

FASTRACK® NEWS

OFFICIAL SCCA MEMBER NOTIFICATION

EFFECTIVE FIRST DAY OF THE COVER MONTH: JANUARY 2003

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Several of the exhibitors had SCCA World Challenge or SCCA ProRally cars on display. He and Garret Mudd held meetings with organizations who seek to form partnerships with SCCA.

LIAISON REPORTS

Ken Patterson advised the Board that an evaluation of the Stewards' Program by the Executive Stewards will be presented at the December meeting. Kathy Barnes reported on Club Racing issues which will be presented to the Board at the December meeting. Phil Mellor answered questions regarding correspondence the Board had received regarding ProRally awards.

OLD BUSINESS

The Board discussed the need to encourage succession planning in all of the boards and committees. This will help encourage greater member involvement in the growth of SCCA.

NEW BUSINESS

MOTION: To approve a waiver to GCR Section 3.17.2.E. which would allow four National races in the Rocky Mountain Division to be held at Pueblo Motorsport Park in 2003. This schedule was developed at the request of competitors. No Region shall conduct more than two of the events. (Schader/Pitts) PASSED.

The Board met in Executive Session to discuss contracts currently under negotiation and personnel matters.

Respectfully submitted,
Kathleen Barnes, Secretary

CLUB RACING

COMPETITION BOARD MINUTES SPORTS CAR CLUB OF AMERICA October 25-27, 2002

The Competition Board met in Denver, Colorado on October 25-27, 2002. Participating were: Kurt Weiss, Chairman; Bob Lybarger; Tom Howen; Basil Adams; Kevin Kloepfer; Jim Rogaski, Secretary. Also participating were: Kathy Barnes, BoD Liaison; Gary Pitts, Area Director; Phil Clarke, Director of Club Racing; Ken Brown, Director of Technology.

In addition to those items covered in Technical Bulletin 03-01, the following decisions were made:

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

Competition Board.

GCR

Item 1. In order to clear the racing surface as quickly as possible during a "Black Flag All" situation, we are recommending that the requirement for a stationary black flag at all corners be modified slightly to allow for a waving black flag for those corners which have dark backgrounds behind the flag station.

Effective 1/1/04 change GCR section 9.4.4.A. to read as follows:

A. Order a Black Flag and an "ALL" sign to be displayed on the Starter's stand (this sign may be repeated at stations located elsewhere on the course) and a ~~stationary~~ black Flag to be displayed at all flag stations around the course. These flags shall inform all drivers that they shall stop racing immediately and proceed to the pits, exercising extreme caution.

Item 2. In order to encourage all elements of our membership to participate at as many levels as possible, the Competition Board is recommending that the requirement for hand control devices to be removed from cars owned by a physically challenged competitor when it is driven by a non-physically challenged competitor be eliminated from the GCR.

17.38. AUTOMATIC TRANSMISSIONS AND HAND CONTROLS

Automatic transmissions are prohibited in all classes. However, the use of automatic transmissions and/or hand controls may be approved on a case-by-case basis. Such approval shall be in writing from the Club Racing Technical Manager and shall be in the driver's possession at all competitions. ~~Cars may be modified as stated in this approval, but all modifications must be removed when the car is raced by a driver for which the approval has not been granted.~~

Item 3. Based on the industry norm for the recommended period of time for replacement of seatbelts and at the recommendation of the SCCA Club Racing Risk Management Department, we are recommending that the belts replacement period be established at 2 years per SFI standard 16.1.

Effective 1/1/04, change GCR section 20.8 to read as follows:

8. All driver restraint systems shall

GENERAL

BOARD OF DIRECTORS' MINUTES SPORTS CAR CLUB OF AMERICA November 11, 2002

The Board of Directors', Sports Car Club of America, Inc. met by conference call on November 11, 2002. The following members participated: JoAnne Jensen, Chairman, Tom Campbell, Charlie Clark, Brian Holtz, Peter Hylton, K. P. Jones, John Martinsen, Phil Mellor, Ken Patterson, Gary Pitts, Bob Schader, Dan Sherrod, and Kathy Barnes. Also participating was Steve Johnson, President and CEO of SCCA, Inc.

MOTION: To approve the Minutes of the Board's October 14, 2002 conference call. (Pitts/Martinsen) PASSED.

PRESIDENT'S REPORT

Steve Johnson reported that final preparations for the move to Topeka are in place. SCCA has received approval for all the grants for which we applied. Steve gave the timetable for the shutdown of the Denver office and the opening of the Topeka office. There will be a licensing staff member available on Saturday during the move to assist Regions holding events.

The Board was given an overview of the October financial reports. Operations are ahead of budget. Performance Rally has shown a significant improvement compared to last year.

Steve reported that the SEMA show was a productive event for SCCA.

meet SFI Specifications 16.1., and shall bear a dated "SFI Spec 16.1.", label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by this label. ~~It is recommended that driver restraint systems be replaced every three (3) years.~~ Driver restraint systems complying with FIA specification #8853/1985, including amendment 1/92, may be used. FIA driver restraint systems shall be no more than ~~five~~ two (52) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded the restraint system needs only one date label.) Restraint systems homologated to FIA specification 8853/98 and 8854/98 will not have a date of manufacture label. Instead, they will have a label containing the Manufacturers Name, Type of Harness Designation, and Date of Expiration, which is the last day of the year marked. All straps in an FIA restraint system will have these labels. FIA restraint systems with the certification "D-###.T/98" are equal to FIA specifications 8853/98 and 8854/98, and are therefore acceptable restraint systems.

Item 4. In order to better define how the participation levels are determined for National classes the Competition Board is recommending that the following language be added to the GCR.

Effective 1/1/04, add the following language to GCR section 17.1.1.10.A.:

A. National Championship class shall retain its National Championship status as long as the average number of qualifiers remains at 3.5 or more per event, in the top five (5) divisions per class. *The raw numbers for the 5 Divisions with the highest average participation will be used to arrive at the overall average.*

PRODUCTION

Item 1. The Competition Board is recommending that additional wording be added to the PCS section 17.1.1.B. in order to clarify the intent of "limited preparation" rules.

Effective 1/1/04, add the following language to PCS section 17.1.1.B.:

4. *Many cars are classified under more restrictive preparation standards (collectively referred to as "Limited Preparation") than allowed in the body of the Production Category Specifications. The classifications of cars with greater performance potential than other cars in a class have been restricted in one or more ways; such restrictions are listed on each vehicle's specification line. Classifications are limited to those vehicles that meet all of*

the requirements of B.1, B.2, and B.3 above.

FORMULA

FM

Item 1. In order to allow more discretion to the competitor to meet the established sound limits at various tracks around the United States, the Competition Board is recommending that the Formula Mazda muffler rules be amended to remove the requirement for 12 discs to be run.

Effective 1/1/04, change FCS section 17.1.6.F.1.e.13.A. to read as follows:

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

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

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

D. The following options are allowed:

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

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

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

Item 2. A large number of FM competitors have communicated to the Competition Board their desire to have an alternate manufacturer of gear sets other than the authorized set prescribed below. The Competition Board is recommending that the following gear sets be available use.

Effective 1/1/04, add the following gear sets to FCS section 17.1.6.F.1.e.11.A.:

A. All cars shall be equipped with some combination of the following gears:

15:36 - 15:30 - 15:25 - 17:34 - 19:32 - 18:25 - 21:29 - 17:23 - 22:30 - 24:27 - 19:23 - 23:28 - 25:26 - 26:25 - or 26:26 Webster 24:24 Hewland

FV

Item 1. In response to member input on the use of a full set of fifteen (15)

inch X 4.5 inch wheels as an alternative to the fifteen (15) inch X 4 inch currently used, the Competition Board is recommending that the wording be modified so that the requirement for same width size wheels be limited to an axle set.

Modify the wording of FCS section 17.1.6.C.3.c., effective 1/1/04 to read as follows:

c. Wheels shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein or fifteen (15) inch X 4.5J. If fifteen (15) inch X 4.5J wheels are used, they shall be used as an ~~complete~~ axle set of ~~four (4)~~ two (2) wheels. *The (15) inch X 4.5J wheel axle set may be front, rear or both, but not side to side.* Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip-on). Hub cap clips shall be removed.

FS & ASR

Item 1. The Competition Board has received input from various current FS competitors that are utilizing wheel widths narrower than the proposed 6-inch width. Based on this input we are recommending revision to our proposed rules to set the minimum width at 5.5 inches.

Modify proposed FCS section 17.1.6.G.1.J.2 as follows:

2. Wheels: Minimum diameter 10", minimum width ~~6.5"~~ 5.5". Wheels shall be identical for the right and left sides of the front axle(s), and identical for the right and left sides of the rear axle(s). Wheel material shall be metal. Cars shall be equipped with a minimum of four (4) wheels. Wire wheels are prohibited.

