

EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED | November 2006

GENERAL

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | September 25, 2006

The Board of Directors, Sports Car Club of America, Inc. met via teleconference September 25th, 2006. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Mike Engelke, Kaye Fairer, R. J. Gordy, Brian Holtz, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahnert, Vice President of Finance and Herb Fischel, SCCA Pro Board also participated.

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

Herb Fischel shared his vision of the future of professional sedan racing in the United States.

FINANCE AND ADMINISTRATION - Jeff Dahnert

Jeff reviewed 2006 and 2007 financial projections for SCCA Pro Racing.

PRESIDENTS REPORT - Jim Julow

Jim reported that an agreement has been reached with Speed TV for coverage of World Challenge and the SCCA Runoffs in 2007.

NEW BUSINESS

MOTION: The Board of Directors of SCCA Inc. agrees to support the SCCA Pro Racing program through 2007. (Gordy/Engelke) PASSED, Voting NO, Sauce.

MOTION: To adjourn. (Gordy/Holtz) PASSED.

Respectfully submitted,

Jim Christian
Secretary

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | October 2, 2006

The Board of Directors, Sports Car Club of America, Inc. met via teleconference October 2nd, 2006. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Mike Engelke, Kaye Fairer, R. J. Gordy, Brian Holtz, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jeff Dahnert, Vice President of Finance, also participated.

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

MOTION: To approve the Minutes of the September 11th, 2006, and September 25th, 2006 meetings. (Sheridan/Allen) PASSED. Unanimous.

FINANCE AND ADMINISTRATION - Jeff Dahnert

Jeff reviewed the financials for August month-end.

NEW BUSINESS

The Board discussed several topics of current interest, and took no formal action.

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | October 9-15, 2006

The Club Racing Board met by during the National Championship Runoffs® on October 9-15, 2006. Participating were John Martinsen, Chairman; Bob Dowie, Vice-Chairman; Stan Clayton, Brian Culbertson, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; Lauri Burkons, CRB Secretary.

The following decisions were made:

CONTENTS

GENERAL	1
Board of Directors' Minutes	1
CLUB RACING	1
Club Racing Board Minutes	1
Club Racing Memorandums	4
Court of Appeals	5
ROADRALLY	5
RoadRally Board Minutes	5
RallyCross Board Minutes	6
Authorized Competition License Schools	2
Accredited Driver Schools	3
Major Circuit Contacts	4

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board. All proposed rules changes are for next season (effective 1/1/07).

GCR

Item 1. Effective 1/1/07, add to section 11.1 as follows:

A full and complete Technical and Safety Inspection shall be performed by a Licensed Scrutineer (Divisional/National) on each car once a year (12 months). If the car passes *Annual Technical Inspection*, the tech inspector shall enter the date of the safety harness expiration in the logbook, ~~Tech~~, the logbook shall be stamped with the "official" inspection stamp, dated, and signed.

Item 2. Effective 1/1/07, add a new section to 17.5 to read as follows:

4. Minimum Weight Decals

The specified minimum weight shall be displayed on both sides of the racecar. The numbers shall be sufficient in size and legibility to be read from a distance of ten feet. If the displayed number should be found at any time to be lower than the current minimum weight, the competitor will at a minimum be disqualified from the event automatically.

Production

Item 1. Effective 1/1/07, change sections of 18.6 to read as follows (sections not listed are unchanged). Note - updated figures will be published at a later date.

A. Main Hoop:

For all cars, the main hoop (behind the driver) shall be full width of the cockpit.

1. Closed Automobiles:

- a. The main hoop shall be as near to the roof as possible.

2. Open top Automobiles:

- a. The main hoop shall be continuous not less than two (2) inches above the driver's helmet with the driver seated normally and restrained by seat belt/shoulder harness as illustrated in Figure 7A.

- b. Open top automobiles without a windshield may use an asymmetric main hoop provided:

1. The main hoop shall be full height (over the driver) for a minimum of 50% of the width of the hoop as illustrated in figure 7A. The base measurement to determine the 50% will be the inside dimension of the main hoop at the attachment to the structure.

2. On the passenger side of the car, the hoop shall be at least as high as the top of the rear corner of the door as illustrated in Figure 7A.

