize large diameter, load distributing washers.

3. holes may be drilled in the passenger floorpan for the purposes of

mounting the ballast and the floorpan may be reinforced for that purpose only.

j. All cars shall run with both front door windows fully open (down).

9. Safety

a. Roll cages shall meet all requirements of GCR Section 18.2, for Showroom Stock cage configuration, tubing size, and material. Regardless of car weight, all Spec Miata autos may be constructed to the requirements for a <2200-pound car.

b. Steering lock mechanisms shall be removed. See GCR Section 17.28

c. An electrical master ("kill") switch is required. See GCR Section 17.27

d. Installation of a fire extinguisher or fire system is required. See GCR 17.22.

e. Glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped.

f. Air bag systems shall be disarmed and may be removed.

g. In any automobile where allowed removal of seat belts, upholstery, etc., creates an opening between the driver/passenger compartment and an exposed gas tank, or part thereof, including the filler tube, a metal bulkhead which completely fills such opening shall be installed. See GCR 17.12.4

Spec Miata Specification Table

SM	Bore(mm) x Stroke(mm) / Displ. (cc)	Valves IN & EX (mm)	Restr. Size	Comp. Ratio	Wheel-base (mm)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)
Mazda MX-5 / Miata "R" (90-93)	78.0 x 83.6 / 1597	31.1(I) / 26.3(E)	N/A	9.4	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F)235 Disc (R)232 Disc	2300
Mazda MX-5 / Miata "R" (94-95)	83.0 x 85.0 / 1839	33.1(I) / 28.2(E)	47mm	9.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.1	(F)255 Disc (R)251 Disc	2350
Mazda MX-5 / Miata "R" (96-97)	83.0 x 85.0 / 1839	33.1(I) / 28.2(E)	45mm	9.4	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.1	(F)255 Disc (R)251 Disc	2350
Mazda MX-5 / Miata Sport (1999-2000)	83.0 x 85.0 / 1839	33.1(I) / 28.2(E)	41mm	9.5	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F)255 Vented Disc (R)252 Solid Disc	2500
Mazda MX-5 / Miata	83.0 x 85.0 / 1839	33.1(I) / 28.2(E)	41mm	10.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252	2500

FV

Item 1. Effective 1/1/06, Change FCS Section 17.1.6.C.3.a.9 to read as follows:

9. Caster, camber and toe in/out settings are unrestricted. Clearancing of carrier or trailing arm to eliminate binding is permitted. Offset suspension bushings and alternate locating spacers are permitted.

FC

Item 1. Effective 10/1/05, change FCS section 17.1.6.B.4.f. to read as follows:

Brakes: Unrestricted (with the below restrictions)

~~Light alloy brake calipers are prohibited. Brake rotors are restricted to ferrous material.~~

Brake rotors and calipers must be ferrous.

Item 2. **Effective 10/1/05, add the following to the end of 17.1.6.B.4.d.1: An adjustable camshaft sprocket which retains the same number of teeth and pitch as the stock sprocket may be used.**

FS

Item 1. Effective 10/1/05, add the following to the end of 17.1.6.G.1.A:

Exceptions to the FS specifications must be requested with the homologation application, and will be listed on the homologation certificate.

Sports Racer

Item 1. Effective 10/1/05, add the following to the end of SRCS section 17.1.5.A.2.d.3.d:

Forward-facing roll bar and roll cage bracing and required padding are not considered part of the dimensions above.

Item 2. Effective 10/1/05, change section 17.1.5.B.7 to read as follows:

~~Aluminum alloy brake calipers are prohibited, otherwise unrestricted.~~

Brake calipers must be ferrous. Brake system otherwise unrestricted.

Item 3. **Effective 10/1/05, add the following to the end of 17.1.5.B.5.a:**

An adjustable camshaft sprocket which retains the same number of teeth and pitch as the stock sprocket may be used.

Item 4. Effective

10/1/05, replace the Special exception: paragraph of 17.1.5.A.1.a with the following:

~~Cars classified to compete in other SCCA Sports Racing classes that have been modified and do not qualify for that class may be allowed to compete in the ASR class with the approval of the Chief Steward. These cars may exceed forty five (45) inches in height provided that the part of the vehicle which is higher than forty five (45) inches above the ground shall have no special or significant aerodynamic function.~~

Exceptions to the ASR specifications must be requested with the homologation application, and will be listed on the homologation certificate.

The following items were defeated: GCR

Item 3. Effective 1/1/06, Change GCR Section 6.11.3.E. to read as follows:

E. At his or her discretion and without necessarily receiving a request to do so, order disassembly and inspection of any entered car to ascertain its conformance with the GCR. If the car is found to be eligible for the competition in which it is entered, the race organizers shall stand

the expense of the disassembly, inspection, and reassembly unless the National Office Compliance Team is present and has requested the disassembly and inspection. If it is not eligible, the entrant shall bear the expense, in addition to whatever penalties the SOM may direct after receiving the Chief Steward's report.

Item 23. Effective 10/1/05: Add the following section:

6.27 NATIONAL STAFF

When attending an SCCA sanctioned event, SCCA National Staff members will have the official status of Assistant Chief Steward. SCCA National staff members will act in an advisory role for the region and operating officials of the event relating to rules, procedures, and National Club decisions. The Chief Steward may delegate all or any part of his powers under 6.11.3 and 6.11.4 to them.

Item 31. Effective 10/1/05: Remove "or spouse" from 5.5.1 Novice Permit Issuance:

An SCCA Regular, ~~or Spouse~~ member who is over sixteen (16) years of age, ...

Item 32. Effective 10/1/05: Remove "or spouse" from 5.6 REGIONAL COMPETITION LICENSE REQUIREMENTS: Holders of Novice Permits who are current SCCA Regular, ~~or Spouse~~ members in good standing ...

Item 33. Effective 10/1/05: Remove "or spouse" from 5.7.1:

Driver who are current SCCA Regular, ~~or Spouse~~ members in good standing ...

Item 34. Effective 10/1/05: Remove "or spouse" from 5.10 VINTAGE COMPETITION LICENSING: Holders of Novice Permits who are current SCCA Regular, ~~or Spouse~~ members in good standing ...

The following item was tabled:

Showroom Stock

Item 3. Based on member input, the CRB will monitor the SS class in 2006, and effective 11/1/06, move SSB to T3 and SSC to T4.

SOLO EVENTS BOARD

The following action items were approved: Voting No, Pitts

GENERAL ITEMS

ITEM 1) The following sentence, effective immediately upon BOD approval, is added to Section 3.3.9.B:

Other than standard parts as defined by these rules, non-metallic wheel construction is prohibited (FSAE cars are exempt from this requirement since the FSAE rules allow non-metallic wheels).

Comment: This addresses both safety and cost concerns. Non-metallic wheels are already prohibited by the GCR in 11.2.1.Z.

Fastrack 8/05

ITEM 2) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add to 1.2 in the Introductory Section

(page 1) as follows:

If circumstances create a situation where a rule clarification or change is found necessary to be implemented immediately, the Board of Directors may issue a memorandum stating the change and its effective date. Those memorandums will be posted on the SCCA website and published in *Sports Car*.

Fastrack 8/05

ITEM 3) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add to end of 3.3.3.B.10 prior to "(karts are exempt..." as follows:

The braking system shall be a dual system, arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system. In the case of OE single systems, this requirement may be satisfied by a functional, redundant emergency brake.

Fastrack 5/05

ITEM 4) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add to 3.8.B, second paragraph:
Logbooks are not required.

Fastrack 8/05

ITEM 5) The following proposal is being recommended to the BOD, effective 01/01/2006:

Definitions to be added to Solo Rules, Section 12:

Active/Reactive Suspension: A suspension system in which the weight of the car is carried or assisted by an actively adjustable/programmable medium such as a hydraulic or pneumatic ram.

Traction/Stability Control: A system that adjusts engine power, braking force, or torque distribution when wheel-spin, understeer, or oversteer is detected or predicted. Conventional limited slip differentials (e.g. viscous, passive clutch, helical/worm gear, locker) are explicitly excluded, but "active" differentials are included.

Fastrack 4/05, 5/05, 8/05

STOCK CATEGORY

ITEM 6) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add to the Appendix A Stock Category exclusion list:

Chevrolet Corvette Z06 (C6)	New listing
Dodge Viper SRT-10	From SS
Ferrari (NOC)	New listing
Lamborghini (NOC)	New listing

Comment: These moves and the new listing of the '06 Chevrolet Corvette Z06 (C6) on the exclusion list are intended to maintain the status quo for now.

Fastrack 8/05

ITEM 7) The following proposal is being recommended to the BOD, effective 01/01/2006:

Audi S4 V8 (04+)	From AS to FS
BMW M5 ('00-'03)	From AS to FS
Cadillac CTS-V	From AS to FS
Ford Mustang SVT Cobra	From AS to FS
Mercedes E55 AMG	From AS to FS
Jaguar S-Type R	From BS to FS

Comment: The European sedans are seen as good conceptual fits with cars already in FS, and these moves will provide them with more realistic competition opportunities. The Chevrolet Camaro SS and Pontiac Firebird WS6 are only incrementally faster than the current benchmark Chevrolet Camaro, but should be a good match for the new Ford Mustang.

Infiniti G35 Coupe	From BS to FS
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Comment: The Infiniti G35 Coupe is longer, heavier, and has a more intrusive traction control system than the Nissan 350Z.

Mazdaspeed Miata	From BS to CS
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Comment: This car has not proven to be as fast as was originally expected based upon its technical parameters.

Audi TT (225hp, dual intercoolers)	From BS to DS
Audi TT 3.2 V6	From BS to DS

Comment: The Audi TT is fundamentally similar to the Volkswagen R32, which is already in DS.

BMW 330 w/ ZHP	From BS to DS
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Comment: The goal of this move is to make the older generation of the model competitive with newer BMW 3-Series (E90). The difference between the BMW 330 models w/ ZHP "Performance Package" (no limited slip diff) and the BMW 330Ci is not expected to be large.

STREET TOURING CATEGORY

ITEM 8) The following proposal is being recommended to the BOD, effective 01/01/2006:

Change 14.2.F to read as follows:
Addition of spoilers, splitters, body kits, rear wings and non-functional scoops/vents is allowed. The intent of this allowance is to accommodate commonly available appearance kits, and replicas thereof, which have no significant aerodynamic function at Solo II speeds. Body kits are limited to bumper covers, valances, side skirts, and fender flares. Standard parts may not be removed except for the substitution of spoilers, rear wings, bumper covers and valances. Rear wings must attach only aft of the rear wheel centerline. Total surface area of all spoilers, splitters and rear wing may not exceed 8 square feet as seen from above (see 12.9). Substitution of rear spoilers or wings must retain any original third brake light functionality unless otherwise equipped. No underbody panels may be added or substituted. The drilling of holes for the purpose of mounting these pieces is permitted.

Comment: In addition to stating intent,

this rewrite defines "rear wing" and "body kit", and removes the word "etc." from the list of allowances.

Fastrack 4/05

ITEM 9) The following proposal is being recommended to the BOD, effective 01/01/2006:

Change 14.8.F to read as follows:

Live axle suspension allowances:

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

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

3. A Panhard rod may be added or replaced.

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

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

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

Fastrack 3/05

ITEM 10) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add new section 14.8.E, and re-number current subsequent sections accordingly, as follows:

Steering rack bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does NOT allow shimming or otherwise relocating the steering rack.

Fastrack 5/05

ITEM 11) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add new 14.8.E (and re-number subsequent sections accordingly) as follows:

Transmission mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Transmission position may not be changed. The amount of metal in a replacement mount may not be increased relative to the amount of metal found in a standard mount for the particular application. Solid metal mounts are specifically prohibited.

Fastrack 7/05

ITEM 12) The following proposal is

being recommended to the BOD, effective 01/01/2006:

Add to 14.8.G.4:

Intermediate mounting points (e.g. shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment.

Comment: The camber kit rule was created to allow changes to alignment settings and was not intended to serve any additional purpose. Changes to intermediate mounting points (e.g. shock mounts) are included in the "original mounting points" referenced in 14.8.G.4 and as such, may not be moved or relocated on the arm, except as incidental to the camber adjustment.

Fastrack 8/05

ITEM 13) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add new 14.10.A (and re-letter subsequent sections accordingly) as follows:

Internal baffling of oil pans may be added or modified. Addition or modification of windage trays, crankshaft scrapers, and oil pump pickups is not allowed.

Fastrack 7/05

ITEM 14) The following proposal is being recommended to the BOD, effective 01/01/2006:

Replace 14.10.B with:

The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve, or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.

Also remove the first sentence of 14.10.D.6.

The mass airflow sensor must remain in its approximate original location.

Fastrack 4/05, 7/05

ITEM 15) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add to 14.10.C, as follows:

Exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components.

Fastrack 6/05

STREET PREPARED CATEGORY

ITEM 16) The following proposal is being recommended to the BOD, effective 01/01/2006:

Delete the sentence from paragraph 3 of the Section 15 introduction:

Logbooks are not required.

(See the related change to 3.8 above under General Items.)