Item 2. The Competition Board has received input from the membership on the requirement for car configurations to be designed such that a driver may exit a FS or ASR car in less than 5 seconds. Due to the variants to existing chassis configuration and physical capabilities of our membership we are withdrawing the section in its entirety.

Withdraw proposed FCS Section 17.1.6.G.1.G.4 and SRCS Section 17.1.5.A.1.G.3 title Driver Exit Time in their entirety and renumber subsequent sections.

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

Operations Manual

The training and equipment utilized by the Club's emergency response teams have evolved over the years to require very specialized training to ensure the highest level of protection for our membership. It is the recommendation of the Competition Board that the emergency specialty license be

shifted from Race Control to Medical/Safety oversight.

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

GENERAL RACING

Based on an analysis done at the 2002 Runoffs, the average driver's weight was within 3% of our existing figure used in the classification process of new vehicles. We will continue using the 180lb. number for development of car weights.

TOURING

T2

The Competition Board would like to remind competitors that the removal of track specifications from the spec lines and adoption of the IT tire tread coverage rule does not mean that chassis may be modified beyond what is specifically allowed in the Touring rules. This change does not allow for slotting of pickup points or swapping of suspension components in order to reach the maximum camber allowance.

FORMULA & SPORTS RACER

The Competition Board has considered preliminary information provided toward clarification of the new SCCA Enterprises Formula and Sports Racer cars. Based on the information received, the Competition Board will recommend classification of these cars in Formula Atlantic and C Sports Racer. However, no such formal recommendation will be forwarded to the Board of Directors for approval until all final specifications are received and reviewed. Deadline for member input on this issue is January 24, 2003.

FM

In our June 2002 minutes we put out an item for member input regarding the allowance for Koni to do modifications to the specified shock absorbers in order to make adjustment at the track to be accomplished easier. Do to lack of member interest we are withdrawing the member input request.

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

GCR

1. Require Transponders @ Runoffs 10/25/02. (Runoff issue) Tabled for input from National Administrator on need for backup system or second loop.

2. Use placement of *FasTrack* on website as beginning date of official notice period items would continue to

be published in *SportsCar*. (Runoff Tent Meeting) Tabled for input from the BoD on going to a specific calendar date period for member input.

3. Put specific language in Runoff supplemental regulations on the process by which a driver requests splitting a qualification session when it contains two classes. (Runoff Tent Meeting) Tabled for discussion during development of next year's Runoff supplemental regulations.

4. Clarify the Chief Steward's ability to disqualify a driver as a Chief Steward's Action. (Runoff Issue) Tabled for further discussion with the stewards organization.

5. Allow changing of division in mid season in order to improve chances of qualifying for the Runoffs. (Jorgensen) Tabled to Executive Stewards for comments on the impact of Divisional programs.

6. Put in the GCR a maximum dimension for exhaust system to be allowed to protrude from the bodywork. (Hamm) Tabled to the Executive Stewards to determine how significant a problem this may be.

7. Change impound requirements to allow waiver of the impound rule if all the competitors in the class agree in writing to waive it. (Colburn) Tabled to Executive Stewards for input.

8. Place a "reference only" copy of the GCR and car preparation rules on the club website. (Nutter) Tabled to the Executive Stewards for comment.

9. Set the effective date for elimination of ERW as an allowable tubing material as 1/1/04 not 1/1/03 due to dealers having rollcage stock on hand. (Gillespie) Tabled for input from the Executive Stewards.

10. Reword GCR section 20.8 so that it requires a SFI label on the shoulder, lap and crotch restraint belts. (Currie) Tabled for further research.

11. Clarify the GCR section 9n pertaining to bulkhead opening size and seat belt passage through bulkheads. (Fahrback) Tabled for further research.

12. Change annual tech inspection expiration from calendar to anniversary date. (Condon) Tabled for evaluation by national staff on the impact of the proposal on the technical inspection program

PRODUCTION

1. IT rules allow some modifications that are not allowed in Production like the choke throttle body mechanism- it can be removed in IT but not removed in Production. (Runoff Tent Meeting) Tabled. we will look at both the IT and Production rules to determine what is most appropriate for both classes.

2. Recommend bringing back DP (Runoff Tent Meeting) Tabled for further development of potential new class based on preparation rules outside of the Production class paradigm.

3. Clarify meaning and use of alternate control arms in Production restricted suspensions. (Jordan)

Tabled to advisory committee.

4. Reduce weight of GP VW GTI. (Culbertson) Tabled for review of current weight.

5. Classify Renault Encore, Alliance, and GTA in Production classes. (Krom) Tabled to advisory committee for input.

6. Reduce weight of Mazda Miata 1.6L fuel injected car in EP. (Heintzman) Tabled to advisory committee for input.

7. Can I use a 48 DCO carburetor and a 14X7 wheel on a 1974 Alfa Romeo GTV in EP? (Shanabrock) Tabled to advisory committee for input.

8. Increase venturi size by 6 mm on second generation Mazda RX-7 in EP. (Rivera) Tabled to advisory committee for input.

9. Classify a 1974 Alfa Romeo GTV as limited prep FP car. (Shanabrock, Shields) Tabled to advisory committee for input.

10. Reclassify Lotus Super Seven Series II to FP. (Britton) Tabled to advisory committee for input.

11. Classify 1974-77 Porsche 911 & 911S in Production classes. (Roddy) Tabled to advisory committee for input.

12. On the Porsche 944 2.5L car reduce weight; allow 2 carbs with 34mm venturis, alternate transmissions, and restricted prep on suspension. (Madsen) Tabled to advisory committee for input.

13. Reduce weight and allow a bigger cam on the Mazda Miata 1.6L in FP. (Stone) Tabled to advisory committee for input.

GT

1. Review weight penalty rules for IRS cars. (Runoffs Tent Meeting) Tabled to advisory committee to look at it as a line specific item for GT2-5.

2. Classify 2000-03 Toyota Celica with F.I. V6 in GT2. (O'Connor) Tabled to advisory committee on more specification and appropriate restriction.

3. Classify 1983-91 BMW 318i in GT3 and a 1.8L 4V alternate motor for the BMW Z3. (Deslardin) Tabled to advisory committee for input.

4. Classify Triumph TR8 in GT2. (Bowen) Tabled for discussion with competitor to clarify engine selection, we do not classify old cars with new generation motors.

5. Classify 2002 Suzuki Aerio in GT classes. (Mendez) Tabled to advisory committee for input.

6. Allow GT1 Pontiac Fiero to use a 3.3L motor and fuel injection. (Velez) Tabled to advisory committee for input.

7. Classify Fiat X1/9 in GT classes. (Bozovich) Tabled to advisory committee for input.

8. Allow use of Esslinger cylinder head on Mercury Cougar in GT3. (Finbow) Tabled for staff to request a head for inspection by Comp Board

9. Allow slide operated carburetors in GT racing. (Finbow) Tabled to advisory committee for input.

SHOWROOM STOCK

1. Extend Showrooms Stock car eligibility to 10 years. (Runoff Tent Meeting, Nielsen, Kulach, Wetter) Tabled to advisory committee to determine impact on ability to adjust cars competitively over that period of time.

2. Update SSB Ford Contour SVT spec line to include more current year models. (Gittings) Tabled to advisory committee.

3. Input on new Showroom Stock rules and request consideration of establishing a spec shock rule. (Myers) Tabled to advisory committee.

4. Classify the 2001-02 Chevrolet Camaro V6 and the 1999-02 Ford Mustang V6 in SSB. (Gittings) Tabled to advisory committee.

5. Adjust weight of 2001 Mazda Protégé MP3 in SSC. (Sanders) Tabled to advisory committee.

6. Change weight competition adjustment rules in Showroom Stock. (Christiansen) Tabled to advisory committee.

7. Classify 2002 Honda Civic Si in Showroom Stock class. (Schroeder) Tabled to advisory committee.

TOURING

1. Extend Touring car eligibility to 10 years. (Runoff Tent Meeting, Stringer, Nielsen, Kulach) Tabled to advisory committee to determine impact on ability to adjust cars competitively over that period of time.

2. New classifications of Touring cars, we have not seen any requests for forced induction and/or all wheel drive cars. (Runoff Tent Meeting) Tabled for Tech Manager to discuss with Club President.

3. Clarify intent of sunroof fastening rule in Touring rules. (Mitchell) Tabled to advisory committee.

AMERICAN SEDAN

1. Allow use of an alternate block and crankshaft in American Sedan. (West, Hetherwick, McDermid, Biddinger, Billings, Richardson, Duffie) Tabled to advisory committee for research.