3. All cars must have correct shape main hoop by 1/1/2007 except those cars issued a "gold seal" and/or "gold card" prior to 1/1/05, which must be compliant by 1/1/10.

B. Front Hoop:

For all cars, the front hoop shall be full width of the cockpit.

1. Closed Automobiles and open top automobiles with a windshield:

- a. The front hoop shall follow the line of the front pillars to the top of the windshield and be connected, by horizontal bars, to the top of the main hoop.

- b. Instead of a single front hoop, two (2) side hoops following the line of the front pillars to the top of the main hoop may be used. These two (2) side hoops are to be connected by a horizontal bar over the top of the windshield. (See Figure 6)

- c. Another option is a top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the line of the front pillars to the floor.

- d. Double "ear-type" joints are allowed, provided that they are fully welded at all mating surfaces.

- e. All front hoop options (a, b, c) shall be connected to the main hoop in the following manner.

1. On open top cars, attachments shall be no more than six inches below the top of the main hoop.

2. On closed top cars, attachments shall be as close to the roof as possible.

2. Open top Automobiles without a windshield and with a high front hoop design.

- a. Front hoop requirements for open top automobiles with a windshield are to be followed with the following exceptions.

1. Since the windshield frame is to be removed with the windshield, there is no requirement to follow the line of the A-pillar.

2006 AUTHORIZED COMPETITION LICENSE ISSUING SCHOOLS

REGIONAL

AMERICAN RACING ACADEMY

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

BOB BONDURANT SCHOOL

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

PETTIFORD'S GO 4 IT RACING SCHOOLS

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

REGIONAL & NATIONAL

BERTIL ROOS RACING SCHOOL

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

BRIDGESTONE RACING ACADEMY

C/O Mosport Driver Development Cntr.
Box 373, Pontypool, Ontario LOA1K0
905-983-1114, fax 905-983-1004
www.race2000.com, info@race2000.com

THE JIM RUSSELL RACING SCHOOLS

Infineon Raceway
29305 Arnold Dr, Sonoma, CA 95476
707-939-7600, www.jimrussellusa.com

PANOZ RACING SCHOOL

5290 Winder Hwy, Braselton, GA 30517
888-282-4872,
www.panozracingschool.com

BARBER RACING SCHOOL

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

*For corrections or additions, contact
Terry Ozment at 1-800-770-2055 or
tozment@scca.com*

2. Since there is no windshield for the hoop to be above, the front hoop shall be above the driver's line of sight.

3. Open top Automobiles without a windshield and with a low front hoop design

a. Low front hoops shall be cowl height, or at a minimum, a straight line drawn from the top of the main hoop to the top of the front hoop shall pass over the driver's helmet (See figure 7A).

b. Open cars with a low front hoop shall have two braces extending from the main hoop to the low front hoop. These braces shall be mounted no lower than six inches below the top of the main and front hoops as illustrated in Figure 7A.

C. Fabrication - Open and Closed Automobiles

The main hoop shall be one continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The minimum radius for all bends shall be three (3) times the tube diameter measured from the tube centerline. Whenever possible, the roll hoops should start from the floor of the automobile, and, in the case of tube frame construction, be attached to the tubes by means of gussets or metal webs in order to distribute the loads. On automobiles of frameless or uni-body construction, consideration should be given to using a vertical roll hoop of 360 degrees completely around the inside of the automobile and attached with suitable mounting plates.

18.6.1. Bracing - Open and Closed Automobiles

All required bracing shall be the same diameter and wall thickness as listed in 18.1.6., Material. (Main and Front Hoops)

A. Main Hoop Bracing:

Rear Braces: All main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top), be outboard as much as practical, and at an included angle of at least thirty (30) degrees. Rear braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

Diagonal Brace: All main hoops shall incorporate a diagonal brace to prevent lateral distortion of the main hoop. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (described above) to the bottom of the opposite rear brace. Automobiles with mid mounted engines can have the lower mounting point attach to the frame of the automobile within six (6) inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop.

B. Removable Bracing:

Removable bracing shall incorporate connectors of the double lug, tapered, or muff type as shown in Figures 9, 10, and 11. The double lug type shall include a doubler, gusset, or capping arrangement so as to avoid distortion or excessive strain caused by welding.