Fastrack 8/05

ITEM 17) The following proposal is being recommended to the BOD, effective 01/01/2006:

Change all references to "STS" in paragraph 6 of the Section 15 introduction to read "ST."

Comment: All ST (Street Touring) compliant cars, be they STS, STS2, STX, or STU, are intended to be eligible for SP per the terms of paragraph 6 of the Section 15 introduction.

Fastrack 8/05

ITEM 18) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add new section 15.8.E, and re-number current subsequent sections accordingly, as follows:

Steering rack bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does NOT allow shimming or otherwise relocating the steering rack.

Fastrack 5/05

ITEM 19) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add to 15.10.N after the third sentence:

Any hydraulic clutch line may be used.

Fastrack 6/05

ITEM 20) The following proposal is being recommended to the BOD, effective 01/01/2006:

Remove from 15.10.W the following wording:

It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts, which are part of cam, layshaft, or ignition drive or timing systems, etc.

Also add new subsection 15.10.Y as follows:

Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve-timing system exists as standard. Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g. roller chain in place of "silent" chain) may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware).

be added, modified or replaced. Fenders may be flared as per Street Prepared (15.2.A) or Prepared (17.2.L, 17.2.M). Non-metallic fender liners may be modified, replaced, or removed. Body panels may be attached with removable fasteners (e.g. Dzus). [16.1.I, Street Modified]

Wings may be added, removed, modified, or replaced. Nonstandard wings may only be attached to the rear deck/hatch area and may not extend more than six inches beyond the widest part of the bodywork on either side. The total area of all wings, including standard parts, when computed as described in Section 12.9, shall not exceed 8 square feet. Wings may not extend more than 66" above the ground, or above the height of the roofline, whichever is higher. [16.1.L, Street Modified, except for maximum wing area, height limit, and application to standard parts]

Steering wheel, pedals, and driver's seat must be completely to the left or right of vehicle centerline. [18.1.D, Modified, with changes]

Exhaust may exit through the bodywork. Rocker panels may be modified for exhaust routing. [17.10.N]

The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or drive-shaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material. [17.10.R.2.d]

The shift lever opening in the body of the car may be altered to allow the installation of alternate shift linkage. [17.10.R.4]

WHEELS

Any size wheel may be used. Wheel size does not affect minimum weight. [Overrides 17.4]

SHOCK ABSORBERS & SPRINGS

Section 17.5.G, which restricts the type of shocks authorized by 7.5.C, does not apply. [Overrides 17.5.G]

Active/reactive suspension systems incur a minimum weight adjustment, including standard parts. [Supplements 17.5.A]

BRAKES

Brakes, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, ABS systems, proportioning valves, etc. are unrestricted. [16.1.C, Street Modified, overrides 17.6]

Active automatic anti-lock braking systems incur a minimum weight adjustment, including standard parts.

SUSPENSION CONTROL

Any front and rear suspension system

type (MacPherson/Chapman strut, double A-arm, live axle, etc.) may be used. [Overrides 17.8.B.3 and 17.8.B.4]

ELECTRICAL SYSTEM

Any ignition system is permitted. The number of spark plugs may be changed. [Overrides 17.9.B]

ENGINE & DRIVE TRAIN

Drive train and related systems (induction, ignition, fuel, electrical, cooling, oiling, etc.) and components (mounts, clutch, flywheel, etc.) are unrestricted except as noted. [Overrides 17.10 and 17.2.V except as noted - parallels 16.1.D, Street Modified]

The engine block and cylinder head must not cross the location of the original firewall separating the original engine compartment from the original passenger compartment. [New wording]

The engine orientation must not be changed (i.e., transverse stays transverse, longitudinal stays longitudinal). [New wording]

Any traction or stability control systems are permitted, but incur a minimum weight adjustment, including standard parts. [Overrides 17.6.K]

Intercoolers must fit completely within the bodywork. [17.10.D.3]

Air may be ducted to the induction system. Openings in the bodywork to allow air to be ducted are allowed provided they serve no other purpose. [17.10.E.1, opened up a bit]

OTHER

Vehicles exceeding these rules and prepared to the GCR/GTCS or GCR/PCS are not eligible for this class. [Overrides 17.11.A]

Data acquisition systems are permitted. [Overrides 17.11.C]

SAFETY

All throttle linkages shall be equipped with more than one system of positive throttle closure. [17.10.E.3]

All non-stock metal fuel line(s) passing through the passenger compartment shall be made of metal or of metal braided hose with AN Series threaded couplings, or entirely covered and protected with a metal cover. Fuel pump(s), filter(s), pressure regulator(s), and cool-can(s) may not be located in the passenger compartment. [17.10.F.1, 17.10.F.2]

Dry sump tanks must be mounted within the bodywork. If a dry sump tank is mounted in the driver/passenger compartment, it shall be isolated from the driver by means of a metal bulkhead or additional container that retains any spillage or leakage. Oil filters and accumulators must be securely mounted within the bodywork. [17.10.M.1, 17.10.M.2]

Oil coolers must be mounted completely within or under the bodywork, but not in the driver/passenger compartment. Radiators must not be located in the driver/passenger compartment. Expansion or header tank(s) must be mounted in the engine compartment. [17.10.Q.1, 17.10.Q.2]

MINIMUM WEIGHT

Engine Classifications [18.0, Modified]
Four-stroke/cycle and two-stroke/cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.

Turbocharged or supercharged versions of the above engines will be classified on a basis of 1.4 times actual piston displacement.

Rotary (Wankel) Engines: These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

Minimum Weight Calculations

All listed weights are without driver. Displacement is rounded to the nearest whole liter.

RWD	1200 lbs	+ 200 lbs / liter
FWD	1200 lbs	+ 150 lbs / liter
AWD	1200 lbs	+ 250 lbs / liter
Cars with the engine located behind the driver		+ 20 lbs / liter
Cars equipped with traction/stability control		+ 50 lbs / liter
Cars equipped with active/reactive suspension		+ 100 lbs
Cars equipped with ABS		+ 50 lbs

Comment: The A Prepared class will use Prepared chassis rules with Street Modified-type drivetrain, exterior, wing, and brake rules. Almost any SM or Prepared vehicle will be legal in this class, offering ample opportunity for simple progression. Some heavier DM and EM vehicles may also be legal.

In keeping with Prepared tradition, the key element in the minimum weight formula is displacement, with adjustments for electronic driver aids such as traction control. The formula is being designed to allow most existing cars to run lighter in AP than in their existing SM/SM2 or Prepared class, but heavier than DM and EM.

Fastrack 4/05, 5/05, 8/05

ITEM 35) The following proposal is being recommended to the BOD, effective 01/01/2006:

To accompany the establishment of the new DP/GP class structures:

D Prepared (DP)

Weight Formula	Minimum Weight
Engines less than or equal to 1667cc	1.10 lb X displacement (cc)
Engines greater than 1667cc	0.95 lb X displacement (cc) + 250 lb

	Engine	Weight
Alfa Romeo Giuletta Sprint & Spider	1570	1727
Alfa Romeo Junior Z	1290	1419
Alfa Romeo Spider Duetto, 1750 Spider Veloce (pre-'71)	1779	1940
Alfa Romeo Spider	1961	2113
Austin Healey 3000	2912	3016
Austin Healey 100-4	2660	2777
BMW Z3 (4-cyl)	1895	2050
Datsun SPL 310	1488	1637
Datsun SPL 311/311U	1595	1755
Datsun SRL 311 Roadster	1982	2133
Elva Courier	1600	1760
Elva Courier	1800	1960
Fiat 124 Spider (all), Abarth	1995	2145
Jensen Healy	1973	2124
Lancia Scorpion	1756	1918
Lotus 7/7A	948	1043
Lotus 7/7A	997	1097
Lotus 7/7A	1098	1208
Lotus Elan	1588	1747
Lotus Europa (Renault)	1470	1617
Lotus Europa Twin Cam	1588	1747
Lotus Super 7	1340	1474
Lotus Super 7	1498	1648
Mazda Miata	1597	1757
Mazda Miata	1839	1997
Pontiac Fiero (4-cyl)	2500	2625
Porsche 912	1582	1740
Porsche 912E	1971	2122
Porsche 914 1.7	1679	1845
Porsche 914 1.8	1795	1955
Porsche 914 2.0	1968	2120
Porsche 924 (non-turbo)	1984	2135
Toyota MR2	1587	1746
Toyota MR2	2164	2306
Toyota MR2 Spyder	1794	1954
Triumph GT6	1998	2148
Triumph TR-7	1998	2148
Turner 950S	948	1043
Turner 1500	1498	1648
TVR 1800	1799	1959
Volvo P1800	1780	1941
Volvo P1800	1982	2133

E Prepared (EP)

	Engine	Weight
Alfa Romeo GT 1300 Jr, GTA Jr	1300	1350
Chevy Sprint (non-turbo)	1000	1350
Datsun B110	1171	1350
Dodge/Mitsubishi Colt	1400	1400
Dodge/Mitsubishi Colt/Mirage	1600	1600
Honda Del Sol	1493	1493
Honda Del Sol	1590	1590
Mazda GLC	1272	1350
Mazda GLC	1415	1415
Suzuki Swift GLX/GTI	1490	1490

F Prepared (FP)

Chevrolet Sprint Turbo
Honda S2000 (all)
Lotus Elise

	Engine	Weight
G Prepared (GP)		
Alpine A108, 1000, 1100		1300
Austin Healey Sprite / MG Midget	948	1125
Austin Healey Sprite / MG Midget	1098	1325
Austin Healey Sprite / MG Midget	1275	1550
Austin Healey Sprite / MG Midget	1493	1550
Austin Morris Cooper	850	1050
Austin Morris Cooper	1275	1470
Austin Morris Cooper	1071	
	1098	1200
Austin Morris Cooper	970	
	997	1100
	998	
Fiat 850 (incl. Abarth)	903	1125
Fiat X1/9	1290	1500
Fiat X1/9	1498	1650
MGA	1469	1469
MGA	1588	1588
MGA	1622	1622
MGA Twin Cam	1588	1588
MGB, MGB GT	1798	1798
Morgan (all)	2138	2138
Opel GT	1078	1350
Opel GT	1897	1897
Porsche 1300	1286	1550
Porsche 356	1286	1700
Saab Sonett	1496	1600
Saab Sonett	1600	1700
Saab Sonett	1696	1800
Sunbeam Alpine	1494	1494
Sunbeam Alpine	1592	1592
Sunbeam Alpine	1725	1725
Triumph Spitfire	1147	1405
Triumph Spitfire	1296	1550
Triumph Spitfire	1493	1550
Triumph Spitfire Mk VI	1296	1550
Triumph TR-2, TR-3	1991	1991
Triumph TR-4, TR-4A beam axle	2138	2138
Triumph TR-4A, IRS	2138	2138
Turner	948	1125

FasTrack 6/05, 8/05, 9/05

ITEM 36) The following proposal is being recommended to the BOD, effective 01/01/2006:

Move these models currently listed in AP to the forthcoming "modern DP" class:

Elva
Lotus
Turner
TVR 1800

FasTrack 6/05

ITEM 37) The following proposal is being recommended to the BOD, effective 01/01/2006:

Allow all cars specifically listed in G Prepared (contingent on BOD approval for 2006) to compete in D Prepared with current DP class allowances (e.g. fuel injection, wheels), and weight formula.

FasTrack 9/05

MODIFIED CATEGORY

ITEM 38) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add to Appendix A, Modified Class F, new subsection D:

Electric radiator/engine cooling fan(s) may be installed on F440/500 and Solo Vee vehicles.

FasTrack 4/05

ITEM 39) The following proposal is being recommended to the BOD, effective 01/01/2006:

Change 18.1.I to read as follows:

External master cutoff switch is required.

FasTrack 4/05

ITEM 40) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add in Appendix A, Class F Modified, subsection C.2.p (and re-letter following sections accordingly):

One or more batteries may be used.

Fastrack 6/05

ITEM 41) The following proposal is being recommended to the BOD, effective 01/01/2006:

Change 18.1 to read as follows:

18.1 MODIFIED PRODUCTION-BASED CARS

Classes DM and EM contain production-based cars that are permitted additional modifications beyond those allowed in the Prepared Category. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, or be otherwise recognized by the SEB. The Panzer Roadster is eligible for competition in DM and EM as a modified production-based car. The following chassis are approved as clones of the Lotus 7 and are eligible for competition in DM and EM as modified production-based cars: Caterham Super 7, Birken, Locost 7, Rotus Seven, Stalker V6, Laminar Concepts Viking, Westfield, and WCM Ultralite. Weight and displacement specifications are as shown in Appendix A. The following clones of the Shelby AC Cobra are also legal: Factory Five Racing and High Tech. Weight and displacement specifications are as shown in Appendix A.

A. Bodywork

The shape of the body must remain recognizable as that of the manufacturer's make and model. The body must be made of a fire resistant material.

Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights, glass, and trim may be removed. Side mirrors and tail/stop lights are not required.

Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-stock routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.

The driver must be provided with clear and unobstructed access to the driver's compartment.

