

The Annual Rules Committee meeting of the Metropolitan Council of Sports Car Clubs was held on December 10, 2005. The following individuals were in attendance:

Steve Garnjobst, Met Council Rules Chair (MAC)  
Wally Mahlum, Met Council VP (COM)  
Bob Kosky, Nord Stern PCA  
Dwight McCullough, Met Council Secretary/Treasurer (MAC)  
Laurie Stone, SCCM  
Phil Ethier, Met Council Numbers Chair (MAC)  
Steve Johnson, CVSCC  
Gary Schulenberg, CVSCC  
Ron Hirabayashi, Met Council President

Alex Lowe, MAC  
Lee Frisvold, MAC  
Rich Firkins, MAC  
Rex Schultrich, MAC  
Rex Schultrich Jr., MAC

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The Rules Committee agreed to the following proposals for 2006:

**1. Change Section 2.3 to read as follows:**

*2.3 A driver may enter an event once in a trophy class. A driver may enter an event twice. However, both entries shall be classed in Exhibition (X). A driver may not enter an event more than twice.*

Comments: A number of drivers have raised concerns about the competitive advantage provided by entering multiple cars in an event. However, completely eliminating multiple entries would create a significant financial burden for some clubs. The above language addresses both concerns, by only allowing one entry for trophy & points competitors, but allowing multiple entries for cars running in Exhibition class. This would also permit a driver looking purely for seat time to enter the same car twice – an option not available to drivers under the 2005 rules.

**2. Change Section 4.1 to read as follows:**

*4.1 All vehicles must pass a safety inspection prior to entering the event course. The entry fee will be refunded if a vehicle fails to pass this inspection. Car number and class designation shall be displayed legibly on both sides of the car. Car numbers shall be a minimum of 8 inches high. Class letters shall be a minimum of 4 inches high. The height of the class letters shall be between 25% and 75% of the number height. Class shall be represented by the upper case abbreviated form. Met Council Street Tire class shall be indicated by a "T" following the regular class letters.*

Comments: This change provides additional direction, with regards to class labeling.

**3. Change Section 4.2 to read as follows:**

*4.2 Safety helmets are required for all competitors. Helmets must be Snell "M" or "SA" approved, 2000 or newer.*

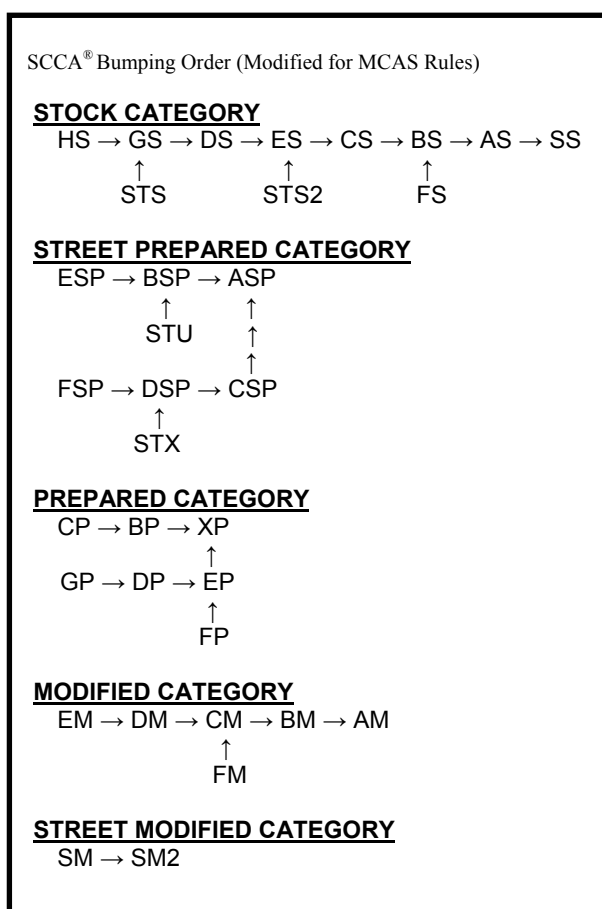
Comments: This change reflects the release of Snell 2005 helmets, and the requirements of some member clubs for 2000 or newer helmets. Don Gettinger has submitted a rules clarification request, to determine if "K" approved helmets are acceptable to NCCC rulesmakers or not. If NCCC allows K helmets, I can revise the rules with the additional designation.

**4. Add Section 8.1.3 to read as follows:**

*8.1.3 The following SCCA Supplemental Classes shall be offered for 2006: STS2, STU.*

Comments: Sufficient interest has been demonstrated in these two classes by Met Council members to warrant their inclusion on a trial basis for 2006. STU is a street tire class for high performance sedans, such as Mitsubishi Evo, Subaru STi and BMW M3. Allowed modifications are similar to those for STX. STS2 is a street tire class for smaller 2 seat cars, such as early Mazda Miata, Toyota MR2 (1st generation), and Honda CRX. Allowed modifications are similar Modifications similar to those for STS.

**5. Change Bumping Order chart in Section 8 to read as follows:**



Comments: Minor updates were made to address some class changes in Prepared and add Supplemental classes. Also, The SCCA is now showing Street Modified as it's own category.

**6. Add Section 8.2.7 to read as follows:**

*8.2.7 If the highest STREET MODIFIED class has only 1 or 2 entries: If there are at least 3 other STREET MODIFIED s, the winner must have fastest STREET MODIFIED time to trophy. If there are no other STREET MODIFIEDs, the winner must beat all STOCK, STREET PREPARED and PREPARED entries to trophy.*

Comments: This section was added to address the fact that Street Modified classes are now being treated a separate Category.

**7. Change Section 9.1 to read as follows:**

*9.1 Street Tire (T) Class: Available to all drivers in Stock, Street Prepared, Prepared, & Modified classes who choose to run on street tires, as defined below. Results shall be calculated according to the current PAX/RTP Index, as published by Chicago Region SCCA®.*

*9.1.1 T class will be available at all events. T is not involved in any bumping to other classes or categories, regardless of the number of T entrants. T entrants will not affect regular-class sizes or trophy calculations in any way. Street Touring (STS, STX, STS2, STU) class cars are not allowed to run in the T class.*

*9.1.2 Tires must be DOT and manufacturer approved for use on public roadways, and must have a minimum tread wear rating of 140. Any tires excluded in Section 14.3.C of the SCCA® Solo Rules are not eligible for T class. Vehicles shall meet all other applicable rules for their regular SCCA® Solo class.*

*9.1.3 T shall be treated as a regular class for the Met Council Autocross Series.*

Comments: Some minor changes were made to clean up this section. The class designation was changed from "ST" to "T", to more accurately reflect class labeling for cars. New SCCA Street Touring classes (STS2 and STU) were added to the list of excluded classes. Language was added referencing the SCCA tire exclusion list for Street Touring.

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These proposals will have to be voted on by each Met Council member club. Club representatives; please get these rule changes on your clubs' January agendas, so results may be reported at the February Met Council meeting.

Once Met Council Board voting is complete, the 2006 Rules will be published at:  
<http://www.met-council.org/rules.html>

Thanks for your participation!

Steve Garnjobst, Rules Chair  
Metropolitan Council of Sports Car Clubs