C. Front Hoop Bracing:

There shall be two (2) braces extending forward from the front hoop to brace the front hoop and protect the driver's legs. It is recommended that this bracing extend to the bulkhead in front of the driver's feet; but, in any case, it shall be integrated into the frame or chassis to provide substantial support for the front hoop. Front braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

Main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top) and at an included angle of at least thirty (30) degrees. Rear braces may penetrate required bodywork provided the resulting hole serves no other function, and the holes are sealed around the braces.

18.6.2

Any main roll hoop design which does not comply with the specifications in 18.6 will only be considered if it is accompanied by engineering specifications signed by a registered engineer. No alternate roll hoop will be considered unless it contains a main hoop having a minimum tubing size of 1.375" x .080" wall thickness. The roll bar must be capable of withstanding the following stress loading applied simultaneously to the top of the roll hoop : 1.5 (X) laterally, 5.5 (X) longitudinally in both fore and aft directions, and 7.5 (X) vertically , where (X) = the minimum weight of the car.

Grand Touring

Item 1. (GT1) Effective 1/1/07: Change the first paragraph of section 17.1.2.D.8.a.11.A to read as follows:

A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above *except for a front splitter that may extend up to two (2) inches*. The spoiler shall not extend 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. Full width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic

2006 ACCREDITED DRIVER SCHOOLS

DRIVING DYNAMICS

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

FAAST PERFORMANCE DRIVING SCHOOL

4771 Barnes Road
Colorado Springs, CO 80917
East Coast: 703-349-0875
West Coast: 719-761-1372
www.faaast.com

MSR HOUSTON

1 Performance Drive
Angleton, TX 77515
281-672-0661
www.msrhouston.com

THE MID-OHIO SCHOOL TrueSports Inc.

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

PRO DRIVE RACING SCHOOL

1940 N. Victory Blvd., Portland, OR 97217
503-285-4449, www.prodrive.net

PROFORMANCE RACING SCHOOL

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

SLR UNLIMITED The Driving Experience

Contact: Mercedes-Benz Customer Assistance Center
1-800-FOR-MERCEdes
SLR Liasons: Kathy Troutman or Robert Daschil

SPRING MOUNTAIN ADVANCED DRIVING SCHOOL

3601 S. Hwy 160
Pahrump, NV 89048
888-VET-4Fun
www.springmountainmotorsports.com

STARS & STRIPES MOTORSPORTS

PO Box 356, Foyil OK 74031
Contact: Jim Elliott, 918-343-4452
www.starsandstripesms.com

TRACK TIME INC. DRIVING SCHOOLS

131 Adrian Street, Manchester, MI 48158
734-428-2700, fax 734-428-2703,
www.tracktime.com

For corrections or additions, contact Terry Ozment at 1-800-770-2055 or tozment@scca.com

balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

CLUB RACING MEMORANDUM

To: Competitors, Stewards, and Scrutineers
From: Jeremy Thoennes
Re: Immediate Rule Changes TB 06-10b
Date: October 11, 2006

This is a correction to TB 06-10a.

The Club Racing Board approved the following as an error and omission on October 11, 2006, per GCR section 1.2.2.A, effective upon publication:

Production

1. Clarify the rear disc brake size requirements for all Production cars with drum brakes by adding to the sixth sentence of section 17.1.1.D.7.a. as follows: Rear rotors shall be no larger in diameter than the *maximum specified size of the front rotors, solid and of ferrous material.*

CLUB RACING MEMORANDUM

To: Competitors, Stewards, and Scrutineers
From: Jeremy Thoennes
Re: Immediate Rule Changes TB 06-10c
Date: October 13, 2006

The Club Racing Board approved the following as an error and omission on October 13, 2006, per GCR section 1.2.2.A, effective upon publication:

Production

EP

1. Acura Integra GSR (94-00), p. 24-25, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.
2. Honda Prelude Si, p. 32-33, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.
3. Honda Prelude Si VTEC (1993), p. 34-35, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.
4. Lotus / Caterham 7 America, p. 34-35, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.
5. Mazda MX-5 / Miata 1.6L (-1993), p. 36-37, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.
6. Mazda MX-5 / Miata 1.8L (90-97), p. 36-37, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.
7. Mazda MX-5 / Miata (94-97), added in TB 06-02a, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.
8. Mazda MX-5 / Miata (99-02), p. 36-37, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.
9. Mazda RX-7 (12A / 13B) (79-85), add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.
10. Mazda RX-7 (13B) (86-91), p. 38-39, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.
11. Nissan 240-SX / S13, p. 40-41, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.