Interiors may be gutted. The driver's seat must be securely mounted. Steering and driver's seating must be completely to the left or right of the vehicle centerline. Seating must be located so that neither of the driver's hips crosses the centerline of the car.

If the radiator encroaches into the driver compartment, it must be separated from the driver by a metal bulkhead or enclosing container.

B. Body and Frame

1. Stock Tub

No part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as doors, rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.

A bulkhead is defined as a transverse panel that is a separator or step between the driver's compartment and the engine or main luggage area.

In cars where a rear luggage compartment is not totally closed off from the passenger compartment, the base of the floor pan step or base of a part-height panel that would limit rearward travel of the rearmost of seat bottoms is the rear bulkhead point. If there are built-in seat track catches or stops, they are assumed disabled for this definition of travel.

Heavier gauge material repairs or heavier replacement sections are all allowed as long as they closely resemble the original. No removal of the interior sides of the pillars or tub to leave just an outer shell.

Interior storage compartment doors, luggage/trunk compartment panels, parcel shelves may be modified or removed.

Wheel wells and bulkheads are open to modification as long as the driver is protected from fire and debris.

Floor pan width must match or exceed that between the insides of the original rockers. Length must be matched between the original passenger compartment bulkhead locations. Floor pan is defined in Section 12.7. Longitudinal structure such as rockers may not cover or overlap the floor pan width. The full stock floor pan width or greater must be visible when viewed

from directly above for at least the length of the door openings. The floor pan may only be cut for drivetrain/exhaust/tire/suspension clearance.

Tunnels and other vertical floor pan (12.7) features are included as part of the floor pan of a stock tub and shall be at least the original size. They can be longer, wider, and taller.

No car of any sort with a floor pan less than 37-inches wide for front-engine cars or less than 42-inches wide for mid- and rear-engine cars shall be allowed in DM or EM.

A Stock Tub car over 93-inches in wheelbase may change its wheelbase and remain a Stock Tub car if the stock rear bulkhead location and floor pan length are retained.

No weight adjustment.

2. Modified Tub

All attributes of a stock tub must be maintained in this category except as explicitly allowed below. There is a weight adjustment associated with a modified tub.

A modified tub is one that mainly achieves a lower CG and improved strength to weight ratio.

Lightweight replacement body panels, a thinned-down stock fiberglass body, or a lift-off lightweight shell attached to the main body structure are examples of a modified tub when done in the bulkhead-to-bulkhead region.

Vertical features above the bottom floor pan plane do not have to satisfy original minimum size or shape. Note that the original width and length of the floor pan still have to meet the original dimensions. Drivetrain tunnels and seat mounting platforms may be made smaller than stock, with a Modified Tub weight adjustment. A flat floor pan is legal.

Floor pan material and thickness are open under Modified Tub allowances.

Cars with factory wheelbase greater than 93-inches may reduce their wheelbase to a minimum wheelbase of 93-inches. The floor pan stock length restriction is waived for these cars only and they may move their rear bulkhead location to shorten the car. But in so doing, they fall into the Modified Tub category. Factory length front door openings shall be retained, but rear doors, if they were present, may be eliminated or changed as necessary.

All other cars, Stock or Modified Tub, whose factory wheelbase are less than 93-inches may still change their wheelbase, but it must be done without violating the floor pan length as determined by both front and rear factory bulkhead locations.

All series of Lotus 7, 7A, Super 7, and their clone or kit forms such as Birkin, Westfield, Locost, are automatically classified as modified tubs. This also applies to the Cobra and its clones.

Tube frame cars are included in this tub category.

3. Materials (all tubs)

Ferrous (containing iron) metal must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension. No aluminum cages or roll bars are allowed. Any ferrous or aluminum alloy is permitted for suspension arms, location links, and uprights/spindles. Beryllium and beryllium alloys are not allowed anywhere on the car.

The exceptions to the above are parts of the donor production cars that were originally non-metal. In all cases, replacement of these parts or addition of more load bearing structure must be by metal. Lighter replacement sections may not be used between bulkheads in a stock tub without it becoming a modified tub.

Lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example: outer body panels in the central tub region must be attached in a flexible manner such as with Dzus fasteners if non-stock material composition or non-stock material thicknesses are to be used.

Cars that have been approved for DM and EM as clones do not have the freedom to use better strength per weight structural materials than those originally used in the corresponding places in the originals. The only exception is the use of high carbon or chromemoly steel in place of mild steel.

C. Drivetrain

Engines must be derived from production automobiles available in the USA or elsewhere. Complete race engines derived from production automobile block designs such as the Pontiac Super Duty 4 and the Cosworth 16-valve series are allowed. Motorcycle, snowmobile, marine, or any other initially non-automotive design is not allowed even if it was also made available in an automobile. Non-automotive engines are prohibited. 4-stroke automotive motors shall not be converted to 2-stroke.

Engine and/or transmission changes are permitted within the following limitations:

Original front-engine design must remain a front-engine design, i.e., no part of the engine block or cylinder head may extend rearward of the midpoint of the wheelbase.

Original rear- or mid-engine designs may be interchanged with each other, but no part of the engine block or cylinder head may extend forward of the midpoint of the wheelbase.

Non-automotive CVTs are prohibited. Automotive-based CVTs are only allowed with their matching factory engine.

D. Weight vs. Displacement

All listed minimum weights are with driver.

DM	Piston engines up to & including 1800 cc 12A rotary engines w/ porting restriction	1280 lbs
	Piston engines 1801 to 2000 cc 13B rotary engines w/ porting restriction	1380 lbs
EM	Piston engines up to & including 3200 cc OHC Piston engines up to & including 4500 cc pushrod/OHV 2-rotor engines w/ unrestricted porting	1700 lbs
	Piston engines unlimited displacement 3-rotor engines w/ unrestricted porting	1800 lbs

1. Performance Adjustments

DM	AWD Add 200 lbs Modified Tub	Add 40 lbs
	EM Modified Tub	Add 50 lbs

2. Weight Bias Adjustment

Bias determined by weighing with driver sitting in the driver's seat.

DM	RWD w/ less than 51% of weight on drive wheels	Deduct 35 lbs
	FWD Deduct 35 lbs	
	AWD Not affected	
EM	RWD w/ less than 51% of the weight on the drive wheels	Deduct 50 lbs
	FWD Deduct 50 lbs	
	AWD Not affected	

E. Aerodynamic Aids

These classes are restricted downforce classes. No aerodynamic tunnels or wings for downforce may be added anywhere on the car.

Unless otherwise specified here, no spoilers in excess of what is allowed in Prepared Category may be used. No body section such as hood, tub, roof, or rear deck may be reshaped to achieve downforce.

No sealing skirts or other underbody flow directing devices may be used except as specified.

Front splitters are allowed but shall be parallel to the ground up to the attachment point to the bodywork. Splitter front and side radii shall be no less than 1/8-inch. Splitters shall not be more than 6-inches from the front edge to the point of attachment to the bodywork or spoiler. The outside fender width in the rear determines the overall width of the car for both front and rear spoiler and splitter widths. The fender width is the minimum width of the bodywork wheel well opening or fender flare opening around the wheel at the rear axle height.

Diffusers are allowed at the rear of the car only and shall have no more than 25-inches front to back of expanding chamber. A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure.

If the factory production car was supplied with tunnels or wings, they may remain, but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.

F. Tolerances

A tolerance of 1/2-inch shall be used when measuring floor pan dimensions from the car's original specifications.

At least 1/2 the width of each tire must be covered by the fenders, when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted.

Suspension systems and wheels are free.

The use of a windscreen is not required.

Roll bar requirements for cars competing in DM and EM are as specified in Section 3.3.2.

Also insert in current rule 18.2 Sports Racing Cars, after 1st sentence:

EXCEPTION: Cars prepared in excess of the Modified Production-based Car rules are eligible to participate as a Sports Racer when prepared to the appropriate GCR/SRCS.

Comment: These changes to DM and EM are intended to improve parity among different levels of fabrication commitment as well as among different models. The rules attempt to minimize serious impact upon current participants while promoting closer competition in more predictable future environment. These rule changes also cap the ultimate performance of these classes to discourage significant technology advantages outside the current arena. The intent is to contain both DM and EM performance firmly below the BM level.

The MAC suggests removal of the production car exclusion from BM for those still wishing to exceed the DM or EM modification limits. Examples of items, which would move a car to BM, are aerodynamic downforce, low weight, non-automotive powerplant or CVT, undersized floor pan, or on-center seating.

The minimum floor pan dimensions should eliminate race-only chassis sports racer chassis usage. A complete race chassis is undesirable in 2 ways. It severs all production ties and it shortcuts the chassis and suspension development task that many members enjoy. There is no longer a weight penalty alternative for cars not meeting minimum floor pan size. They are simply not allowed. All worthwhile 2-seat sports racers, even 25 years back, are monocoque and would need a major tub rework to match even the smallest production floor pan. This rule further reinforces the distinction between DM and EM and sports racers running in BM.

FasTrack 4/05, 7/05, 8/05

ITEM 42) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add new rule 18.D:

Modified Vehicle Safety Rules

The following shall be required in all Modified Category vehicles:

Scattershields / Chain Guard - The installation of scattershields or explosion-proof bell housings shall be required on all cars where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passengers. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure. Minimum material specifications are:

0.125-inch SAE 4130 alloy steel

0.250-inch mild steel plate

0.250-inch aluminum alloy

NHRA or SFI approved flexible shields

Master Switch - All cars shall be equipped with a master switch easily accessible from outside the car. (Spec Racer Fords shall be wired per RFSRII.) The master switch shall be installed directly in either battery cable and shall

cut all electrical circuits but not an on-board fire system, if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

Formula and Sports Racing Cars - In proximity to the right-hand member of the roll bar, but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately in-board of the upright member.

Closed Sports Racer, Production, and GT Cars - In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)

Open Production and GT Cars - May exercise a choice among the above locations.

Driveshaft Hoop - DM and EM RWD vehicles shall have a driveshaft hoop capable of preventing the shaft from entering the driver's compartment or damage any fluid or electrical lines in the event of joint or shaft breakage. All cars in competition using open driveshafts must have a retainer loop with 360 degrees of enclosure, 1/4-inch minimum thickness and 2-inches wide or 7/8-inch x 0.065-inch welded steel tubing, securely mounted and located so as to support and contain the driveshaft in event of U-joint failure. Vehicles that have a closed "tunnel" or other such structure, which the driveshaft passes through such as the vehicle's frame, may be considered for an exemption from the SEB if that structure meets the criteria stated above.

NOTE: DM and EM vehicles are exempt from the scattershield, driveshaft hoop, and master switch requirements if using DOT tires.

The roll bar structure must meet the requirements of either Appendix C of the Solo Rules or Section 18 of the GCR required by class rules. Roll cages are strongly recommended. "Specials" are required to have the roll bar extend at least two inches above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar. It is strongly recommended that all cars adhere to this specification.

Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-stock routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.

Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.

GCR specific items and/or equipment not required in Modified Category are as follows:

Fuel cells
Windscreens, side mirrors and tail/stop lights
Headlight covers, lenses, and bulbs
Log books
Fire retardant fire driver's suits
Homologation
Fuel test ports
Production-based dune buggies need not meet door requirements
Running lights
The 180-degree vision rule is recommended
Deformable and protective structures as defined by FA rules
On board fire systems
Reverse gear in BM vehicles

NOTE: If any conflict exists between the GCR and the Solo Rules, the Solo Rules shall take precedence.

In conjunction with the above, delete rules 18.2.A. thru C:

Fuel cells are not required.
Windscreens, side mirrors and tail/stop lights are not required.
Headlight covers, lenses and bulbs may be removed but removal is not required.

Delete E thru G:

Log books are not required.
Fire retardant driver's suits are not required.

It is not necessary to submit designs, plans or construction details to the Solo Events Board.

Delete I:

Production-based dune buggies need not meet door requirements.

Delete L. thru O:

The roll structure must meet the requirements of either Appendix C of the Solo II rules or Section 18 of the GCR required by the class rules.

On board fire systems are not required.

Reverse gear is not required for cars in class B Modified.

Fuel test ports are not required.

Delete 18.3.A thru L:

Fuel cells are not required.
The roll structure must meet the requirements of either Appendix C of the Solo II Rules or Section 18 of the GCR required by the class rules. Roll cages are recommended but not required.
Running lights are not required.
The use of windscreens and side mirrors is not required.
Logbooks are not required.
Fire retardant driver's suits are not required.
180-degree vision rule is recommended but not required.
Deformable and protective structures as defined by Formula Atlantic rules are not required.

On board fire systems are not required.

Homologation is not required.

Reverse gear is not required for cars in class B Modified.
Fuel test ports are not required.

Reverse gear is not required for cars in class B Modified.

Fuel test ports are not required.

Fastrack 5/05, 7/05, 8/05

ITEM 43) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add to Appendix A, Modified Class F, new section C.2.s:

Bodywork to the rear of the main roll hoop may be removed.

Comment: The GCR requires specific dimensions/measurements or configurations of bodywork of Formula Vees to the rear of the main hoop. This bodywork has no bearing on the performance of Solo Vees. Since it is not a performance issue, the MAC sees no reason to require GCR compliance in this area.