2. Clarify whether rotor dimpling is considered slotting or cross-drilling. (Venhaus) Tabled for further research.

FORMULA

1. Allow use of radial race tires in Formula racing. (Runoff issue) Tabled for evaluation of impact on formula racing and availability of tires.

2. Classify Toyota 1ZZ and 2ZZ engines in FA. (Jennings) Tabled to advisory committee.

3. Give some competition adjustments to the Volkswagen engines in FA. (Sollenskog) Tabled to advisory committee.

4. Classify ZTEC motor with restrictions in FC. (Johnson, Tomasi, Burkett, various) Tabled to advisory committee.

5. Do not change F500 engine rules. (Gill) Tabled for National Staff to research engine information.

SPORTS RACER

1. Allow use of radial race tires in Formula racing. (Runoff issue) Tabled for evaluation of impact on formula racing and availability of tires.

2. Classify Toyota 1ZZ and 2ZZ engines in CSR. (Jennings) Tabled to advisory committee.

3. Clarify the undertray rule in Sports Racing classes. (Runoff Tent Meeting, Norris, DiRezo, Duder, Arken, VanDyke, Nygard, various) Tabled to advisory committee on wording of rules.

4. Clarify rules regarding single seat vs. dual seat chassis for Sports Racing classes. (Waits) Tabled to advisory committee.

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

GCR

1. Allow use of titanium and carbon fiber for fuel cell enclosures. (Colburn) One of the properties of titanium is a higher spark ratio in comparison to aluminum and steel, Carbon fiber creates sharp edges when it shatters.

2. Section 16.2.1. Divisional champ points, don't allow the out of division points to count if a national is offered in your division on the same weekend. (Wilson) Changing to this rule would create a logistical nightmare for the pointskeepers to track out of region drivers on same weekends.

3. Give drivers more input in the rules making process by weighing their votes on the individual's participation level. (Czacki) The suggestion of weighting input of member's comments would create a logistical nightmare for the National Staff and the various advisory committees.

PRO

1. Various competition adjustments for the 1983 Rabbit GTI in EP. (Megliola) The items requested are either items that were not available on this car or will be too give too great a performance enhancement.

2. Allow dual side draft carburetors on the 1500 Triumph Spitfire. (Simon) The carburetors would have too great of a performance impact.

3. Allow sunroof panels to be replaced with alternate material. (Weisberg) The current rules are correct for the philosophy of the class.

GT

1. Allow modification of Mazda RX7 hood for carburetor clearance. (Jemison) Current GT preparation rules allow for sufficient engine modifications and location to preclude the necessity for an allowance as requested.

2. Create a new GT class for the ASA cars run by Proformance Racing. (Tavolilla) The cars are eligible for competition in the regional only Super

Production class.

3. Classify the Aston Mart DB7, Ferrari 550M and 360 Modena cars in GT1. The cars have insufficient production numbers to qualify and the cars are not classified in TRANSAM.

TOURING

1. Classify the Ferrari 360 Challenge car in T1. (Mancusco) The 360 is already classified in T1; the Ferrari Challenge car's roll cage is not a legal SCCA Club Racing cage.

2. Classify 2003 Maserati Coupe in T2. (Mancusco) Car is too fast for T2.

3. Reclassify Ferrari 355 into T2. (Mancusco, Williams) Car would be too fast for T2.

4. Remove restrictor plate from Dodge Vipers. (Rough) The size of the Viper's motor warrants a restrictor plate.

SS

1. Allow free camber setting in Showroom Stock classes. (Luckritz) The class philosophy we are trying to re-establish is to be as close to showroom stock as possible.

2. Allow 15-inch rims to be used on Acura RSX. (Payson) The car was never sold with 15-inch rims.

3. Allow the Mazda Protégé power steering to be bypassed or removed. (McHugh, Naimi) The car never came with a manual steering rack.

4. Give the 2002 Nissan Sentra SE-R a trunk kit. (Brown) We will not be creating new trunk kits for any cars in Showroom Stock.

5. Reduce the weight on the 2001-03 Mazda Miata. (Sanders, Daniels, Payson) The weight is correct as listed.

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

GCR

1. Use a waving white for emergency vehicles when they are at corner but off course. (Runoffs Tent Meeting) Consensus of the Executive Stewards is to leave the flag rules as they presently are.

2. Define "free" in the glossary. (Runoffs issue) We will evaluate the use of the word in its specific context for clarification purposes.

3. Place use of direction arrow signs in the GCR. (Runoff Tent Meeting, Coburn, Neff) Regions and Divisions may use alternate signaling devices as defined in their supplemental regulations.

4. Recommend that the letters submitted for input to the Competition Board be identified by a number on the letter that is sent to the competitor so when the submitter calls in to check status, staff will be able to locate it quickly (Runoff Tent Meeting) This is already being done by new national

staff.

5. Require painting of tow hooks blaze orange. (Runoff Tent Meeting) This still creates a contrasting color issue for cars painted close to an orange color.

6. Input on the safety attributes between a 2-inch vs. 3-inch shoulder harness. (Dr. Melvin) Thank you for the input, the current rules are appropriate and we will continue to monitor the safety industries research in this area.

7. Input on the entry fee policy for cancelled and/or delayed events. (Waggoner) Issue was addressed in the August Competition Board minutes.

8. Input on the shoulder harness angle rule. (Mercurio) We have previously established a minimum angle rule.

9. Please change tow eye location rule. (Grant) The rule has been reviewed and the current language is correct for the clubs intent on the use of tow eyes.

10. I am seeing too much passing under yellow flag positions and blocking by drivers. (Schumacher) Your input has been forwarded to the Executive Stewards.

11. Do not go forward with the recommended mirror location review language. (Grammer, Wade, Pare, Mercurio, Foley) Based on input from the Board of Directors and the steward's organization regarding Section 6.11.2.J. Maintenance of Order, the Chief Steward has the authority to prevent a dangerous car from competing. Due to the vast variants in cars raced, establishing a minimum size and location for all cars is extremely difficult without disenfranchising drivers whose current mirrors may not meet the new standards but provide more than adequate vision. We are withdrawing our proposal to formalize the Chief's Steward responsibility to ensure appropriately mirror language as this section of the GCR (6.11.2.J.) covers the Chief Steward's authority to take action.

PRODUCTION

1. Allow use of Mazda RX7 13B Turbo housing in 2nd generation Mazda RX7 engines. (Runoff Tent Meeting) This would establish a bad precedence for Production racing, as the component is not available on the model car classified for racing.

2. Allow alternate brake rotors on the BMW 2002 in FP. (Van Keppel) Current brakes are adequate for car.

3. Clarify carburetor spacer rule in Production classes. (Snow) See the recommended rule change listed in these minutes.

4. Add weight to the Mazda Miatas in EP. (Heumann) The weights are adequate as listed.

5. Don't require fire suppression systems on limited preparation cars in Production classes. (Wiley) It is our intent that all Production class cars have fire systems on board.

GT

1. Clarify the intent of classifying the 200-02 Volvo S40 in GT. (Thompson) It was our intent to classify the bodywork of the Volvo S40 with the same specification lines as the Volvo 242 cars found in the GT3 section of the GTCS.

TOURING

1. Change the Touring rules to allow slotting of the crossmember to achieve greater camber setting than stock. (various) Please see the comment in the member advisory section of these minutes.

SHOWROOM STOCK

1. Revise the track on the Mazda Miatas. (Daniels) Issue addressed in a prior technical bulletin.

FORMULA

1. Allow modification of FM shocks for ease of adjustment. (Harris, Schumacher) Item is being withdrawn due to lack of member interest.

2. Classify the FRAN AM car in club racing. (Jacobsen) The cars will be able to compete in club racing in the FS class should the current proposed FS rules be approved by the Board of Directors.

3. Suggestions on how to extend the life of the FF class. (Hefner) Thank you for your input.

4. Remove the FA Swift 008 gearbox weight penalty. (Bardha) We are still evaluating the performance of this chassis in FA.

5. Allow dual side draft carbs on Mazda 12A powered FA cars. (Selznick) We have clarified the Competition Boards original intent for the number and type of carburetors to be used with that engine in a last month's technical bulletin.

6. Revise FM Tire rule to allow a tire to be replaced without loss of qualifying times. (Cook, Brabbam) The problem is that defining a used tire is a difficult item to do, enforce or verify. The Chief Steward has the right to approve more than one tire to replace.

7. Eliminate Mazda Rotary motors from CSR and FA. (Jennings) The current engine rules are correct for the classes.

8. Accelerate eligibility of new SCCA Enterprise cars to National class stature. (Grant) Thank you for your input, there are procedures to be followed in establishing new classes.

SPORTS RACER

1. Allow additional performance modification for YBM Cosworth motor in CSR. (Everett) We will continue to monitor the engines performance.