FP

1. Mazda Miata 1.6L (90-93), p. 58-59, add to the specs as follows: Notes: F.I. throttle plate may be reinforced on shaft by brazing or weldment.

MAJOR CIRCUIT CONTACTS

ARROYO SECO MOTORPLEX
Fairacres, NM
P. O. Box 199
Fairacres, NM 88033
505-523-6192 - 505-526-5891 (fax)
www.arroyo-seco.com

BEAVERUN MOTORSPORTS COMPLEX
Wampum, PA
201 Pendale Road, Wampum, PA 16157
724-535-1000, fax 724-535-0100
admin@beaverun.com

BLACKHAWK FARMS RACEWAY
Rockton, IL
PO Box 347, Rockton, IL 61072
815-389-2000, fax 815-389-3323

BUTTONWILLOW RACEWAY PARK
Buttonwillow, CA
24551 Lerdo Hwy, Buttonwillow, CA 93206
661-764-5333, fax 661-764-5334

CAROLINA MOTORSPORTS PARK
Kershaw, SC
3662 Kershaw Camden Hwy, P. O. Box 366
Kershaw, SC 29067, 803-475-2448

DAYTONA INTERN'L SPEEDWAY
Daytona Beach, FL
1801 W. International Speedway Blvd.
PO Box 2801, Daytona Beach, FL 32114
386-254-2700

FIREBIRD INTERN'L RACEWAY PARK
Chandler, AZ
20000 North Maricopa Road at I-10
PO Box 5023, Chandler, AZ 85226
602-268-0200

GATEWAY INTERNATIONAL RACING
Madison, IL
700 Raceway Boulevard
Madison, IL 62060
618-482-5501
618-482-5595 fax

GINGERMAN RACEWAY
South Haven MI
61414 CR 388
South Haven, MI 49090
616-253-4445)

GRATTAN RACEWAY
Grattan, MI
7200 Lessiter, Belding, MI 48809
616-691-7221, 616-453-4389

HALLETT MOTOR RACING CIRCUIT
Hallett, OK
2232 S. Nogales
Tulsa, OK 74107-2286
918-583-1134, 6, fax 918-583-1135

HEARTLAND PARK TOPEKA
Topeka, KS
P. O. Box 19228, Topeka, KS 66619
785-862-4781, 785-862-7223,
fax 785-862-2016

HOLTVILLE AERODROME INTERNATIONAL RACEWAY
San Diego, CA
c/o Aviation Concepts Enterprises
6983 Belle Glade Lane, San Diego, CA 92119

HOMESTEAD-MIAMI SPEEDWAY
Homestead, FL
One Speedway Boulevard, Homestead, FL 33055
305-230-5200, fax 305-230-5223
www.homesteadmiamispeedway.com

INDIANAPOLIS RACEWAY PARK
Indianapolis, IN
10267 E. US Hwy 136
Indianapolis, IN 46234
317-291-4090

JUDGEMENT OF THE COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Mark McDonough vs. SOM
COA Ref. No. 06-37-SE
September 28, 2006

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On August 13, 2006, during the Group 2 National race held at Virginia International Raceway, Assistant Chief Steward Clyde Kiser filed a Request for Action (RFA) with the Stewards of the Meet (SOM) Bob Forsten, John Willes, and R. C. Gochnauer, Chairman, citing a possible pass under standing yellow at Station 1. The SOM determined that the pass did in fact occur, and penalized Mr. McDonough three positions in class, and assessed him three penalty points. Mr. McDonough filed an appeal of this decision.