Fastrack 8/05

ITEM 44) The following proposal is being recommended to the BOD, effective 01/01/2006:

In Appendix A under Modified Class D, change 4th sentence to read:

The 12A and 13B Mazda...

In subsection 2, change to read:

On the Mazda 12A engine, only side and rotor housings from '74-'86 engines shall be used.

In subsection 3, change to read:

No replacement of Mazda 12A or 13B sections such as side plates with those from other series engines, i.e. Renesis-type parts.

In subsection 4, change to read:

On Mazda 12A engines, no peripheral porting or J-porting is allowed. Bridge porting that does not cut into the water o-ring is permitted.

On Mazda 13B 4- or 6-port engines, maximum porting permitted is street porting. No bridge porting, J-porting or peripheral porting is permitted.

Fastrack 8/05

KART CATEGORY

ITEM 45) The following proposal is being recommended to the BOD, effective 01/01/2006:

Add to 7.9.5 the following after "...driver's seat":

A driver may leave the seat to restart a stalled F125 or FJ kart without incurring this penalty.

Fastrack 10/04

Items to be decided after the 2005 Solo Nationals

STOCK CATEGORY

ITEM A)

Porsche 911 GT3 From SS to exclusion list

Comment: This proposal is being published to keep open the possibility of moving this car out of SS if it demonstrates an ability to dominate SS.

Chevrolet Camaro SS (96+) From AS to FS

Pontiac Firebird WS6 (96+) From AS to FS

MINI Cooper S From GS to DS

Toyota Celica GT-S (00+) From DS to GS

Mazdaspeed Protégé From DS to GS

Nissan Sentra SE-R Spec V

From DS to GS

Volkswagen Golf/Jetta/GLI 24V VR6 (02+)

From DS to GS

Comment: The GS class has become faster recently, due largely to the Mini Cooper S. The Mazdaspeed Protégé is believed to be a good match for the Mini Cooper S, but it is not expected that any of the above cars, which fit the class profile, would become dominant.

Acura RSX (non-Type-S)	From GS to HS
Acura TSX	From GS to HS
Honda Civic Si (99-00)	From GS to HS
Honda Civic Si (02+)	From GS to HS
Hyundai Tiburon 6-cyl (02+)	From GS to HS
Mazda 3 (all)	From GS to HS
Pontiac Vibe	From GS to HS
Saturn DOHC models	From GS to HS
Toyota Matrix (all)	From GS to HS

Comment: These are generally newer cars, which fit the HS class profile and are not expected to dominate.

Ford Probe (all)	From GS to HS
Mazda MX-6 (all)	From GS to HS
Nissan 200SX SE-R (95+)	From GS to HS
Toyota Celica GT (94-98)	From GS to HS
Toyota Celica ST (94-98)	From GS to HS

Comment: These are generally older models, still readily available, which fit the class profile of HS and performance parameters, and are not expected to dominate.

Fastrack 8/05, 9/05 **STREET PREPARED**

ITEM B)

Replace the contents of 15.10.C with the following:

Induction allowances are as follows:

Carburetors, fuel injection, and intake manifolds are unrestricted. Alternate throttle linkage and connections to facilitate installation of allowed induction systems are permitted, but may serve no other purpose. If an induction system item is allowed to be removed and its original mounting bracket can be removed by simply unbolting it, the bracket may be removed as well.

Except for standard parts as defined in these rules, the external use while on course of liquids, ice, dry ice, refrigeration systems, vaporized compressed gases, etc. to reduce the temperature of the intake air charge is prohibited.

As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (known as "intercoolers" or "charge air coolers (CACs)") are unrestricted in size and configuration. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere, except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation.

Turbochargers and/or superchargers ("forced induction") may not be added, changed, or modified. On vehicles originally equipped with forced induction:

No hardware changes or alterations to turbocharger(s) or supercharger(s), in size or number, are permitted. Turbochargers or superchargers may be updated/backdated only in conjunction with the accompanying complete engine unit.

No changes are allowed to waste gate(s) size, number, or location. No changes are allowed to variable-geometry-turbine (VGT) hardware.

No changes are allowed to supercharger drive system pulleys. Belt tensioners may be added/changed to reduce belt slip.

No changes are permitted to blow-off/pop-off valves.

Compressor bypass valves (CBVs) are considered part of the air intake system and may be replaced and/or updated/backdated independently of the other components of a forced induction system.

Boost regulation systems, either electronic or mechanical, and electronic fuel cuts referencing boost pressure may be modified or replaced except as prohibited herein. Boost pressure changes resulting from authorized changes are permitted.

Comment: With the increasing level of electronic controls in all areas of engine management, it is clear that it is very difficult to police boost management systems. Similar to a recent rules proposal regarding variable valve/cam timing systems, this proposal would effectively restrict turbocharger/supercharger hardware to the stock parts, but would open up the controls, which, in conjunction with existing allowances on intake and exhaust systems, will result in several forced induction cars making more boost and therefore more power. The SPAC is aware of these potential performance increases, and will propose re-classing certain cars if a considerable performance gain is likely. Recent new classifications of the Dodge SRT-4 in CSP, the Mazdaspeed Miata in ASP, and the proposed reclassification of both the Mitsubishi Lancer Evolution and Subaru Impreza WRX STi from ESP to BSP reflect some of these situations. Additional reclassifications may be proposed as more information presents itself.

Fastrack 8/05

ITEM C)

Mitsubishi Lancer Evolution (VIII)

From ESP to BSP

Subaru Impreza WRX STi

From ESP to BSP

Comment: This proposal is intended to keep open the possibility of reclassifying these models promptly, if it is deemed appropriate after a full year of data has been observed.

Fastrack 7/05

STREET MODIFIED

ITEM D)

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

Cars that use subframes that bolt to the unit body/body-in-white to mount engines, transmissions, differentials, steering, or suspension components may replace those subframes with subframes of alternate construction, sub-

ject to the following limitations:

The interface between the new subframe and the body-in-white must retain the OE bolt configuration. No new attachment points may be created, and the OE attachment points on the body-in-white may not be modified in any manner. Bolt lengths may be changed, but not diameter or number. Replacement subframes may not be tied in any fashion to any other subframe on the car beyond what attachments existed in the stock configuration.

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

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

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

Fastrack 10/04

MOTION: F Mod competitors utilizing the 493 Rotax engine may leave the manufacturer's spec intake balance tubes in place or at their option, completely remove the tubes and make the alterations required to plug the remaining holes. No unnecessary alterations are permitted if the competitor chooses to remove the tubes. The 493 Rotax engine is limited to a Y pipe exhaust manifold and single expansion chamber as is the 494 Rotax and AMW engines. (Clark / Introne) PASSED, Unanimous

LIASON REPORTS

SCCA FOUNDATION - BOB INTRONE

MISSION STATEMENT

The mission of the SCCA Foundation is to support programs that promote awareness and excellence in automotive enthusiast activities through learning, safety research, and community outreach.

Related supporting tag line for promotional materials, including the fund raising envelope:

"SCCA Foundationpromoting awareness and excellence in automotive enthusiast activities through learning, safety research, and community outreach"

CORE FOCUS

Current Projects

- Learning
- SAE Educational Programs
- Safety Research
- Safety Symposium
- Community Outreach
- Teen Driving Programs

The SCCA Foundation has an outstanding invoice for production services at the 2005 convention in the amount of \$15,000.00. This is related to production of the safety symposium DVD.

A sponsorship from Chrysler was obtained to cover the cost of this invoice. However, Chrysler is very slow in processing payments and the Foundation has been waiting since January for their check for \$25,000.00 in order to pay the production invoice of \$15,000.00.

In order to avoid having the vendor (Biles and Clegg) wait any longer for payment, the Foundation is requesting that the SCCA, Inc. Board approve a transfer of \$15,000.00 to the Foundation to cover payment of this invoice. The Foundation president will sign a note for this amount.

As soon as payment is received from Chrysler, the Foundation will pay back the \$15,000.00 as SCCA, Inc.

MOTION: That SCCA Inc. loan \$15,000.00 at no interest, to the Foundation to cover an outstanding invoice from the last convention. (Introne / Sheridan) PASSED. Unanimous

PLANNING COMMITTEE - MIKE SAUCE

Mike discussed issues surrounding, new car classification process, the National class formation process, and the concept of elimination of the rule that requires all National classes be invited to the Runoffs. He indicated that the planning committee expects to bring proposals addressing these items to the December meeting.

CLUB RACING BOARD - MIKE SAUCE, BILL WESTON

The Club Racing Board will be losing two members at the end of the year and the search for replacements should commence now.

COURT OF APPEALS - JOHN SHERIDAN

The Court of Appeals has been busy since I joined them as liaison in June. They have met almost every Thursday evening by conference call. As of this writing they have issued decisions on sixteen appeals and three Article 13.9 Rules Interpretations.

There are two items worthy of the BoD's attention. First, as reported in a recent conference call, the CoA asked me to register their "unanimous and strong" opposition to the prospect of all national staff being accorded Assistant Chief Steward status at Club events. The second issue is should 13.9 rulings be made public? Additionally, should decisions in which legality is affirmed be treated differently than decisions in which the Court finds the petitioner's item to be illegal? The CoA plans to discuss this item with the CRB at the Runoffs. I suspect we may have an opinion to share on this subject.

STEWARDS - BRIAN HOLTZ

The Executive Stewards have been dutifully working on current and ongoing issues regarding the oversight of the Club Racing Stewards Program. They continue to meet by conference call

every month and will, of course, be meeting face-to-face at the Runoffs next month. Along with the eight Execs and Costa, attendees also include the Director of Club Racing, the BOD liaison and the Director du Jour along with any other guests, as needed. The conference calls bring a blend of topics to the table. These are usually set forth in the agenda so that all are prepared to discuss the issues. The topics vary and can include simple issues such as how other divisions are handling certain tasks, to more complex issues that involve interaction with the staff, BOD, CRB or COA.

The hot topic this year has been the issues with licensing and the effects it has on the race operation. It certainly makes more work for the registrar, starts the weekend off on a sour note for the competitor and seems to have resulted in an increase in affidavits filled out by competitors. This last issue is critical as the consequences can be severe if it turns out that the competitor has made the mistake. Colan Arnold was in attendance at one of the conference calls to update the Execs on the progress being made and to take input. His presence was well received and helped calm the troops a bit, however there are still issues that need to be addressed, including the issuing of worker licenses.

As expected, communications is a key issue in many areas of the Exec Stewards responsibility. There is an issue regarding how effectively the NA's and the DA's of the various specialties are disseminating information to the troops. As a result Terry Ozment has been keeping the Exec's up to date on her ongoing improvements in this area. She has also been informative regarding the developing track inspection process as the feeling is that we need to get on top of it as tracks have gone for some time without regular scrutiny. Initially this year, there seemed to be a problem getting input from the Execs to the letters sent to them by the CRB. Gary Meeker has been working hard to make sure that the stewards are fulfilling their responsibilities in this area. Another area of concern, brought forward from the staff, is the sanction process. There has been a need to correct the problems of non-compliant supplementary regulations and sanction application deadlines.

In addition to the topics above, the Execs have also addressed the following issues:

- Tech inspection and protests
- *Fastrack* notification dates
- NFPA 610
- Sound Control
- License validation for the entire weekend
- Spec Miata rollcages
- 120% qualifying rule
- Non-SCCA driver school concerns
- Protest and evidence procedures
- Runoffs Supplementary Regulations changes

- Fuel Testing
- Licensing of staff personnel
- Split starts

A couple of upcoming issues for the Runoffs include the GCR 13.9 process, start procedures and flagging issues.

The Stewards Advisory Committee has not been as active this season, however they are still meeting to discuss issues regarding the overall program and direction. The training program continues to develop. Annie Christian has taken on the responsibility of putting the program into a usable package. She will be compiling various training topics and documents submitted by stewards from around the country in order to give the entire program a library of resources for ongoing education. The STAC is also working on improving the Steward Evaluation form and revising the appointment chart as it pertains to license grade for various steward assignments. As Chairman, Costa continues to handle the delicate issues of disciplinary actions within the steward's organization. These are vital to the ongoing improvement of the program; however because of the sometimes sensitive nature of the issues, it is being handled out of public view.

The improvements continue, although at times it seems like it will take forever to turn the ship as competitors and members demand changes to the system. There are still many aspects of the program that continue to need attention. The improvements that have been made are not necessarily obvious to the casual member however they are having positive impacts on the Club Racing experience.

OLD BUSINESS SPEC MIATA TIRE

Garret presented the results of the Spec Miata Tire evaluation.