2. Classify the FM based MSR in CSR. (Winkelman, Nichols, Nelson) Previously addressed, engine does not meet CSR engine requirements.

3. Get rid of any transmission rules in DSR. (Duder) The current rules provide sufficient latitude.

4. Allow use of street gas in Sports Racing classes. (Klugle) The fuel rule is appropriate for the classes.

5. Change proposed ASR to allow Shelby Can AM cars to be able to run in the class. (Cohee, various) Shelby Can Am cars are homologated as a CSR and you can request re-homologation as an ASR at no charge, contact the National Office for information.

6. Eliminate Mazda Rotary motors from CSR and FA. (Jennings) The current engine rules are correct for the classes.

7. Accelerate eligibility of new SCCA Enterprise cars to National class stature. (Grant) Thank you for your input, there are procedures to be followed in establishing new classes.

TECH BULLETIN

Date: Oct 30,2002

Number: TB03-01

From: Competition Board

To: Competitors, Stewards and Scrutineers

Subject: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All page numbers in the following document refer to the 2002 GCR GENERAL

GCR

1. Change wording of sec 18.1.7 B page 147 to the following: B. Welding shall conform to American Welding society D1.1:2002, Structural Welding Code, Steel Chapter 10, Tubular Structures. Whenever D1.1 refers to "the Engineer" this shall be interpreted to be the owner of the vehicle. Welds shall be continuous around the entire tubular structure. All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:

1. The weld shall have no cracks.

2. Thorough fusion shall exist between weld metal and base metal.

3. All craters shall be filled to the cross section of the weld.

4. Undercut shall be no more than 0.01 inch deep.

2. Section 22.1 Glossary: add the following definition:

SU-type Carburetor - Any single barrel automotive-type side draft, overhead sliding piston type carburetor regardless of manufacturer.

PRODUCTION

EP

1. VW Rabbit 1715, 1780, Scirocco 1715, 1780 and Jetta (82 - 84). Eliminate current wording under Carb. No. & Type and replace with the follow-

ing: Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 38mm choke(s). (2) Auto-type sidedraft w/34mm choke(s) on I.R. manifold, 32/36 DGV/DGAV, or original-type fuel injection.

2. VW Rabbit 1715, 1780, Scirocco 1715, 1780 and Jetta (82 - 84), eliminate current wording under Weight lbs./kg) and replace with the following: Rabbit: Weight (lbs.): Sedan/Coupe: 1940 Cabrio: 2020.; Scirocco: Weight (lbs.): 2000 ,Jetta: Weight (lbs.): 1970.

FP

1. Austin Healey Sprite Mk III, MG Midget Mk III and FP Spitfire Mk III, add to Carb No. & Type: Maximum spacer block (isolator) length 1.25"

2. MGB: Classify with the following specs: Engine Type: 4 cyl OHV; Bore/Stroke: 80.3x88.9mm (3.16 x 3.50 in.); displacement:1798cc (109.7 ci); Block Mat'l: Iron; Head Mat'l: Iron; Valves (I/E) mm (in): (I)39.9/(1.57), (I)41.4/(1.63), (E)34.3/(1.35); Carb No. & Type: (2) 1.5" SU HS-4, (2) 2" SU or Stromberg (2) 1.75" SU; Wheelbase: mm(in): 2311,(91.0); Track (F/R) mm (in): 1346/1351 (53.0/53.2); Wheels: 14x7,15x7; Trans Speeds: 4; Brakes Std. Mm(in): F 273 (10.8) Disc, R 254 (10.0) Drum; Weight 2000 lb; Notes: 17th 8152 (0.75") wheel cylinders, Alternate intake manifold for 2" SU: #12 H2838, Laycock overdrive, May use 5 speed gearbox w/o overdrive. Alt. Manifold: Any individual runner manifold with runner length of 3.0-4.0" measured flange to flange.

3. Classify Acura Integra 1600 (86-89) with the following specs: Engine Type: 4 cyl DOHC; Bore/Stroke mm (in): 75.0mm x 90.0mm; Disp. Cc (ci): 1590 cc; Block Mat'l: Alum. ; Head P/N Mat'l: Alum. ; Valves IN & EX mm (in): (I)2x30.0mm, (E)2x27.0mm; Carb No. & Type: Original type FI with stock unmodified throttle body; Wheelbase mm (in):2251 mm; Track(F/R) mm (in): (F)1489mm (R)1504mm; Wheels: 14x7, 15x7; Trans speeds: 5; Brakes Std: Factory spec at all wheels; Brakes Alt: None; Weight: 2050 lb.; Notes: Compression ratio limited to 10.0:1 Valve lift limited to .390". Restricted Suspension. Cylinder head prep per IT specs except that head may be milled to achieve max. comp. ratio. Stock intake manifold only - may be port matched on port mating surface to a depth of no more than 1.00". Balance tube(s) may be partially or fully blocked. Manifold may not be otherwise altered. Valves, keepers, springs, and pushrods to be ferrous - no titanium allowed. Valve lift measured at the valve with zero lash or clearance.

Stock rocker arms, cam followers, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods required but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft required with a maximum undersize of .045". Billet cranks prohibited. Dry sump is prohibited. Transmissions must use original case and bell housing in the original locations, but internal components are of unrestricted origin. Competitor must be in possession of factory workshop manual at all competitions.

4. Toyota Corolla (2TC)(71-74): Change spec line: Carb No.& Type:(1) 40 DCN,(1)40 DCNF,(1)40IDF,32/36 DGV, 32/36DGAV,(2)auto side draftW/32mm venturi on I.R. manifolds.

GP

1. Austin Healey Sprite Mk I, II , III, IV/MG Midget Mk I, ii, iii, iv , add Carb. No. & Type: Maximum spacer block (isolator) length of 1.25

2. Fiat Abarth OT 1000, add: Notes: The fuel cell may be relocated in the front passenger compartment.

GRAND TOURING

GT2

1. Sunbeam Tiger 260, 289, page GTCS 60, correct specification as follows: Notes: Remove the following: .060" flat steel or aluminum plate with four (4) 15/16" holes. Replace with the following: .060" flat metal plate with four (4) 1 1/16" (1.062") holes.

2. Nissan 350Z (2003): Engine type V-6 DOHC, Bore x Stroke 87.0x 83.0, Displ 2960cc , valves per cyl 4, carburetion any automotive type side draft w/40mm chokes, Wheel base (inches) 98/105, track max 64", Wheels 10" wide x 13/14/15/16, weight (w/IRS) 2280 (2394 lbs). Notes: Door may be hinged from the bottom at door bar height .

3. Jaguar XKE Coupe and Roadster 3.8/4.2: Correct specification as follows:

Weight (w/IRS) 2250 (2362)

4. Acura RSX 30/3.2: classify with the following specs: Engine type: 6 cyl DOHC; Bore x Stroke: 93.0 x 78.0; Displacement cc:3000/3200; Head type: Alum. Crossflow; Valves per cyl: 4, Carburetion: Automotive type w/ 36mm chokes; Wheelbase: 2570 mm (101.2"); Wheel 10" wide / dia: 13/14/15/15; Weight w/IRS: 2380 lb. Notes: No mid-engine mounting.

GT3

Add new spec line to page GTCS 69

1. Toyota MR 2 (99-02) classify with the following specs: Engine type: 4 cyl DOHC; Bore x Stroke (mm): 81.0x 77.0; Disp. (cc): 1587; Head type:Alum. Crossflow; Valves per cly: 4; Carburetion: 45 mm w/ 42 mm choke(s); Wheelbase (inch): 91.3; Track (Max. In.): 60; Wheels 7" wide: 13/14/15/16; Weight (w/ IRS): 1980 (2079); Notes: Hardtop shall be installed.

GT4

1. Honda Civic 1.3 (80-83), correct specification to:Weight (w/IRS): 1730 (1819)

2. Honda Civic (4 door) (84-87), correct specification to:Weight (w/IRS): 1930 (2029)

3. Honda Civic Coupe (93-95) and (96-), correct specification to:Weight (w/IRS): 1930 (2029)

4. Honda Civic CRX 1.3 (84-87) , correct specification to:Weight (w/IRS): 1750 (1819)

5. Honda Civic CRX 1.5 (84-87), page GTCS 73, correct to: Weight (w/IRS): 1850 (1945)

6. Honda Civic CRX 1.5 (88-91), page GTCS 74, correct specification to: Weight (w/IRS): 1850 (1945)

7. Honda Civic CVCC , page GTCS 74, correct specification to: Weight (w/IRS): 1880 (1977)

8. Honda Civic HB (1984), page GTCS 74, Correct specification to: Weight (w/IRS): 1730 (1819)

9. Honda Civic HB 1.5 (84-87), page GTCS 74, correct specifications to:Weight (w/IRS): 1930 (2029)

10. Classify VW Golf Mk IV and VW Jetta Mk IV with the following specifications: Engine Type: 4 cyl SOHC; Displacement (cc): 1471 / 1588; Bore x Stroke (mm): 76.5x80 / 79.5 x 80; Head Type: Alum, non-crossflow; Valves per cyl: 2; Carburetion: 45 mm chokes; Wheelbase (in): 98.2; Wheels 7" wide: 13; Weight (w/IRS): 1980 (2079), Notes: Alt Heads: #026-103-373G, 049-103-351C. Alternate Eurospec Sports cylinder head may be used.