DATES OF THE COURT

The National Court of Appeals (COA) Steve Limbert, Bob Horansky, and Roger Eandi, Chairman, met on September 21 and 28, 2006, to hear, review and render a decision on the appeal. Clyde Kiser (COA) was recused as he was an official at this event

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Mark McDonough dated August 19, 2006.
2. Related Chief Steward's Request for Action, Group 2 race log, lap chart, and a signed Report of Passing Under the Yellow Flag form from two corner workers, received by the COA September 14, 2006.
3. Witness statement and letter from Darryl Shoff dated August 22, 2006.

FINDINGS

The RFA alleged that Mr. McDonough's FA #91 passed Mr. Shoff's S2000 #94 under standing yellow conditions at Station 1 in violation of GCR 9.4.2.B. (Standing Yellow). The SOM interviewed two corner workers from Station 1 and Mr. McDonough. The corner worker witness form indicated two vehicles were initially cited with passing #94, with a subsequent notation discounting all but #91. In his appeal Mr. McDonough contends his key witness, Mr. Darryl Shoff, driver of the car he was accused of passing, was not available during the SOM hearing. Mr. McDonough contacted Mr. Shoff the following day, and Mr. Shoff subsequently provided a written statement to Mr. McDonough, which was included with the appeal.

Mr. Shoff's witness statement and letter details the position of his car and Mr. McDonough's through the incident area, and states the pass did not occur until they approached turn 3.

In subsequent discussions by the COA with two of the three members of the first court (the third being unavailable), the new witness statement from Mr. Shoff was deemed by those SOM to be significant new evidence, and would have influenced their decision.

DECISION

The Court of Appeals overturns the ruling of the SOM based on new evidence provided and discussions with the SOM. Mr. McDonough's finishing position is reinstated and his license points penalty is revoked. His appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES VIA CONFERENCE CALL | SPORTS CAR CLUB OF AMERICA, INC. |
October 4, 2006

The RoadRally Board (RRB) met via conference call on October 4, 2006.

Attending were: Tim Craft, Chairman; Steve Gaddy, Secretary; members Rick Beattie, Ron Ferris, Kevin Poirier, and Lois Van Vleet; Duck Allen, Board of Directors Liaison; and Pego Mack, National Office.

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

The final version of the September 2006 Minutes was accepted by acclamation.

Proceedings

1. Event updates

Discussion: Upcoming rallies are on track as scheduled.

MAJOR CIRCUIT CONTACTS

(continued)

INFINEON RACEWAY

Sonoma, CA
Highways 37 and 121, Sonoma, CA 95476
707-938-8448, fax 707-938-8430

LAJUNTA RACEWAY

LaJunta, CO
PO Box 321, LaJunta, CO 81050
719-384-8052 (after 9 pm)

LIME ROCK PARK

Lime Rock, CT
497 Lime Rock Road, PO Box 111,
Lakeville, CT 06039
800-RACE LRP, 860-435-5000

LONG BEACH GRAND PRIX ASSOC'N

Long Beach, CA
3000 Pacific Avenue, Long Beach, CA 90806
562-981-2600, fax 562-981-2616
www.longbeachgp.com

LOWES MOTOR SPEEDWAY

Concord, NC
5555 Highway US 29 No., Concord, NC
28026-0600
704-455-3200, fax 704-455-2547

MAZDA RACEWAY AT LAGUNA SECA

Monterey, CA
1021 Monterey Highway 68, Salinas, CA 93942
408-648-5111, 408-373-0533

MEMPHIS INTERNATIONAL MOTORSPORTS

PARK Millington, TN
5500 Taylor Forge Road, Millington, TN 38053
901-358-7223, fax 901-358-7274

MID-AMERICA MOTORPLEX

Pacific Junction, IA
19340 Jesup Road, Pacific Junction, IA 51561
712-662-8122, fax 712-622-8147
www.midamericamotorplex.com

MID-OHIO SPORTS CAR COURSE

Lexington, OH
7721 Steam Corners Road, PO Box 3108
Lexington, OH 44904
419-884-4000
Office: True Sports, Inc.
545 Metro Place South, Suite 400
Dublin, OH 43017-5367
614-793-4600, fax 614-793-4621
www.midohio.com

MOROSO MOTORSPORTS PARK

Palm Beach, Gardens, FL
17047 Beeline Hwy.
Palm Beach Gardens, FL 33410
516-622-1400