MOTION: To accept the recommendation of the National Staff for a spec tire for Spec Miata, for the 2006 through 2008 competition years, and for the National staff to negotiate a contract with the manufacturer. (Sauce / Sheridan) PASSED, Voting NO, Clark and Engelke

MOTION: That the Spec Miata spec tire be required for National events only. (Engelke / Sheridan) PASSED, Voting No, Christian, Weston, Fairer

RESOLUTION: That the national staff has performed a truly remarkable accomplishment in organizing, implementing, and evaluating the spec tire testing, for Spec Miata and their efforts are very much appreciated by the Board of Directors. (Christian / Sheridan) PASSED, Unanimous

MOTION: To eliminate *Fastrack* from the *SportsCar* as soon as practical. A notice shall appear in every *SportsCar* magazine to indicate that members may access *Fastrack* information either from the web site, by e-mail subscription, or hard copy by subscription. (Allen / Christian) PASSED, Unanimous

NEW BUSINESS

MOTION: To acknowledge and commend the work and efforts of Steve Johnson during his tenure as President of the SCCA companies, his installation of sound business policies, complete with strategic planning. He has helped elevate our Club to an industry leader. In recognition of these accomplishments he is hereby awarded a lifetime membership in the SCCA Inc. (Allen / Weston) PASSED. Unanimous

MOTION: Since the contribution of National competitor's to the tow fund has remained static since the 70's, and because the cost of travel has increased dramatically, increase the tow fund contribution from \$10 To \$15 per event starting with the 2006 competition year. (Holtz / Christian) PASSED, Abstaining Allen, Sauce

MOTION: To waive the provisions of the Operations Manual section 5.10.8.a and GCR section 3.4.3.1.1 to allow Southern Pacific Division to obtain SCCA sanctions for three Double National Races. (Porterfield / Christian) PASSED, Unanimous

MOTION: To waive the provisions of the Operations Manual section 5.10.8.a and GCR section 3.4.3.1.1 to allow Southwest Division to obtain SCCA sanctions for two Double National Races. (Sauce / Allen) PASSED, Unanimous

MOTION: Authorize and direct Mike Sauce to inform his constituent that the board declines to take any action at this time, and recommends that his constituent should pursue his options under the GCR. (Weston/Pitts) PASSED, Voting NO, Sauce

MOTION: The Chairman is authorized and directed to communicate, both verbally and in writing, to the Regional Executives of North Carolina, and Central Carolinas Regions, that their actions are in violation of their Charters, and that they must show cause why their Charters should not be revoked. (Weston / Allen) PASSED, Abstaining, Fairer

MOTION: To revise the title of GCR section 16.4.2 to read "Defending and past National Champions" and, 16.4.2.b change four to one. (Introne / Burns) FAILED, Voting Yes, Introne, Burns, Weston, Porterfield, Voting No, Sauce, Sheridan, Christian, Holtz, Fairer, Pitts, Engelke, Clark, Abstaining, Allen

MOTION: To adjourn. (Christian / Clark) PASSED

Respectfully submitted,
Jim Christian, Secretary

BOARD OF DIRECTORS MINUTES SPORTS CAR CLUB OF AMERICA, INC. September 8, 2005

The Board of Directors, Sports Car Club of America, Inc. met via teleconference on September 8, 2005. The following members participated: Gary Pitts, Chairman, Howard Allen, Bob Burns, Jim Christian, Mike Engelke, Kaye

Fairer, Brian Holtz, Bob Introne, Andy Porterfield, John Sheridan, Michael Sauce, and Bill Weston.

MOTION: Effective immediately, under the provisions of GCR Section 1.2.2.C. Add the following words to Section 3.8.1 of the GCR. With respect to the Interdivisional Championship event, "SCCA Runoffs", a competitor, whose entry has been refused, shall have standing only to protest and appeal such refusal of entry. He may do so before, or at the "SCCA Runoffs". (Weston / Pitts) PASSED. Voting No, Holtz

MOTION: To adjourn. (Introne / Christian) PASSED.

Respectfully submitted,
Jim Christian, Secretary

CLUB RACING

CLUB RACING BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC. September 6, 2005

The Club Racing Board met by conference call on September 6, 2005. Participating were Kurt Weiss, Chairman; Bob Dowie, Kevin Kloefer, Brian Culbertson, Craig Taylor, John Martinsen, and Russ McHugh. Also participating were Mike Sauce and Bill Weston, BoD Liaisons; Jeremy Thoennes, Technical Manager Club Racing; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 05-11, the following decisions were made:

PROPOSED RULE CHANGES

Please address all comments, both for and against, to the Club Racing Board.

Production

Item 1. Effective 1/1/06: Change section 17.1.1.D.11.2 as follows:

Fuel Cells: Fuel cells are required on all Production Category vehicles, *unless the vehicle originally uses a stock plastic (non-metallic) fuel tank installed in its original location, which has the centerline of the fuel tank located between the axle centerlines of the vehicle and within the main chassis structure (i.e., between the frame rails). Where the stock fuel tank is retained, additional retention straps and other protection may be mandated on a vehicle-by-vehicle basis.* Cells or stock fuel tanks, their mounting, location (which, in the case of stock fuel tanks, must be in the original location), fill equipment, and venting must meet the specifications of the GCR.

Item 2. Effective 1/1/06: Change 17.1.1.D.9.a.11 to read as follows:

Spoilers: A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler shall not cover normal grill open-

ing at the front of the car. (An intermediate mounting device may be used on cars whose front bodywork is above the four (4) inch maximum.) Openings are permitted for the purpose of ducting air to the brakes, radiator, and/or oil coolers. Openings may be cut in the front valance to allow the passage of up to a three (3) inch diameter duct *or a rectangular or square duct with a maximum area of 7.0 square inches* leading to each front brake. These openings shall serve no other purpose. When bumpers are used or when they are part of the bodywork, the spoiler and bumper/replica bumper shall appear to be two (2) separate parts. The spoiler shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

Grand Touring

Item 1. Effective 1/1/06: Change section 17.1.2.F.4.e.11 to read as follows:

Any readily available transmission having a functional reverse and no more than five (5) forward speeds may be used, providing the location is the same as the production automobile. Any shift linkage may be used. *If a sequential shift gearbox is used, the car must carry a weight penalty equal to 1.25 percent of the weight as listed on the spec line. If a synchromesh engagement transmission is used, the weight may be reduced by 1.25 percent of the weight listed on the spec line. A synchromesh gearbox is one having a friction mechanism to allow engagement. Note: The minimum vehicle weight is to be rounded to the nearest pound.* Air, hydraulic or electric actuation of the gearshift mechanism is not allowed. For front engine, rear drive cars requiring the transmission to be attached to the engine, the transmission front seal shall be within twelve (12) inches of the back of the engine block. On front engine/rear drive cars, the transmission front seal is that seal which is within 5" of the gear on the input shaft which meshes with the foremost gear on the counter/layshaft.

Item 2. Effective 1/1/06: Change section 17.1.2.F.4.e.15 to read as follows:

Any transverse mounted engine may be rotated for axle/CV joint alignment. Any readily available transmission having a functional reverse and no more than five (5) forward speeds may be used, provided it is mounted to the rear of the engine. ~~Any shift linkage may be used. Sequential shifting transmissions are permitted with a 50 lb. weight penalty. FWD~~ All transverse engines may be rotated 180 degrees. ~~Any front~~ A transverse mounted engine may be rotated to a longitudinal position that places the crankshaft centerline on the longitudinal centerline of the car (shall conform to all restrictions in Section 17.1.2.F.4.e). The engine may be rotated about the crankshaft (lean over) a maximum of fifteen (15) degrees unless otherwise noted and shall not cause hood bulges. Rear axle / suspension per GTCS 17.1.2.F.2.

Touring/Showroom Stock

Item 1. Effective 1/1/06: Add new section 7 to 17.1.8.C to read as follows:

When alternate parts are approved for competitor use, the requesting party must first provide proof that sufficient quantities of the parts are readily available through commercial channels. The kit must be submitted to the SCCA technical department for inspection, and the kit may be returned to the sender.

Item 2. Effective 1/1/06: Change section 17.1.8.D.10.e.1 to read as follows:

Passive restraint systems shall be deactivated. Air bag systems shall be deactivated and may be removed. If the car is to be used on public roads, we recommend that these items shall be reactivated/rearmed/replaced when not in competition.

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

Item 3. Effective 1/1/06: Change section 17.1.3.D.8 to read as follows:

Air bag systems shall be deactivated. *If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.*

Change the Note to read as follows:

* If the car is to be used on public roads, we recommend that these items shall be reactivated/rearmed/replaced when not in competition.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

Starting 1/1/06: A number of vehicles listed on the PCS specification lines are no longer raced. There is no likelihood those vehicles will be raced in the future. Additionally, the SCCA is committed to encouraging the preparation of vehicles in which there is significant member interest. As a result, the Club Racing Board has adopted a procedure for eliminating cars from the Production Category that are no longer being raced.

Based on information available to the SCCA, if it appears any vehicle has not been entered in an SCCA regional or national race for a period of two years, that vehicle may be included in an elimination list to be published annually in the July FasTrack. Members will have 60 days from the date the list is published to provide evidence that any vehicle listed has been entered in an SCCA regional or national race within the preceding 24 months. If no such evidence is provided for any vehicle, that vehicle will be eliminated from the Production Category specification lines effective January 1st of the following year.

Any vehicle eliminated may be automatically reinstated on the request of any member who will race such vehicle. The request for reinstatement must be submitted to the SCCA within 24 months of the effective date for elimination of the vehicle. The vehicle will be reinstated based on the last effective specification line for the vehicle prior

to elimination. After the reinstatement period expires, a member may petition for reclassification of a vehicle previously eliminated.

NEW CAR CLASSIFICATIONS

EP - (1992-95) BMW 318is E36
EP - (2000-02) Mazda Miata
HP - (1988) and (91-93) Ford Festiva
ITA - (2000-01) Ford Focus ZX-3
T2 - effective 1/1/06: (2006) BMW 325i Sedan
T3 - effective 1/1/06: (2006) BMW 330i Sedan
SSB - effective 1/1/06: (2004) Hyundai Tiburon

REFERRED or TABLED

Grand Touring

1. GT2 - Classify the VQ35DE (St. Clair). Tabled until after the Runoffs.
2. GT2 - Classify the VQ22DD (St. Clair). Tabled for further research.
3. GT2 - Increase the Venturi size of the 13B Miata (Tambourine). Tabled until after the Runoffs.

Touring/Showroom Stock

T2 - Allow suspension package for the 2001-05 BMW M3 (Turner). Tabled until after the Runoffs.

Improved Touring

1. IT - ABS input (Faiman). Tabled for staff to investigate potential issues.
2. ITA - Disabling the ABS causes my car to go into limp mode (Levine). Tabled for further research.

Formula/Sports Racer

1. F/SR - Allow computer modeling to demonstrate crash test worthiness (Bermes). Tabled for committee input.
2. FC - Allow all pre-1993 cars to compete in FC at the regional level (Cohn). Tabled for committee input.
3. FF - Classify the Zetec engine in FF (Cohn). Tabled for committee input.

NOT RECOMMENDED

Production

1. P - Classify the 1985 Toyota Supra in Production (Hooten). The car exceeds the performance parameters of the class, as the motor is too big.
2. P - Allow the H190 rear end in G/H Production (Zekert). There is no proven need, and is not consistent with the class philosophy.
3. EP - Reclassify the 1988-91 EP CRX si to FP (Funk). The car is classified appropriately; however, we will consider competition adjustments, if needed.

Grand Touring

1. GT - Eliminate the weight penalties for independent rear suspension (Tambourine). We made changes this season, and we will continue to monitor the results.
2. GT2 - Reclassify the Miata with 13B Bridgeport to GT3 (Tambourine). Member input has not supported the concept of 16-inch wheels in GT3, and

the 12A with lower potential has proven competitive in GT3.

Touring/Showroom Stock

1. T/SS - Allow the addition of a 9th attachment point for the role cage (Lipperini). The current rules are appropriate as written.

2. T/SS - Require master switches for T/SS cars (Faiman). These cars have a stock ignition switch that serves a similar function.

3. T - Eliminate the statement of emission compliance or modify it to read like the airbag rule, where it is required if driven on public roads (Lucas). The current rules are appropriate as written.

4. T1 - Help the Viper (Fernandez/Galarneau). The car has proven to be competitive in the class.

5. T2 - Reclassify the MazdaSpeed Miata to SSB (Roytas). The car does not fit the parameters of the class.

6. SSB - Slow the BMW Z4 (Manning). We will continue to monitor the performance of the car.

7. SSC - Allow an alternate wheel for the 1998 Neon ACR (Papa). We would consider an alternate wheel that meets the specified size of 15 x 6.

Improved Touring

1. IT - Allow ABS in IT (Roraback). The current rule is appropriate at this time.

2. IT - Allow the removal of the passenger side glass (Barile). The CRB has recently proposed a rule change to allow the removal of glass for NASCAR-type door bars. We are not considering any further changes or gutting at this time.

3. IT - Allow alternate distributor/oil pump rod and parts (Haney). Alternate competition parts are not allowed in IT.

4. ITS - Permit optional gearbox ratios for the 1973 Datsun 240Z as currently listed 1975-78 280Z (Marvin). Allowing alternate transmission and drivetrain parts is against the IT class philosophy.