SHOWROOM STOCK

GENERAL

1. Change the wording of 17.1.3, on page 37 to read as follows:

G. Ballast

If ballast is required as a competition adjustment or to compensate for a driver's weight, ballast may be added.

1. All ballast shall be securely mounted in the passenger footwell of the vehicle, aft of the firewall and any footwell angle, and forward of the pas-

senger seat unless otherwise so permitted on the vehicle's SSS line.

2. It shall be in segments no lighter than twenty-five (25) pounds and no heavier than fifty (50) pounds, and shall be capable of being weighed apart from the vehicle.

3. Each segment 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.

4. Holes may be drilled in the passenger footwell floorpan for the purposes of mounting the ballast (only), and said floorpan may be reinforced as required for the same purpose.

SSB

1. Change spec line for Mazda MX-5/Miata (2001 page SSS41), to: Mazda MX-5/Miata (2001-2003)

a. Add to the Mazda MX-5 /Miata (2001-2003) Brakes(mm): Suspension package (F)269.5mm (10.6")vented (R)267.9 mm (10.9") solid

2. Correct Mazda MX-5 /Miata (2001-2003) Wheel size (in)16"x6.5" wheels Alum

3.3. Toyota Celica GTS correct model years to (2000-2003)

4. Toyota MR 2 Spyder correct model years to(2001-2003) W/ hard top, bore x stroke/ displ 81.0mmx77mm.0 1587cc, wheel size (in) material 13/14/15/ alum, pending other specs.

5. Mitsubishi Eclipse T correct model year to (2000-2003). Pending specifications

SSC

The following cars are approved pending specifications:

1. Acura RSX correct model years to (2002-2003)

2. Ford Focus ZX3 correct model years to (2000-2003)

3. Ford ZX 2 correct model years to (1998-2003)

4. Mazda Protégé ES correct model years to (2001-2003)

5. Mazda Protégé LX correct model years to (2001-2003)

6. Mazda Protégé5 correct model years to (2002-2003)

7. Toyota Celica GT correct model years to (2001-2003)

8. Saturn SC2 correct model years to (2000-2003)

9. Saturn SL2 correct model years to (2000-2003)

TOURING

T1

The following cars are approved pending specifications.

1. 1. Acura NSX correct model

years to (1997-2003)

2. Chevrolet Corvette C-5 incl Fixed Coupe correct model years to (1997-2003); Z06 (hardtop) correct model years to (2001-2003)

3. Porsche 911/996 correct model years to (1998-2003)

T2

1. Classify Nissan 350 Z Track Option (2003) page TCS27. Bore x stroke/displ 95.5mmx81.4mm 3498cc, valves I 37.3mmx2 E 31.5mmx2, comp ratio 10.3/1, wheel base 104.3" track f 60.4" r 60.8" , wheel size f 17x7.5/8.0 r 17x 8.0/8.5, tire size (stock) f 225/50 or 225/45 r 235/50 or 245/45, gear ratios 3.794, 2.324, 1.624, 1.271, 1.00, .794, final drive 3.538, brakes f 296/324mm r 292/332mm vented, weight 3188lbs, notes 18" wheel /tire package ok, track option Aero package 96 ok.

The following cars are approved pending specifications

2. Add BMW 330i (2003) . Specs pending.

3. Classify Ford Mustang Mach 1 (2003). Specs pending.

4. Honda S2000 correct model years to (2000-2003)

5. Porsche Boxster S correct model year to (2000-2003)

AS

1. Section 17.1.7.D.3.k. page ASCS59 add: Allowed." TEX super T-10 Race Ready" transmission, W/"CC" Gear ratios(2.88, 1.91, 1.33, 1.00). The magnesium case and tail shaft are allowed.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Carlos and Paco Diaz vs. SOM
COA Ref. No. 02-19 & 21-SE
November 12, 2002

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Moroso regional event of July 14, 2002, Stu Brumer, #8 Spec Miata, (SM) filed a protest citing Carlos and Paco Diaz, co-drivers of SM #16 for violation of GCR section 17.1.3.D&E. The engine was sealed and the car was allowed to compete in the regional event. The items specified in the protest were: camshaft specifications, compression ratio, piston configuration and restrictor plate size and design. The Stewards of the Meeting (SOM) held a hearing, reviewed evidence, heard witnesses, and established a bond amount and procedure to address the protest. The engine was disassembled for inspection on July 24, 2002. The process was arranged to allow Mr. Diaz's mechanic to be pres-

ent as well as the Chairman SOM (CSOM), an assistant Chief Steward and the selected mechanic. The engine compression ratio and piston configuration were checked and found in compliance. The required air restrictor for this class was identified as out of compliance with reference to the regional SM rules and GCR 17.1.3.E. The camshafts were marked and forwarded to the National Office for inspection along with a pair of camshafts obtained from Mazda. The SOM met after the engine teardown and penalized both Carlos and Paco Diaz by placing them on four months suspension, removing all of their accrued regional points and disqualifying them from the event. Carlos and Paco Diaz each appealed the decision of the SOM.

The camshafts submitted to the National Office could not be inspected because the Cam Doctor was inoperable and were returned to the CSOM. The CSOM submitted the camshafts to an independent engine builder for inspection. The inspection report was then forwarded to the COA, which returned it to the first court for review and a decision on the original protest.

The CSOM was not available to complete the hearing so a substitute was appointed by the Southeast Division Executive Steward to act in his place. The original committee members met on September 15, 2002, reviewed the camshaft report and heard additional testimony from Paco Diaz, the listed entrant of car #16. The cams from car #16 were tested on a Cam Doctor and found by the SOM to be non-compliant. The SOM then produced a revised decision. They assigned penalties to Paco Diaz of loss of accrued points, three (3) months suspension and three (3) race weekend probation with the condition of required car presentation at tech and to Carlos Diaz loss of accrued points, twelve (12) months suspension and six (6) race weekend probation with the condition of required car presentation at tech. The COA received the SOM decision and allowed the appellants to address the revised decision.

FINDINGS OF THE COURT

With reference to the restrictor plate, the Region's SM rule 1.c requires that "96-97 1800cc cars must use a 45mm throttle restrictor". The smallest measured diameter dimension of the inspected restrictor was reported as 44.78 mm. and was described and dimensioned as what is commonly known as a venturi. The rule as stated does not specify the type of restrictor that must be used, only the dimension specification. A review of other means of intake restriction in the GCR shows two basic methods. One method used by Touring and GT cars utilizes a plate of specified thickness featuring a hole or holes of specified diameter. Production car rules specify

a venturi that 'All inducted air shall pass through' with a listed maximum diameter for the smallest dimension. The restrictor for this car/class is a required modification but its specification is limited to the restrictor diameter only. This leaves the configuration of the restrictor open as long as it meets the diameter requirement. The restrictor is found to be in compliance with the Florida Region SM rules.

The engine inspection reported no items out of compliance. Because the National Office could not inspect the cams, the CSOM submitted both sets of camshafts to another engine shop for inspection. The inspection report was forwarded to the COA but was returned to the first court for a decision. The first court, with a replacement CSOM, met and found the camshafts to be non-compliant. The decision and documentation was delivered to the COA. The appellants were notified of the decision and were offered the opportunity to respond as part of the initial appeal. In response, they solicited the assistance of MAZDASPEED Motorsports to clarify the specifications on the suspect camshafts.

The MAZDASPEED Motorsports Manager, supplied information to the COA and the COA requested assistance from the SCCA Club Racing Technical Manager relating to the camshafts used in 1996 Mazda Miatas with 1.8-liter engines. The latter's review of the information from the camshaft inspection and the Mazda supplied data found the camshafts to be in compliance. He identified that the intake and exhaust camshafts had been misidentified when presented for inspection and incorrectly compared. The intake camshaft had been compared to an exhaust camshaft and vice versa. He specified that the camshafts met the Mazda specifications within the allowed 3-degree tolerance. The COA accepts his findings and finds the camshafts to be compliant.

DECISION

The National Court of Appeals overturns the decision of the SOM. The penalties assigned by the first court are nullified. The Court considers the appeal to be well founded and the appeal fees will be returned less the amounts retained by the SCCA.