MOSPORT INTERNATIONAL RACEWAY

Markam, Ontario, CANADA
PO Box 36, Pontypool, Ontario L0A1K0,
CANADA
705-277-1077, www.race2000.com

NELSON LEDGES ROAD COURSE

Garrettsville, OH
10342 St. Rt. 305, Garrettsville, OH 44231
440-548-8551

NEW HAMPSHIRE INTERNATIONAL SPDY

Loudon, NH
Route 106, PO Box 7888, Loudon, NH 03301
603-783-4744, fax 603-783-9691
tix 603-783-4931

PACIFIC RACEWAYS

Kent, WA
31001 144th SE, Kent, WA 98042
253-639-3002, Pacificraceways.com

PHOENIX INTERNATIONAL RACEWAY

Phoenix, AZ
PO Box 13088, Phoenix, AZ 85002
602-252-3833, fax 602-254-4622
RACEDAY 602-932-0777

2. 2007 USRRC

Discussion: The RRB voted (6-0) to award the 2007 USRRC to Steel Cities Region. Proposed dates are October 12-14.

3. KY Jolly Official Results

Discussion: The KY Jolly results were audited once again, at the request of a competitor. No errors were found.

4. Concurrent National and Divisional/Regional Events

Discussion: The RFOs currently state that if a National and Divisional or Regional rally run the same course at the same time with the same rules, the Divisional entrants, while not placed in the National event, do displace National entries. Divisional results, however, do not show displacement due to National entries.

The board feels this is unacceptable next year, due to the rules for 2007. Rather than rushing to a solution, the board will table this issue, and take it up next month.

5. Worker Points

Discussion: A query was made as to whether a long-distance pre-checker could qualify for worker points in 2006. The chairman may designate anyone to receive the points, so this is allowed. In 2007, however, the RRRs state that only certain positions, including pre-check crews, are eligible for worker points. For clarification, this will only include members of the official on-the-road pre-check crew.

6. Points in events between the 2006 USRRC and December 31, 2006

Discussion: It has already been established that competitors in national events during this time period would earn points in both the 2006 and 2007 competition years. This applies to both competitor points and worker points (though the long-distance pre-checker may earn points only in the 2006 season, as noted above). This does not apply to lifetime points, however, since lifetime points do not depend upon competition or calendar years.

7. Event proposal for Winter 2007

Discussion: Arizona Border region has proposed a 9-event series over 9 days for February 2007. While the board applauds the ingenuity of this concept, it feels that the plan (4 national and 5 regional events on consecutive days) is too ambitious to be performed well by any committee. The region is encouraged to re-tool the concept, and submit a new calendar request for approval.

8. Great Race

Discussion: Rules need to be developed for the Great Race class. The Rules Committee will begin work on this ASAP, and likely will convene a sub-committee to address this issue before the end of the year.

9. RRB membership changes

Discussion: Applications have been received for potential board positions. The board will consider whether it wishes to expand, and if so with whom at the November meeting.

Next meeting

November 1, 2006, at 8:30 pm CST via conference call.

The meeting was adjourned at 10:21 pm CDT (Ferris/Gaddy).

Submitted by Steve Gaddy, RRB Secretary

RALLYCROSS BOARD MINUTES

ROADRALLY BOARD MINUTES VIA CONFERENCE CALL | SPORTS CAR CLUB OF AMERICA, INC. | October 9, 2006

The Rallycross Board met by conference call on October 9th, 2006. Participating were Tom Nelson, Chairman, Scott Kovalik, Mark Utecht, Mark Walker and Howard (Duck) Allen, BoD Liaison.

Member items not recommended: The RxB discussed current and proposed tire and wheel restrictions in stock class and decided the rules are adequate as proposed.

Member items recommended: It was decided to further discuss the proposed passenger rules for 2007 to allow passengers during competition at divisional and national events. Event competitors would not be allowed to be a passenger until after their last run for the day.

The RxB is reviewing the 2007 proposed rules with the intention of clarifying which sections are mandatory for regional events versus divisional and national events.

The RxB discussed the progress of the policies and procedures manual.

The meeting was adjourned at 10:10 pm CST.