5. ITS - Reclassify the 1999 Miata to ITA (Weisberg). The car is classified appropriately.

Previously Addressed

Addressed in Technical Bulletin 05-10 or the October 2005 Fastrack:

FC - Encourage or discourage motorcycle-powered cars (Pritchard/Weitzenhof).

FC - Do not penalized motorcycle engines (Bugg).

SR - SRF tire input (Watson).

Addressed in Technical Bulletin 05-09 or the September 2005 Fastrack:

GT1 - Corvette C6 bodywork input (Hitt).

T1 - Allow an alternate radiator for the Dodge Viper (Aquilante).

Addressed in Technical Bulletin 05-08 or the August 2005 Fastrack:

GT - Allow the use of an adjustable front splitter (Pim).

GT - Support for the use of a spec rear wing (Pim).

No Action Required

Production

EP - Merge the 1990-97 Miata spec line into the 1990-93 Miata spec line and identify the 1.8L engine preparation in the notes (Heintzman). One engine is a limited prep, while the other is a full prep. This was addressed in the August *Fastrack*.

Grand Touring

1. GT - Support for SIRs (Pim). Thank you for your input.

2. GT - Opposition to SIRs (Ward/DeWitt). Thank you for your input.

3. GT2 - Allow an extra 100 horsepower and torque for the Panoz (Miller). We recently made changes to the car's specs and will monitor the car's performance.

4. GT2 - Allow up to 14 inches of patch on the ground with the necessary wheel flares (Miller).

5. GTL - Why did you add weight to the GTL Honda (Wessel/DeWitt)? The weight was added to equalize the performance potential of the 2-valve SOHC cross-flow engine.

Touring/Showroom Stock

1. T/SS - Opposition to combining SS and Touring (various - 9 letters). Thank you for your input.

2. T/SS - Support for the change from SS to Touring rules (Faiman). Thank you for your input.

3. T/SS - Set up T, SS, and IT to be compatible (Faiman). We will continue to work towards rules that allow for progression.

Improved Touring

IT - Limit IT lifespan to 30 years (Faiman). Thank you for your input. At this time, the ITAC does not feel it is in the best interest of IT to alter the year in which cars are eligible for competition, as this would eliminate a lot of viable racecars.

Formula

FC - Opposition to Zetec proposal (Taylor). Thank you for your input.

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: August 29, 2005

NUMBER: TB 05-10a

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Production Cylinder Liner Clarification

The Court of Appeals has recently decided that while the PCS does allow for replacement of cylinder liners the original material may not be changed. In order to clarify the intent of the rule and allow for common alternate materials such as steel to be used as a cylinder liner the CRB is making the following change, effective upon publication.

Per the provisions found in GCR section 1.2.2.A, please find the following item approved by the Club Racing Board, effective 8/29/05:

Change the first sentence of section 17.1.1.D.1.g.2 to read as follows: Cylinder

sleeves of any material may be fitted to the block for repair purposes if they serve no other prohibited function.

CLUB RACING TECHNICAL BULLETIN

DATE: September 6, 2005

NUMBER: TB 05-11

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/05 unless otherwise noted.

Production

EP

1. BMW 318is (1991), p. 30-31, change the first sentence of the notes to read as follows: Comp Ratio limited to 11.0:1, Valve lift limited to .500", Restricted Suspension.

2. Classify BMW 318is E36 as limited prep in EP

Add new spec line to PCS p. 30-31: BMW 318is E36 (92-95), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 84.1 x 81.0, Displ.(cc): 1796, Block Mat'l: Iron, Head / PN & Mat'l: Alum, Valves IN & EX(mm): 33.0(I), 30.5(E), Carb. No & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(mm): 2700, Track F/R(mm): 1513 / 1518, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): 286 solid disc (F) 272 solid disc (R), Weight(lbs.): 2150, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .500", Restricted Suspension. Limited Prep cylinder head. 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. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers/followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission. Trunk mounted fuel cell allowed.

3. Mazda MX-5 / Miata M-2 (1999), p. 42-43, add to the specs as follows: add the 00-02 model years, Notes: Variable valve timing prohibited.

4. Nissan/Datsun SRL 311U Roadster, p. 48-49, add to the specs as follows: Carb. No & Type: (2) Hitachi-SU (1bbl) 46mm throttle bores.

FP

1. Honda CRX Si (88-91), p. 72-73, change the specs to read as follows: Weight(lbs.): 1950, change the first sentence of the notes to read as follows: Comp. Ratio limited to 12.0:1, Valve lift limited to .450", Restricted Suspension.

2. Honda Civic Si (88-91), p. 72-73, change the specs to read as follows: Weight(lbs.): 1950, change the first sen-

tence of the notes to read as follows: Comp. Ratio limited to 12.0:1, Valve lift limited to .450", Restricted Suspension.

3. Triumph Spitfire Mk. IV and 1500, p. 78-79, correct the notes by adding the following: NOTE: Roll cage for cars under 1500 lbs are acceptable for cars registered with SCCA before 4/1/82.

GP

1. Honda CRX 1.5 (88-91), p. 86-87, change the specs to read as follows: Weight(lbs.): 1900.

2. Honda Civic 1.5 (88-91), p. 86-87, change the specs to read as follows: Weight(lbs.): 1900.

HP

1. Ford Festiva (89-90), p. 100-101, add to the specs as follows: add the 88 and 91-93 model years, Carb. No & Type: IT carburetion, Trans. Speeds: 4. Correct the specs as follows: Track F / R(mm): 59.1 / 58.5.

Touring

T2

1. Chevrolet Camaro Z-28 (98-02), p. 23, add to the specs as follows: Notes: Wolfe brake duct kit part # WBD39 is permitted.

2. Ford Mustang GT (2005), classified in TB 05-01, add to the specs as follows: Notes: Ford radiator part # M-8005-S197 is permitted.

3. Pontiac Firebird Formula & Trans-Am (98-02), p. 26, add to the specs as follows: Notes: Wolfe brake duct kit part # WBD39 is permitted.

Improved Touring

ITA

1. Classify Ford Focus ZX-3 in ITA.

Add new spec line to ITCS p. 32, Ford Focus ZX-3 (00-01), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 84.8 x 88.0 / 1988, Valves IN & EX(mm): 32.0(I) 28.0(E), Comp. Ratio: 9.6, Wheelbase(in): 103.0, Wheel Dia.(in): 15, Gear Ratios: 3.67, 2.14, 1.45, 1.03, 0.77, Brakes Std.(mm): 258 solid disc (F) 252 solid disc or 203 drum (R), Weight(lbs.): 2400.

SOLO

SOLO EVENTS BOARD SPORTS CAR CLUB OF AMERICA, INC. August 24, 2005

The Solo Events Board met by conference call August 24th. Attending were SEB members Marcus Merideth, Mari Clements, Andy Hollis, Dick Berger, Chris Dorsey, Ron Bauer, and Tina Reeves; Charlie Clark of the BOD, and Doug Gill of the National Staff. These Minutes are presented in topical order rather than in the order of discussion.

STOCK CATEGORY

- The SEB has decided that the '05 and earlier John Cooper "Works" package on the Mini Cooper S is to remain on the Stock exclusion list. This is because the pre-'06 forms of this package were dealer-installed, not factory options (see 12.4).

- The SEB approved the addition of Mike Johnson to the SAC.

STREET TOURING CATEGORY

- A vacancy is anticipated in the near

future on the STAC; interested members should submit their qualifications in writing to the SEB via the National Office.

PREPARED CATEGORY

- A vacancy is anticipated in the near future on the PAC; interested members should submit their qualifications in writing to the SEB via the National Office.

- Valve Sizes in GP: All cars listed in GP will retain their valve size limits per the 2004 Solo2 rules. If no valve size is listed, stock size will be the maximum allowed. Note: Maximum valve sizes will be listed individually for all cars in the G Prepared section of Appendix A in the 2006 Solo2 rules.

- Wheel sizes in GP: All cars listed in GP will be allowed a 14x6 maximum wheel unless specified herein: Fiat X1/9 1498 & Bertone: 14x6.5

All cars moving to GP from EP will be allowed 16x7 wheels unless specified herein: Opel GT: 14x7; Sunbeam Alpine: 14x7 Note: Maximum wheel sizes will be listed individually for all cars in the G Prepared section of Appendix A in the 2006 Solo2 rules.

- Track Width in GP: All cars listed in GP will retain their maximum track limits per the 2004 Solo2 rules. There is no minimum track specification. Note: Maximum track will be listed individually for all cars in the G Prepared section of Appendix A in the 2006 Solo2 rules.

- Induction allowances/restrictions for GP: For all cars in GP, 17.10.C.3 does not apply, non standard fuel injection, or standard fuel injection modified beyond 17.10.C.2 is prohibited. All cars listed in GP will retain their induction allowances/limitations per the 2004 Solo2 rules. Note: Induction allowances/restrictions will be listed individually for all cars in the G Prepared section of Appendix A in the 2006 Solo2 rules.

- The Appendix A clean-up of Prepared classes B/C/D/E/F will be published in the next issue of *Fastrack* for member review.

STREET MODIFIED CATEGORY

- The following rule change proposal, effective 1/1/2007, is being submitted for member comment: Add to SM rule 16.1.C as follows: "Brake rotor/drum friction surfaces must be 100% ferrous metallic. Carbon or ceramic composite brake components (except pads) are expressly prohibited. Standard parts, per 12.4, are exempt from this restriction."

FORMULA JUNIOR

- Formula Junior participants are reminded that 19.2.F will be removed for 2006.

- Participants are reminded that only two Formula Junior classes will be offered at National Tours, Pros, and Divisionals in 2006. The class that is currently FJ1 will be absorbed into what is currently FJ3 (and renamed FJB), and the class that is currently FJ2 will be absorbed into what is currently FJ4 (and renamed FJA). Regions are further reminded that the national classes currently defined as FJ3 and FJ4 are the upper limits of performance for Formula Junior, but that regions are free to make further subdivisions by age and/or performance for regional use.

- The following new safety rule, effective 1/1/2006, has been recommended by the KAC: Add new section 2.1.P as follows: "At any Solo2 event where Formula Junior uses the same course layout as all other classes:

For any heat in which FJ is in competition, NO car in the grid may be in motion when any FJ kart is moving under its own power. From the start of FJ competition, when the first driver in the class leaves the grid for the start line, until the last driver has returned his kart to the FJ grid, this rule shall apply."

Rationale: Even with the best efforts of event chairs and course designers, there almost always will be a 'Crossing Area' between the kart grid and the cars grid. Whether on the way to the start, or on the way back in from the finish of a Solo2 course, FJ karts will be driving by the cars grid. The driver of a car has many preoccupations and distractions, and may not see a kart in front of his or her car. This is a safety-related expansion of the rule regarding karts and cars on the course at the same time. That rule, incidentally, was produced with F125 in mind, NOT Formula Junior.

This policy has been in force in some regions the KAC is familiar with, and not in others. It is believed that most, if not all, regions follow the policy of not allowing a car and a FJ kart to run at the same time, no matter how far the separation is. This rule will only add a few seconds on each end of the current policy. This is especially important at events where FJ classes are run in a regular rotation with other classes in a heat. It should still be followed when the FJ competitors take all of their runs in a short timeframe, without cars in between.

The KAC feels that it is incumbent upon ALL drivers to be acutely aware of and concerned with the safety of FJ drivers. Grid personnel, Safety Stewards, and Youth stewards should be fully briefed regarding the rule. It should also be a topic for the drivers meeting.

TECH BULLETINS

1. Street Touring: 14.10.B specifically allows the modification of air intake tract system components up to the engine inlet as defined therein. The same rule specifically prohibits modifying the existing structure of the car to accommodate the allowed intake tract system modifications. The factory partitions surrounding the Mini and Mini S air filter housing are considered to be separate vehicle structures not integral to the air intake tract system. Therefore, it is not permitted to modify these partition structures. These structures must be maintained in the original OE configuration. This is in keeping with previous rulings on this same subject for other vehicles.

2. Street Touring: The first sentence of the second paragraph of 14.0 is clarified to read as follows: "Vehicles eligible for this category must meet the Stock category eligibility requirements, and include all coupes/sedans with a minimum of four seats and four seat belts; that are non-sports car based with maximum engine displacement..."

3. Street Prepared: wrapping of intakes with liquid-soaked fabric is not permitted.

4. Modified: To prevent a "cold seize" of the pistons during engine warm-up, the water bypass needs to be blocked off on the 493 Rotax engine. The 494 Rotax engine has this allowance and the MAC sees no reason why the Rotax 493 should not also have this preventive measure. For Solo purposes and until the GCR is updated, section 17.1.6.E.15.g. of the GCR shall be considered to read as follows: 'Rotax 494/493 engines: Any Rotax 494/493 model thermostat housing or water outlet elbow may be used. The water bypass may be blocked.'

ROADRALLY

ROADRALLY BOARD MINUTES SPORTS CAR CLUB OF AMERICA, INC. Via conference call September 7, 2005

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

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

Sue Robinson was unable to attend.

Chairman Craft called the meeting to order at 8:35 pm CDT.

The final version of the July 2005 Minutes were accepted (Ferris/Poirier).