JUDGEMENT OF THE COURT OF APPEALS

Derry O'Donovan vs. Chief Steward/Tech Steward
COA Ref. No. 02-29-NP
November 12, 2002

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the post race impound of the Group 2 race held on October, 6, 2002 at Infineon International Raceway, the Tech Stewards with the approval of the Chief Steward, filed a Chief Stewards

Action (CSA) excluding the driver of car #77 FM Derry O'Donovan from the event (GCR 6.11.2.B.), for violation of GCR 9.1.1.A. (Body Contact). Mr. O'Donovan is appealing the actions of the Chief Steward and the Tech Stewards.

FINDINGS OF THE COURT

The Tech Stewards discussed the on-track incidents and the CSA with Mr. O'Donovan, and Mr. O'Donovan was fully aware of the penalties involved. However, he stated that, as a result of his conversation with the Tech Steward, he was unclear about his remaining options for action.

The execution of the CSA was done properly and in accordance with the GCR. Mr. O'Donovan was informed of the contents of the CSA in a timely manner, and he made no official reply or protest. GCR 13.1. (Who May Protest) states that the action of an official may be protested. Mr. O'Donovan did not seek relief through the protest procedure and was not heard by the SOM.

GCR 15.1. (Right to Appeal) states that only decisions of the SOM may be the subject of appeals. The COA does not have the authority to hear any appeals that do not apply to penalties imposed, or decisions rendered by the SOM

DECISION

The National Court of Appeals reviewed the appeal, but it cannot be heard. GCR 15 (Appeals) states that only a decision or penalty imposed by the Stewards of the Meeting (SOM) may be appealed. The appeal and fee shall be returned to Mr. O'Donovan.

It appears to the Court, that the appellant may have been confused by the terminology used by the Stewards in his discussions relative to this situation. Stewards are advised to be definitive and explicit in the use of the words "protest" and "appeal".

SOLO

SPORTS CAR CLUB OF AMERICA SOLO EVENTS BOARD

October 22, 2002

The Solo Events Board met by conference call October 22nd. Attending were SEB members Guy Ankeny, Colan Arnold, Paul Brown, Marcus Merideth, Charlie Davis, Mark Sirota, GH Sharp, Stan Whitney, and Howard Duncan of the National Staff. These Minutes are presented in topical order rather than in the order of discussion.

SOLO II GENERAL

The Annual Tech pilot program will be continued in 2003.

Nominations are requested for the Rookie of the Year and Driver of the Year awards, and should be submitted in writing to the SEB via the National Office. Descriptions of these awards may be found in Appendix M of the

Solo I & II Rules.

SOLO II STOCK CATEGORY

ITEM 1) The final version of the Section 13.5 revision, effective 1/1/2003, which the SEB has recommended to the BOD is as follows:

"13.5 SHOCK ABSORBERS

A. The make of shock absorbers may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than two separate external shock damping adjustment controls. Gas pressure adjustment is not considered a damping adjustment.

2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers.

3. Adjustable spring perches are allowed, but the spring load-bearing surface must be in the same location relative to the shock mounting points as on the standard part. Shims may be used to achieve compliance.

4. The fully extended length must be within plus or minus one inch of the dimension of the standard part.

5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of 13.5. Non-standard electronically controlled shocks are not allowed.

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. This does not permit the use of an offset shock bushing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met: (1) the enlarged hole must remain concentric with the original configuration; (2) the enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate); (3) neither the hole enlargement nor the location of the shock shaft changes any alignment parameter.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks."

ITEM 2) The SAC has recommended the following class change proposals, effective 1/1/2004 and submitted here for member comment:

Move from SS to AS: Chevrolet Camaro SS
Move from SS to AS: Pontiac Firebird WS6

Comment: these moves are meant to be consistent with the reclassification of the Ford Mustang SVT Cobra from SS to AS, as shown elsewhere herein.

SOLO II STREET PREPARED CATEGORY

ITEM 3) The SEB has recommended the following previously published rule change proposal, effective 1/1/2003, to the BOD: Add to Section 14: "Cars eligible for the current Spec Miata rules of any Division are permitted to compete in class D Street Prepared. Spec Miata cars in DSP may not inter-mix preparation allowances of multiple Divisional programs, nor may they interchange Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules for his/her chosen Division and for proving that his/her car conforms to the rules. At such time as National set of Spec Miata rules has been formally approved, those will become the only set of rules recognized by this allowance."

ITEM 4) The SEB has recommended the following previously published class change proposal, effective 1/1/2003, to the BOD: Move the 4-cyl '71-'74 Mercury Capri to DSP, on the same line as the 6-cyl '71-'77. *Comment:* this change restores the update/backdate status for this car to its pre-2000 state.

SOLO II PREPARED CATEGORY

ITEM 5) The SEB has approved the previously published move of the current DP listing for the 1550cc Toyota Starlet to EP, effective 1/1/2004. *Comment:* The previously published new listing in EP of the Starlet variant with the 1600cc 4AG engine remains in effect.

SOLO II MODIFIED CATEGORY

There will be openings on the MAC for 2003. Interested members are invited to submit their qualifications in writing to the SEB via the National Office.

ITEM 6) The F125 class has been recommended for National status to

the BOD and its current specifications will appear in Section 16 of the Solo II Rules. Safety and administrative requirements for karts in general will remain in Appendix G. A committee of F125 participants will be directed to draft rules for 2004 which would rely for specifications upon the rules of standard kart competition sanctioning bodies, e.g. WKA.

SOLO II STREET TOURING CATEGORY

ITEM 7) The SEB has recommended the following previously published rule change proposal to the BOD: Effective 1/1/2003, change 17.3 (STX) to read "Tires up to and including a width of 245."

SOLO II STREET MODIFIED CATEGORY

The following additional Street Modified Committee (SMC) members have been approved by the SEB: Kent Rafferty, Eric Hyman, Owen Riehle.

The SEB has approved the following previously published rule change proposals, effective 1/1/2003:

ITEM 8) Add the following as Section 18.1.K:

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

Modifications to the firewall in order to allow for increased engine setback, and any modification that changes the location of a suspension pickup point, are explicitly forbidden."

ITEM 9) Replace the contents of 18.2.B.1, 2, and 3 with the following:

1. Up to 4.0 liters, naturally aspirated, OHC engines
 - Up to 5.0 liters, naturally aspirated, pushrod engines
 - a) FWD: 1500 lbs.
 - b) RWD: 1900 lbs.
 - c) AWD: 2100 lbs.

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

- Up to 5.0 liters, forced induction, pushrod engines
 - a) FWD: 1600 lbs.
 - b) RWD: 2100 lbs.
 - c) AWD: 2300 lbs.

3. 4.01 to 8.5 liters, naturally aspirated, OHC engines
 - 5.01 to 8.5 liters, naturally aspirated, pushrod engines

- Up to 3.0 liters, rotary, all
 - a) FWD: 1700 lbs.

- b) RWD: 2200 lbs.
- c) AWD: 2400 lbs.

TECH BULLETINS

1) Stock: Per Solo II Rules Section 3.2, the Mustang SVT Cobra is moved from SS to AS.

2) Street Prepared: The previously published change to permit cross-drilled and/or slotted rotors has been amended to clarify that replacement rotors must be of ferrous metallic material.

3) Street Prepared: The second half of the first sentence of 14.5.C is clarified to read "...provided that the system of attachment and the attachment points are not altered."

ROADRALLY

ROADRALLY BOARD MINUTES SPORTS CAR CLUB OF AMERICA

Via conference call

November 6, 2002

The RoadRally Board (RRB) met via conference call on November 6, 2002.

Attending were: Tim Craft, Secretary; members Ron Ferris, Jim Mirrielees, and Mike Thompson.

John Emmons, Chairman; Tasha Goodale of the National office; and Charlie Clark, Board of Directors Liaison were unable to attend.

Secretary Craft called the meeting to order at 7: 25 p.m. CST.

Minutes of the October 2, 2002 meeting were approved as distributed. (Ferris/Mirrielees)

Pending business

1. 2003 RoadRally Rules for Organizers (RFOs) update

Discussion: Now that the RoadRally Regulations (RFRs) are complete, the Rules Committee will be updating the RFOs. Updates will include references to articles in the RoadRally Regulations and forms, along with generally assuring the document is in step with current practice.