Pending business

1. USRRC

Discussion: Everything is in place for a successful event. The course rally will be on Friday. Saturday's tour rally will feature passage controls, and the town hall will be held on Saturday night. The Sunday event, which will be a Monte, will end around 230 pm, and a banquet/buffet will follow. Sunday will also offer an optional GTA rally, which will overlap the tour event, and competitors are free to run both.

2. 2006 Rules Changes

Discussion: As discussed in previous months, the board is prepared to approve all the recommended rule changes with the exception of the proposed point system change. The changes were approved by acclamation.

New business

1. Rally Department

Discussion: The board congratulates Pego Mack on her appointment to the head of the Rally Department at SCCA. Pego will be moving to Topeka, and steps down from the board as a member of the SCCA staff.

2. Road Rally Board opening

Discussion: As a result of Pego's move to the SCCA office, there is an opening on the Road Rally Board. If there are any interested in the position, please send a resume to Pego Mack at the National Office.

Next meeting

October 5, 2005, at 8:30 pm CDT via conference call.

The meeting was adjourned at 9:45 pm CDT (Ferris/Gaddy).

Respectfully submitted,

Steve Gaddy, Secretary

REGIONAL SCHEDULES

REGIONAL SOLO II

CENDIV

Nov 6 16th Stadium Lot, Indianapolis, IN 317-577-2518

Nov 13 Walesboro Airport, Walesboro, IN 317-535-5353

Nov 19-20 Rantoul Aviation Center, Rantoul, IL 217-469-0094

MIDDIV

Nov 5-6 East Crawford Recreation Area, Salina, KS 785-341-1638

Nov 6 Price Cutter Park, Ozark, MO 417-581-5855

Nov 19-20 Columbus Air Force Base, Columbus, MS 601-924-3095

NEDIV

Nov 5 Raceway Park, Englishtown, NJ 732-469-3458

Nov 6 Cal Ripken Stadium, Aberdeen, MD 443-745-6988

Nov 6 Warminster Comm. Park, Warminster, PA
acouplebucks@comcast.net

Nov 12 Raceway Park, Englishtown, NJ 732-469-3458

Nov 19 Raceway Park, Englishtown, NJ 732-469-3458

Nov 20 Atco Raceway, Atco, NJ 856-387-0576
aouplebucks@comcast.net

NORPAC

Oct 1-2 Reno Stead Airport, Reno, N V 775-201-1837

Oct 2 Marina Airport, Marina, CA 650-599-2615

Oct 2 Frenchtown High School, Frenchtown, MT
406-207-0923

Oct 2 Flathead Valley Community College, Kalispell, MT
406-212-3902

Oct 8-9 Portland International Raceway, Portland, OR
503-975-2681

Nov 13 Gowen Field Air Base, Boise, ID 208-433-0724

Nov 20 Gowen Field Air Base, Boise, ID 208-433-0724

Dec 4 Marina Airport, Marina, CA 650-599-2615

SEDIV

Nov 5-6 Indian River Community College, Ft. Pierce, FL
321-259-6181

Nov 6 Watermelon Capital Spdwy, Corele, GA 478-956-1254

Nov 6 Nashville Super Speedway, Nashville, TN
615-542-0707

Nov 6 Birmingham Race Course, Birmingham, AL
205-919-1312

Nov 13 Hialeah Park, Hialeah, FL 954-772-3002

Nov 13 Roan County Plaza, Rockwood, TN 423-357-1223

Nov 13 Gainesville Raceway, Gainesville, FL 904-757-8132

Nov 13 Deland Airport, Deland, FL 321-259-6181

Nov 20 Cape Fear Comm. College, Wilmington, NC 910-617-4307

Nov 20 Nashville Super Spdwy, Nashville, TN
615-542-0707

Dec 4 Watermelon Capital Spdwy, Corele, GA 478-956-1254

Dec 4 Nashville Super Spdwy, Nashville, TN
615-542-0707

SOPAC

Nov 13 Hawaii Raceway Park, Kailua, HI 808-262-5987

Nov 20 Maui Raceway Park, Kahului, HI 808-283-1705

Nov 27 Hilo Drag Strip, Hilo, HI 808-327-0362

Dec 3-4 Phoenix Intl Raceway, Phoenix, AZ 623-825-5796

Dec 11 Maui Raceway Park, Kahului, HI 808-283-1705

Dec 18 Hilo Drag Strip, Hilo, HI 808-327-0362

Dec 26 Hawaii Raceway Park, Kailua, HI 808-262-5987

SWDIV

Nov 6 Dolaca Motorplex, Brownfield, TX 806-355-7383

Nov 6 Gulf Greyhound Park, LaMarque, TX 281-474-4368

Nov 20 EVO Center, Zachary, LA 225-756-1318

Dec 4 Gulf Greyhound Park, LaMarque, TX 281-474-4368

Dec 18 EVO Center, Zachary, LA 225-756-1318

REGIONAL ROADRALLY

Nov 4 First Friday Niter Social Rally

Cal Club

Larry Scholnick

310-270-8826

818-986-4565

info@smscc.org

Nov 5 Vermont SportsCar Covered Bridge

New England

Ted Goddard

802-263-5678

tedgcb@tds.net

Nov 12 Left Turns Only

Old Dominion

Charles Edwards

804-266-3135

ceecpa@yahoo.com

Nov 19 The Pine Barren Express

N. New Jersey

Peter Schneider

973-496-2478

908-876-4597

psch@us.ibm.com

Dec 2 First Friday Niter Social Rally

Cal Club

Larry Scholnick

310-270-8826

818-986-4565

info@smscc.org

Dec 4 Teddy Bear Rally-Charity RR

N. New Jersey

Peter Schneider

973-496-2478

908-876-4597

psch@us.ibm.com

REGIONAL RALLYCROSS

Nov 5-6 St. Louis RallyCross #5

St. Louis

Jeff Templeton

314-935-6524

314-603-2518

frey@darkside..eemsd.wustl.edu

Nov 6 Vermont SportsCar Covered Bridge RallyCross

New England

Ted Goddard

802-263-5678

tedgcb@tds.net

Nov 12 Jean Dry Lake Bed

Las Vegas

Brittania Barth

702-491-7849

702-636-1780

Nov 13 Oakland Acres RallyCross

Washington DC

Rob Bergstrom

443-994-9322

rob@hrm-usa.com

Dec 11 Oakland Acres RallyCross

Washington DC

Rob Bergstrom

443-994-9322

rob@hrm-usa.com

Nov 5 Ft Meade

Florida

John Shellenberg

945-673-6851

rally@floridaregionscca.com

Dec 5 Ft Meade

Florida

John Shellenberg

945-673-6851

rally@floridaregionscca.com



OFFICIAL SOLO ENTRY FORM

Check appropriate boxes:

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

Event Date

____/____/____

Location

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

DRIVER INFORMATION

Class _____ Car No. _____

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

Name _____

Address _____

City _____ State _____ Zip _____

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

Member No. _____ Exp. _____ Division _____ Region _____

ProSolo license holder? Yes No

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

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

Additional Driver Name: _____

Additional Driver Car Number: _____

CAR/PRODUCT INFORMATION

Year _____ Make _____ Model _____ Color _____

Brand of Tires _____ Size _____ Wheels _____

Mufflers _____ Shocks _____ Spark Plugs _____

Oil _____ Other _____

Sponsor/Team Name _____

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

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

READ AND SIGN: The entrant agrees to permit the Sports Car Club of America Inc., SCCA Pro Racing Ltd, and their assigns (including but not limited to series sponsors, promoter/organizer of an event), to use, license, reproduce, have reproduced, show, and have shown, without limitation in space or time and without cost, charge or fee, Entrant's drivers(s), crew members and cars, including the car(s) names(s), likeness(s), logo(s), design(s), artwork and other creative elements (other than rights in the name and/or likeness of the subject car(s) that are not owned or controlled by the Entrant) involved in the Event(s) in or on any medium whatsoever, including but not limited to advertising and promotional materials, reports, broadcast and print media coverage of any type, video games, model production, software and any other form of electronic media distribution. The Entrant further acknowledges and agrees that SCCA and/or SCCA Pro Racing may freely assign or license its rights to a third party.

Driver's Signature: _____ Date: _____

Visa/MasterCard No.: _____ Exp.: _____

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

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

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

Independent Auditors' Report

The Finance Committee
Sports Car Club of America, Inc.

We have audited the accompanying consolidated statement of financial position of Sports Car Club of America, Inc. and subsidiaries (the "Club") as of December 31, 2004, and the related consolidated statements of activities and cash flows for the year then ended. These consolidated financial statements are the responsibility of the Club's management. Our responsibility is to express an opinion on these consolidated financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control over financial reporting. Accordingly, we express no such opinion. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe our audit provides a reasonable basis for our opinion.

In our opinion, the consolidated financial statements present fairly, in all material respects, the financial position of Sports Car Club of America, Inc. and subsidiaries as of December 31, 2004, and the changes in their net assets and their cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Mize, Houser & Company

Professional Association
Certified Public Accountants

June 1, 2005
Topeka, Kansas

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Statement of Financial Position
December 31, 2004

Assets

Cash and cash equivalents (Note 1)	\$ 493,020
Investments (Notes 2 and 4)	2,157,046
Trade receivables, less allowance for doubtful accounts of \$6,095	610,526
Inventories	482,615
Prepaid insurance and other	270,521
Deposits	<u>82,394</u>
	<u>4,096,122</u>
Building and equipment:	
Equipment (Note 4)	2,050,463
Building (Note 3)	<u>1,378,086</u>
	3,428,549
Less accumulated depreciation and amortization	<u>1,217,891</u>
Total property and equipment	<u>2,210,658</u>
Total assets	<u>\$6,306,780</u>

Liabilities and Net Assets

Accounts payable	\$ 253,982
Other liabilities	195,246
Deposits	254,308
Deferred revenue:	
Membership	967,108
Life memberships	96,615
Other	420,371
Notes payable (Note 4)	<u>2,927,200</u>
Total liabilities	5,114,830
Unrestricted net assets	<u>1,191,950</u>
Total liabilities and net assets	<u>\$6,306,780</u>

The accompanying summary of significant accounting policies
and notes are an integral part of these financial statements

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Statement of Activities For the Year Ended December 31, 2004

Revenue:	
Parts, kits and rebuilds	\$ 2,615,217
Membership dues	2,449,418
Sponsorships and royalties	2,022,484
Insurance premiums	1,699,906
Entry and registration fees	1,321,460
Sanction fees	939,686
Competition licensing fees	726,911
Rule books and miscellaneous merchandise	441,414
Service fees	392,836
Miscellaneous	<u>249,357</u>
Total operating revenues	<u>12,858,689</u>
Expenses:	
Cost of goods sold	2,670,084
Salaries and employee benefits	2,603,656
Insurance premiums	1,582,241
Race organization activities	1,367,927
Office, equipment and occupancy	944,421
Prize money	878,205
Public relations and marketing	842,204
Sports Car magazine	674,084
Travel and entertainment	362,037
Other	254,462
Postage	204,846
Professional services	198,504
Committee and directors	<u>171,012</u>
Total operating expense	<u>12,753,683</u>
Net operating revenues in excess of expense	<u>105,006</u>
Other income (expense):	
Investment income (Note 2)	193,829
Interest	(110,824)
Other	<u>(63,117)</u>
Total other expense	<u>19,888</u>
Increase in unrestricted net assets	124,894
Unrestricted net assets at beginning of year	<u>1,067,056</u>
Unrestricted net assets at end of year	<u>\$1,191,950</u>

The accompanying summary of significant accounting policies
and notes are an integral part of these financial statements

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Statement of Cash Flows For the Year Ended December 31, 2004

Cash flows from operating activities:	
Change in net assets	\$ 124,894
Items not requiring cash:	
Depreciation and amortization	235,101
Realized and unrealized gain on investments	(178,462)
Loss on sale of property and equipment	3,104
Reduction of forgivable notes	(32,000)
(Increase) decrease in:	
Accounts receivable	(265,772)
Inventory	143,114
Prepays, insurance and other	197,027
Deposits	298,094
Increase (decrease) in:	
Accounts payable	(299,014)
Deposits	(534,228)
Deferred revenue	298,965
Other liabilities	(163,036)
Accrued interest on capital lease	<u>75,159</u>
Net cash used in operating activities	<u>(97,054)</u>
Cash flows from investing activities:	
Proceeds from sale of property and equipment	800
Purchases of property and equipment	(501,639)
Proceeds from sale of investments	786,447
Purchase of investments	<u>(1,101,818)</u>
Net cash used in investing activities	<u>(816,210)</u>
Cash flows from financing activities:	
Payments on notes payable	(110,695)
Proceeds from notes payable	<u>1,101,460</u>
Net cash provided by financing activities	<u>990,765</u>
Net increase in cash and cash equivalents	77,501
Cash and cash equivalents at beginning of year	<u>415,519</u>
Cash and cash equivalents at end of year	<u>\$ 493,020</u>
<u>Supplemental disclosure of cash flow information at December 31:</u>	
Cash paid for interest	<u>\$ 22,145</u>
Cash paid for income taxes	<u>\$ 347</u>

The accompanying summary of significant accounting policies
and notes are an integral part of these financial statements

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Summary of Significant Accounting Policies **December 31, 2004**

Nature of Operations and Consolidation

The consolidated financial statements include the accounts of Sports Car Club of America, Inc. (“SCCA”) and its wholly-owned subsidiaries, SCCA Pro Racing, Ltd. (“Pro Racing”) and SCCA Enterprises, Inc. (“Enterprises”), collectively referred to as the Club. All significant intercompany items have been eliminated. SCCA was organized as a not-for-profit organization to promote interest in sports cars and automotive competition. In connection with this purpose, SCCA has several registered trademarks and trade names from which it receives product licensing royalties.