2. 2003 National and Divisional rallies

Discussion: The RRB still needs to resolve and codify some issues around sanctioning Divisional rallies for National points. The RRB proposes \$25.00 as an appropriate sanction fee for a National Divisional, and will make a final determination on the sanction fee at the December meeting. Liaisons for the rallies on the calendar were assigned:

Rally/Location

Inaugural (Divisional) - Lancaster, CA
Liaison, Dave Teter

Desert Sands and Sign of the Times
Tucson, AZ
Liaison, Jim Mirrielees

Earthquake and Aftershock -
San Francisco, CA
Liaison, Mike Thompson

Soft Shell (Divisional) and Hard Shell -
Frederick, MD
Liaison, Dave Teter

Chippewa Trail - Eau Claire, WI
Liaison - Jim Friedman

Runaway Mine Train and Tarheels
Revisited - Salisbury, NC
Liaison, Ron Ferris

Dakota Sunflower - Grand Forks, ND
Liaison, Mike Thompson

Road Not Taken - Grand Ronde, OR
Liaison, Tim Craft

Catoctin Monte and The Styx
(Divisional) - Frederick, MD
Liaison, Jessica Toney

Oktoberally and Yucatan Safari -La
Crosse, WI
Liaison, Dave Kolb

USRRC - Portland, OR
Liaison, Ron Ferris

Wisconsin Glacier Trails - Eagle River, WI
Liaison, Tim Craft

New business

1. New RoadRally Board chairman

Discussion: Chairman Emmons has submitted his resignation, which the RoadRally Board (RRB) accepts. Mike Thompson nominated Jim Mirrielees as Chairman, effective immediately. Ron Ferris seconded the nomination, which passed by acclamation. Mr. Mirrielees accepts the position upon approval by the BoD.

2. SCCA convention

Discussion: The 2003 SCCA Convention will be held February 5-8 in Kansas City. The RRB will be presenting the usual array of activities and sessions, including a walking rally. Work assignments will be made at the December meeting.

3. RoadRally Curriculum for SCCA University

Discussion: The RRB will participate in SCCA U, serving as both faculty and identifying other faculty and best practices from around the country.

Respectfully submitted,

Tim Craft, Secretary

MEMO

FROM: RoadRally Board

SUBJECT: Nominations sought

Nominations are sought for the 2002 Divisional RoadRally Achievement of the Year and Regional RoadRally Achievement of the Year awards. Please send nominations ASAP to the RRB in care of Nancy Downing, P.O. Box 19400, Topeka, KS 66619 or e-mail to ndowning@scca.com. These awards will be presented at the 2003 SCCA Convention.

PERFORMANCE RALLY

PERFORMANCE RALLY BOARD MINUTES SPORTS CAR CLUB OF AMERICA August Meeting Thursday August 18, 2002

Attending:

PRB Members:

Ralph Kosmides, Chairman

Beryl Ann Burton, ClubRally Series
Manager

Bill Bradshaw

John McArthur

J.B. Niday, Secretary

George Plsek, Competitor Liaison

Floyd "Doc" Shrader, National Safety
Steward

Also Attending:

Dan Coughnour, Series Manager

Doug Robinson, Series Technical
Advisor

Phil Mellor, BOD Liaison

Kurt Spitzner, SCCA Director of
Performance Rally

I. Technical Report

A. Doug to develop Performance Rally
Scrutineering License requirements.

B. Doug to follow up on member
request decision to use motor and
chassis from different manufacturers
where motor manufacturer supplied
"same" motor to another of the chassis
manufacturer's brands of vehicles in
another country.

II. Series Manager Report

A. Reviewed Maine Forest.

B. Discussed the need to define the
duties of 0, 00, and 000 cars as part of
Series Minimum Standards.

C. Discussed stage bannering as part
of Series Minimum Standards.

III. Other Business

A. Rules package finalized and
approved for presentation to the BoD.

B. Discussed the issue of Tire manu-
facturers providing tire recommenda-
tions based on road conditions to their
customers. These vendors must make
their information and products avail-
able to all competitors. A competitor
bulletin will be drafted to that and
reviewed by the PRB.

C. Discussed status of Stage Notes.
The competitors using numeric notes
should be polled to determine if the
direction and severity should be
reversed to conform with descriptive
notes. No other changes recommended
for 2003.

D. 3rd Tier committee of Anders
Green, Daphne Bogert, Bruce Perry,
Mike Bodner and Kristie Tabor has
been established. They are to propose
the structure of a possible level of com-

petition between ProRally and
ClubRally for the 2004 season.

Submitted by J.B. Niday

PERFORMANCE RALLY BOARD MINUTES SPORTS CAR CLUB OF AMERICA September Meeting Thursday September 25, 2002

Attending:

PRB Members:

Ralph Kosmides, Chairman

Beryl Ann Burton, ClubRally Series
Manager

Bill Bradshaw

J.B. Niday, Secretary

Also Attending:

Dan Coughnour, Series Manager

Doug Robinson, Series Technical
Advisor

Phil Mellor, BOD Liaison

Kurt Spitzner, SCCA Director of
Performance Rally

I. Series Manager Report

A. Reviewed Wild West.

B. Discussed interference of finish
control workers by spectators and
VIP's. Notice prohibiting this will be
posted at LSPR.

C. Reviewed Rally New York. This is
a fine ClubRally that needs to make
some progress before it is ready to be a
ProRally.

II. Series Technical Inspector Report

A. Reviewed Wild West.

B. Discussed Group N inspections for
2003. Proposed opportunity to have
Group N cars inspected by inspector
from UK and explain deficiencies to car
owners. Deficiencies which do not cre-
ate a competitive advantage would be
noted for correction before the next
events, while those creating a competi-
tive advantage would have to be
addressed before that event.

III. Other Business

A. Voted to make 100 Acre Woods the
site of National ClubRally
Championship for 2003 thru 2005.

B. Discussed clarifications to roll
cage rule changes to be published as
competitor bulletin.

C. Voted to allow Seed 1 drivers to
compete in ClubRally events and
championship.

D. Established Board of Inquiry to
review the incident involving Mark
Lovell and Rhys Millen and resulting
protest at Wild West. The BoI is made
up of PRB members not present at Wild
West.

Submitted by J.B. Niday

**PERFORMANCE RALLY BOARD
MINUTES
SPORTS CAR CLUB OF AMERICA
October Meeting
Thursday October 30, 2002**

PRB Members:

Ralph Kosmides, Chairman
Beryl Ann Burton, ClubRally Series Manager
George Plsek, Competitor Liaison
Bill Bradshaw
J.B. Niday, Secretary

Also Attending:

Dan Coughnour, Series Manager
Doug Robinson, Series Technical Advisor
Sue Robinson, SCCA National Office
Ken Brown, SCCA National Office
Phil Mellor, BOD Liaison
Kurt Spitzner, SCCA Director of Performance Rally

I. Series Manager Report

- A. Reviewed LSPR.
- B. Discussed Milner penalty.

II. Series Technical Inspector Report

- A. Reviewed LSPR.
- B. Discussed use of manual sequential transmissions beginning in 2004.
- C. Issued Tech bulletin for sound control. Will test results and procedures beginning Sno*Drift and effective at Rim of the World (or was it STPR?).
- D. Competitor Bulletin will be drafted notifying that Doug is available to inspect cars during construction at the competitor's expense.
- E. Expressed need to expand rule book glossary.

III. Other Items

- A. TV package on track for 2003 season.
- B. Open positions need to be nominated by the PRB for the December BoD meeting:
 - 1. PRB member (Doc Shrader is stepping down 12/31/2002).
 - 2. National Safety Steward (new position, reports to PRB)
 - 3. Club Rally Series Manager (new position similar to Dan Coughnour reports to PRB)
 - 4. RallyCross Series Manager (new position, reports to PRB)
- C. Open positions need to be nominated by the PRB for the February BoD meeting:
 - 1. RallyCross Regional Stewards (recommendations to come from divisional ClubRally Stewards)
- D. Draft reply to Group N competitors regarding awarding Championship Series points at Pikes Peak in 2003.
- E. The PRB will nominate someone from the Historic Rally community to effectively communicate between them and the PRB. It is the intention of the

PRB to actively listen to the concerns of the Historic Rally community.

F. Reviewed Wild West Board of Inquiry report. Final statements to be posted on SCCA web site and included in *FasTrack*. Letters to be sent to competitors by PRD as per rule book.

Proposed 2004 Rule Change for Member Comment:

- a. Manual Sequential transmission will be allowed in all open classes.
- b. The PRB is considering reducing Open class restrictors from 40mm to 34mm or 36mm in order to reduce vehicle power and increase safety.