Enterprises was incorporated in 1986 as a for-profit organization to sell sports car kits and parts.

Pro Racing was incorporated in 1992, and commenced operations effective April 1, 1994, as a for-profit organization which organizes professional road racing events and related services.

Use of Estimates

The preparation of consolidated financial statements for the Club in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and reported amounts of revenues and expenses during the reported period. Actual results could differ from those estimates.

Trade Receivables

Trade receivables are stated at the amount management expects to collect from outstanding balances. Management provides for probable uncollectible amounts through a charge to earnings and a credit to an allowance for bad debt based on its assessment of the current status of accounts. Balances still outstanding after management has used reasonable collection efforts are written off through a charge to the allowance for bad debt and a credit to trade accounts receivable.

Inventories

Inventories are recorded at the lower of cost or market, using the first-in, first-out (FIFO) method. Inventories primarily consist of sports car kits and parts.

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Summary of Significant Accounting Policies December 31, 2004

Investments

Investments in marketable securities are measured at fair value in the statement of financial position. Investment income or loss (including realized and unrealized gains and losses, interest and dividends) is included in the change in unrestricted net assets. The Club's Board of Directors is required to approve all investment transactions and the use of such investments.

The Club maintains a significant portion of its total assets in a combination of stocks, bonds, fixed income securities, and other investment securities. Investment securities are exposed to various risks, such as interest rate, market fluctuation and credit risk. Due to the level of risk associated with certain investment securities, it is at least reasonably possible that changes in risks in the near term would materially affect investments and the amounts reported in the statements of financial position.

Building and Equipment

Equipment is recorded at cost and the building is recorded at the net present value of the estimated lease payments. Major improvements are capitalized, while ordinary maintenance and repairs are expensed.

Depreciation and Amortization

Depreciation, which includes amortization of assets recorded as capital leases, is computed using the straight-line method over the estimated useful lives of the related assets.

Impairment of Long-Lived Assets

The carrying values of long-lived assets are evaluated for impairment whenever there is an event or change in circumstances that indicates that such assets have been impaired or that the carrying amount of such assets might not be recoverable.

Deferred Revenue

Amounts received as life membership dues are deferred and recognized on a straight-line basis as income over the estimated period of membership. Amounts received for annual membership dues are credited to deferred income upon receipt and recognized on a straight-line basis as income monthly over the membership year. Amounts received from sponsorships and royalties are credited to deferred income and generally recognized as income on a straight-line basis. Amounts received for organizing racing events are credited to deferred income and recognized as income in the period in which the event occurs.

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Summary of Significant Accounting Policies

December 31, 2004

Program Services

The cost of providing the various programs and other activities has been summarized on a functional basis in the notes to the financial statements. Accordingly, certain costs have been allocated among the programs and supporting services benefited.

Income Taxes

SCCA is a not-for-profit organization and is generally exempt from federal income taxes under Section 501(c)(4) of the Internal Revenue Code. Pro Racing and Enterprises are subject to federal and state income taxes and these subsidiaries account for income taxes using the asset and liability approach for financial accounting and reporting. Deferred income tax assets and liabilities are computed for differences between the financial statement basis and the income tax basis of assets and liabilities that will result in taxable or deductible amounts in the future. Such deferred income tax computations are based on enacted laws and rates applicable to the years in which the differences are expected to affect taxable income. Deferred tax assets are reduced by a valuation allowance if, based on the weight of the available evidence, it is more likely than not that these benefits will not be realized.

Cash Flows

For purposes of the statement of cash flows, the Club considers all interest-bearing deposits and highly liquid debt instruments at commercial banks, purchased with original maturity dates of three months or less, to be cash equivalents.

Credit Risk

Financial instruments which potentially subject the Club to concentrations of credit risk consist of cash equivalents, marketable equity securities and trade receivables. The Club, by policy, limits the amount of credit exposure to any one financial institution and places the investments with financial institutions evaluated as highly creditworthy. Concentrations of credit with respect to trade receivable are limited due to the Club's credit evaluation process, and include obtaining customer deposits for certain services.

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Notes to Financial Statements December 31, 2004

1. Financial Instruments and Concentrations

Information regarding financial instruments and credit concentrations is as follows:

Cash and Cash Equivalents - The Club's policy is to maintain cash with various high-quality financial institutions. Cash balances at financial institutions are insured by the Federal Deposit Insurance Corporation; however, balances may occasionally exceed the insured amount.

2. Investments

Investments consist of the following as of December 31, 2004:

Money market funds	\$ 93,811
Government and agency obligations	381,870
Mutual funds	282,750
Corporate stocks	<u>1,398,615</u>
Investment	<u>\$2,157,046</u>

Investment income in the statements of activities includes the following for the year ended December 31, 2004:

Dividends and interest	\$ 42,486
Net realized gain	44,657
Net unrealized gain	133,805
Investment fees	<u>(27,119)</u>
Total investment income	<u>\$ 193,829</u>

3. Capital Lease Obligation

SCCA has entered into a long-term land and building lease with the Metropolitan Topeka Airport Authority (MTAA). The term of the lease is for 25 years with five renewal options for five years each. The lease qualifies as a capital lease and is recorded in the financial statements based on the present value of the future minimum lease payments.

The following is a schedule of the original estimated cost of the building related to the above lease at December 31, 2004:

Building	\$1,378,086
Less accumulated amortization	<u>71,775</u>
	<u>\$1,306,311</u>

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Notes to Financial Statements
December 31, 2004

3. Capital Lease Obligation (Continued)

SCCA is not required to make payments under the lease until January 1, 2005. The lease payment will be based on the total cost to MTAA for the construction of the building, excluding architectural fees, water and sewer lines, landscaping, and parking lot asphalt, which were paid by MTAA, and interest incurred on the building loan through December 31, 2004. The lease is payable in monthly installments over a 22-year period from January 1, 2005 to December 31, 2026. Interest from January 1, 2005 through December 31, 2006 will be 4.5%. Interest beginning January 1, 2007, will be based on a prime rate of interest minus 1% and will reset every five years.

The following is a schedule, by years, of future minimum lease payments on the building, together with the present value of net minimum lease payments, as of December 31, 2004:

	Future Minimum Capital Lease <u>Payments</u>
Year ending December 31:	
2005	\$ 108,937
2006	108,937
2007	108,937
2008	108,937
2009	108,937
Later years	<u>1,851,936</u>
Total minimum lease payments	2,396,621
Less amount representing interest	<u>876,981</u>
 Present value of minimum lease payments (Note 4)	 <u>\$1,519,640</u>

As part of the lease agreement with MTAA, SCCA has entered into a lease for the land that the building occupies. No rent payments are due on the land until January 1, 2005. From January 1, 2005 through December 31, 2007, the land rent is \$.07 per square foot of the total land area of the premises (approximately 92,000 square foot). From January 1, 2008 through January 1, 2010, the payment is \$.08 per square foot, \$.09 from January 1, 2011 through December 31, 2013, and \$.10 from January 1, 2014 through December 31, 2016. From January 1, 2017 through the termination of the lease, the payment is \$.10 per square foot plus \$.25 per square foot for the actual building footprint (approximately 17,620 square foot). See Note 7 for future lease commitments.

Under the renewal terms, no rent will be due for the building and the land rent will be adjusted for changes in the CPI.

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Notes to Financial Statements December 31, 2004

4. Notes Payable

Notes payable and capital lease obligations due after one year are summarized as of December 31, 2004, as follows:

Long-term debt:	
Capital lease obligation (Note 3)	\$1,519,640
Forgivable loans (see below)	93,333
Severance pay to former employee, payable in monthly installments at 6.2% through December 2005	86,943
Note payable to bank in monthly installments, including interest at 6.4% through March 2008, collateralized by equipment	35,103
Note payable to bank in monthly installments, including interest at 6.4% through March 2008, collateralized by equipment	<u>90,286</u>
	<u>1,825,305</u>
Margin loan:	
Margin loan payable to securities dealer, including variable interest based on prime and loan balance, collateralized by securities	<u>501,895</u>
Line of credit:	
Line of credit with bank, providing up to \$600,000 in short-term borrowings, including interest at 5.0%, maturing May 2005, collateralized by equipment ¹	<u>600,000</u>
	<u>\$2,927,200</u>

¹Line refinanced subsequent to year-end, extending maturity to May 2006 and changing interest to prime plus .25%.

SCCA has loan agreements with the State of Kansas and the Growth Organization of Topeka that require SCCA to create and maintain minimum annual employment and payroll levels through November 2007. These agreements contain various provisions that provide for the loans to be forgiven in the event certain conditions are met by SCCA. Income recognized on the loans was \$32,000 for the year ended December 31, 2004.

The aggregate maturity on the above long-term debt as of December 31 follows:

2005	\$ 697,839
2006	713,250
2007	115,074
2008	58,766
2009	49,549
Later years	<u>1,292,722</u>
	<u>\$2,927,200</u>

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Notes to Financial Statements December 31, 2004

5. Income Taxes

Pro Racing and Enterprises recorded no provision for income taxes during the year ended December 31, 2004 due to an offsetting valuation allowance for the deferred tax assets and net operating loss for the year.

The significant elements of the Club's deferred tax assets are as follows at December 31, 2004:

Net operating loss carryforwards:	
Pro Racing	\$ 465,000
Enterprises	117,000
Valuation allowance	<u>(582,000)</u>
	\$ <u> -</u>

At December 31, 2004, Pro Racing and Enterprises have net operating loss carryforwards for income tax purposes of approximately \$2,915,000, expiring in 2009 through 2024, and \$540,000, expiring in 2008 through 2023, respectively.

6. Program and Supporting Services

The cost of providing the various programs and other activities is summarized on a functional basis for the year ended December 31, 2004 as follows:

Program:	
Enterprises	\$ 2,802,403
Pro Racing	2,718,411
Insurance	1,709,042
Solo racing	796,756
Membership – Publications and convention	696,467
Club racing	609,958
Performance rally racing	383,869
Corporate services	229,054
Road rally racing	<u>57,560</u>
Total program	<u>10,003,520</u>
Supporting:	
Administrative	1,060,966
Membership – Administrative	698,624
Marketing	667,116
Technical services	<u>323,457</u>
Total supporting	<u>2,750,163</u>
Total	<u>\$12,753,683</u>

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

Notes to Financial Statements December 31, 2004

7. Operating Leases

Lessee

The Club leases facilities, land and certain office equipment under noncancelable operating leases that expire in various years through fiscal year 2026.

Minimum future lease payments under these operating leases as of December 31, 2004, are as follows. Operating lease payments include the Denver office and shop space and the Topeka land lease (Note 3).

Year ending December 31,	
2005	\$ 47,528
2006	8,430
2007	6,440
2008	7,360
2009	7,360
Thereafter	<u>212,222</u>
Total minimum future lease payments	\$ <u>289,340</u>

Total rental expense under all operating leases was \$92,724 for the year ended December 31, 2004.

8. Employee Benefit Plan

The Club has a 401(k) Plan that covers all employees who have attained age 21, have one year of service with the Club, and completed at least 1,000 service hours. The Club's contributions to the 401(k) Plan are discretionary. Participants are permitted to make elective deferrals in any amount from 0% up to 20% of their compensation. Participants vest in the Club's contributions at a rate of 20% per year after their third and fourth year of employment and are fully vested after five years. The Club contributed \$80,815 to the 401(k) Plan during the year ended December 31, 2004.

9. Contingencies

The Club is involved in various legal proceedings and claims that have arisen in the ordinary course of its business that have not been fully adjudicated. These actions, when finally concluded and determined, will not, in the opinion of management, have a material adverse effect upon the financial position or results of operations of the Club.

10. Insurance/Risk Management

The Club arranges liability and participant accident insurance coverage through an independent third party insurance company for all Club sanctioned events.

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MID-OHIO SPORTS CAR COURSE

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Mike DickersonX358

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Howard DuncanX320

Executive Director and Secretary

Barb LundquistX357

Treasurer

Jeff Dahmert.....X308

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Information Technology Manager (IT)

Joel LemonX342

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Dena NieoffX337

Membership and Licensing Lead

Michelle LourX341

Shipping/Mail Room Specialist

Heidi MartinX339

Receptionist

Sally DownsX0

Customer Service Specialist

Jessica SmithX349

Customer Service Specialist

Rhonda HaskinX318

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Racer Communications, Inc.

16842 Von Karman Ave., Suite 125
Irvine, CA 92606

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