Submitted by J.B. Niday

TECH BULLETIN

For Immediate Release
31 October 2002

**SCCA ProRally, ClubRally,
RallyCross
Sound Check Procedure - 2003**

Bulletin #: PRTB 103102
To: All Competitors
From: Doug Robinson - SCCA ProRally Championship Chief Scrutineer
cc: Kurt Spitzner - SCCA Performance Rally Department Director
SCCA Performance Rally Board, SCCA ClubRally Stewards
SCCA ProRally Manufacturers Council
SCCA Performance Rally Scrutineers (national, divisional)

Subject: Sound Control Procedure

Vehicles Affected: All

Implementation Date: Testing: 01 January 2003; Compliance: 01 May 2003

Overview: Supplement to Article 6.4B - Additional Scrutineering Requirements

1. Sound Check

Sound check procedure shall be monitored by the Chief Scrutineer, and may be performed at any time deemed necessary during the event. Sound check procedure as follows:

a. **Environment:** Clear of man-made obstacles above ground level for 50 feet in a 90 degree arc, into the center of which the exhaust tip is pointed. If the exhaust exits at any angle other than directly toward the rear of the car, the car must be turned so that the tip is still aligned pointing toward the center of arc.

b. **Measurement Procedure:** The measurement shall take place 18 inches from the exhaust tip, at an angle of 45 degrees to the right or left of the tip. The device will be held at a height equal to the center of the exhaust tip.

The inspector's arm and body must be at a right angle relative to the 45-degree offset mentioned earlier. Measurement shall not exceed 105 decibels.

c. **Measuring Equipment:** A sound meter and an electronic tachometer shall be retained by the Championship Chief Scrutineer for use at all SCCA ProRally Championship events; other events shall use equipment procured by that event's scrutineering staff.

d. **Vehicle Setup:** Vehicle's engine shall run at 2500 rpm during test. Anti-lag systems, or any other engine control devices which would increase the sound of the engine during competition, must not be engaged. Exhaust pipe outlet shall be perpendicular to ground, and exit bodywork.

i. **Remedies:** See Article 6.4.B of the 2003 Performance Rally Rules.

Drivetrain, Brakes, Suspension: not affected by this bulletin.

Coachwork: may be affected by this bulletin.

Notes: Competitors are reminded that functional catalytic converters are required on all vehicles originally fitted.

MEMO

Active SCCA members with interest in serving on appointed positions within the Performance Rally program for 2003 are urged to send resumes to: Sue Robinson, SCCA Performance Rally Department, P. O. Box 19400, Topeka, KS 66619. E-mail resumes are also acceptable in either txt, pdf or doc format. Send to: Performancerally@Scca.com





To register please complete and return this form to:

SCCA, Inc.
 P.O. Box 2806
 Topeka, KS 66601-2806

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

Name _____ Name for Badge _____

Address _____ City/State/Zip _____

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

E-mail _____ Region _____ Division _____

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

Current SCCA Office Held
 (For Name Badge) _____ Special Menu _____

Full Registration

- Full Registration – Early Bird Special (Received before Jan 5, 2003) \$225.00*
- Full Registration (Received after Jan 5, 2003) \$275.00*

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

One Day Registration

	Early Bird	After 1/5/03
<input type="checkbox"/> Thursday (Includes Welcome Party)	\$35	\$40
<input type="checkbox"/> Friday (All scheduled events- includes Club Racing Luncheon)	\$110	\$125
<input type="checkbox"/> Saturday (All scheduled events- includes Rally/Solo Luncheon)	\$110	\$125
<input type="checkbox"/> Saturday (Reception & Awards Banquet only)	\$60	\$70

Total Amount Due for Registration \$ _____

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

Signature _____ Date _____ Verification _____

- Please check here for copy of group photo taken in Topeka outside new headquarters. Cost \$15 each
(Please do not send money, payable at the convention)

Saturday Night Reception and Awards Banquet Meal Selection

Please choose one:

- Charbroiled Swordfish Steak – with Carrot Ginger Sauce on Tropical Fruit Rice Pilaf
- Roasted Prime Rib of Beef – with Natural Jus, Horseradish Cream and Duchess Potatoes

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

2003 Tentative National Convention Schedule

February 6-8, 2003

(Revised 11/05/02)

Thursday February 6th

Time

Overall Schedule

7:30-8:15	RE 101: "RE manual updates for 2003, new RE things to know" Mike Dickerson, SCCA Region Activities Manager (bus to Topeka after Seminar)
8:00-8:30	Load Bus to Topeka
8:30-9:30	Travel to Topeka
9:30-10:00	Tour of SCCA Headquarters
10:00-11:15	Tour of Headquarters
11:15-11:30	Load Bus to Hotel in Topeka
12n-1:15	Leadership Lunch at Hotel
1:15-1:30	Break
1:30-2:30	Annual Meeting
2:30-3:30	Road Map to the Future, The Journey Continues
3:30-3:45	Break
3:45-5:00	BOD Town Hall
5:00-5:30	Load Bus to Kansas City
5:30-6:30	Travel to Kansas City
8:30-10:30	Welcome Reception

Friday February 7th

Time	Administration	Club Racing	Solo	RoadRally	Performance Rally
8:00-9:45	SCCA U: LEADERSHIP DEVELOPMENT 101-Elements of Style (LS 101)				
9:45-10:00	Break				
10:00-11:00	Websites	T&S/Sound Control	"Planning, Administration, FUN" Tasha Goodale, SCCA Director of Solo and Road Rally Event fundamentals so a fun event is experienced by competitors and staff.	Beginning a Program	License the Performance Rally Worker
11:00-12:00	Insurance				
12:00-1:30	Club Racing Lunch				
1:30-3:00	Crisis Management: for Rally, Solo, and Road Racing				
3:00-3:15	Break				
3:15-4:15	Newsletters	Starters/Scrutineers	What Do We Do With All These People Now ??? "The Growth Conundrum" Howard Duncan, SCCA Director of Program Development Handling challenges of increased participation.	Experience a Simple Rally	Building a RallyCross Program
4:15-5:45	SCCA U: VOLUNTEER MANAGEMENT 101 Working with Volunteers (VM 101)				

Saturday February 8th

Time	Administration	Club Racing	Solo	RoadRally	Club Rally/ Perf Rally
8:00-9:00	<p align="center">RE 102 “Region Achievement Awards Program for 2003” Mike Dickerson, SCCA Region Activities Manager An outline of the 2003 Region Achievement Awards program that will measure region accomplishments long term planning in relation to SCCA goals and business strategies.</p>	F&C/ Registration	<p align="center">“Solo Safety Awareness: We are all in this together” Al Mitchell or Joe Lieberman, Solo Safety Committee Focus for all solo participants to be aware of event safety. For drivers, crew, guests, and event officials.</p>	Safety Seminar	Organizing Club Rally- Securing the Site/ Scrutineers
9:00-10:00	Financial Administration	Race Control/Stewards	<p align="center">“Solo Course Design” Roger “The Real” Johnson, Course Designer Extraordinaire How to design a great and challenging course. How to use the course as a promo tool for your region.</p>	X	
10:00-10:15	Break				
10:15-11:45	SCCA U: VOLUNTEER MNGMT 102-The Three R’s (Recruit, Retain, and Recognize) (VM 102)				
12N-1:15	Rally/Solo Luncheon				
1:30-2:45		Town Hall	Town Hall	Town Hall	Town Hall
2:45-3:00	Break				
3:00-4:45	SCCA U: LEADERSHIP DEVELOPMENT 301: Generational Détente (LS 301) Communication Across the Ages				
4:45-5:15	The Marketing of the SCCA				
6:00	Reception and Banquet				

OFFICIAL SOLO ENTRY FORM

Check appropriate boxes:

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

Event Date

/ /

Location

Class _____ Car No. _____

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

DRIVER INFORMATION

Results are available within 48 hours of the event on www.scca.org
Do you also want a hard copy? Yes No

Name _____

Address _____

City _____ State _____ Zip _____

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

Member No. _____ Exp. _____ Social Security No. _____

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: _____

CAR/PRODUCT INFORMATION

Year _____ Make _____ Model _____ Color _____

Brand of Tires _____ Size _____ Wheels _____

Mufflers _____ Shocks _____ Spark Plugs _____

Oil _____ Other _____

Sponsor/Team Name _____

DRIVER BIOGRAPHY

Finishing positions you are proud of: _____

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

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

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

Driver's Signature: _____ Date: _____

Visa/MasterCard No.: _____ Exp.: _____

Phoned entries will be charged a \$15 processing fee. Add a \$20 late fee if the entry is received after the Monday prior to the event.

ENTRY FEES

CONTACT
APPROPRIATE
REGISTRAR
FOR
DEADLINES
AND LATE
FEES

ProSolo NationalSeries.....\$55
ProSolo Finale (must meet eligibility requirements)... \$75
Solo II National Tour.....\$55

Divisional Solo II/Divisional Solo I: (mail entry form to appropriate registrar. See *SportsCar* calendar section for contact number)

TOTAL AMOUNT ENCLOSED

\$ _____

Sanctioned by the Sports Car Club of America, Inc. Held under SCCA Solo Rules.