

SOLO EVENTS BOARD MINUTES

SEB MINUTES | April 23, 2008

The Solo Events Board met by conference call on April 23. Attending were SEB members Dave Whitworth, Tina Reeves, Jason Isley, Steve Wynveen, Erik Strelnieks, and Ron Bauer; Lisa Noble and RJ Gordy of the BOD; and Brian Harmer and Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2009.

GENERAL

- In conjunction with the previously published change proposals regarding wing area measurement (12.9), the following rule change proposals are submitted for member comment:

- Change 16.1.L. (SM/SM2) first paragraph, and Appendix A, Prepared Class X item 1.c. first two paragraphs, to:

"Aerodynamic Aids: Wings may be added, removed, or modified. Non OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 square feet as calculated per section 12.9. The number of wing elements is limited to 2."

- Change 14.2.F. ST wording to: "Surface area of all splitters, spoilers, and rear wing (see section 12.9) shall not exceed 5 square feet in sum total."

- The SEB has recommended to the BOD that Dave Newman be approved as the NE Division Solo Events Steward.
- The SEB has recommended the approval of John Scheier as RM Division Solo Safety Steward.

STREET TOURING

- The following set of rule change proposals is submitted per the STAC for member comment:

- Replace 14.12.7 with:

"Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and thickness) and made of ferrous material (e.g. iron). Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area, and comprise no more than 10% of that area.

Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard.

Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded to the axle/trailing arm/upright.

Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose."

- Also replace 14.6.A with:

"Cross-drilled and/or slotted brake rotors may be fitted (same size/type/material as standard) provided all such voids are within the disc area, and comprise no more than 10% of that area."

- The STAC is seeking member feedback on the following listing change proposal: Remove the Mazda RX-8 from the STX exclusion list (ref. 08-056).

STREET PREPARED

- The SPAC and SEB are seeking member input on each of the following class listing change proposals:

- Move from CSP to DSP:

- Dodge SRT-4 (ref. 08-014)

- Move from DSP to FSP:

- Dodge Neon, 2000-2005

- Dodge/Plymouth Neon, 1994-1999, SOHC

- Dodge/Plymouth Neon, 1994-1999, DOHC

- Add to FSP (ref. 08-011):

Toyota Corolla, AE86 RWD (all)

Toyota Corolla, AE92 FWD (all)

- Move from ASP to BSP:

BMW M3 (E46)

- Consolidate the last two lines of the C4 Corvette listings in BSP into one which would read:

“Corvette C4 (all, 84-96)” (ref. 07-431)

Note: This would permit update/backdate among all C4s including the ZR-1 version.

- Move from ASP to BSP:

Pontiac Solstice GXP and Saturn Sky Redline (ref. 08-084)

- The following rule change proposal is submitted for member comment:

Change 15.2.H to read:

“Airbags may be electronically disabled but not removed.”

- The SPAC is not at this time recommending any changes with regard to the SP classification of the Mitsubishi Evolution and Subaru WRX STI. It is the committee’s position that other recommended changes will help competitiveness for some of the other existing cars in BSP.

- The previously published rule change proposal concerning motor mounts (ref. 08-166) will be recommended to the BOD by the SEB.

PREPARED

- The PAC and SEB are requesting member feedback on the following change to the Appendix A listing for G Prepared. This list of vehicles and the allowances was developed from limited preparation (Level 2) vehicles listed in the GCR under GP and HP. The goal is make these cars less expensive and easier to prepare, but allow them to be fully competitive with the cars currently in G Prepared.

The following vehicles will be classed in GP effective January 2009 with the vehicle preparation allowances as listed below. The listed allowances supersede the Section 17 rules where applicable.

<u>Make</u>	<u>Model</u>	<u>Disp. (cc)</u>	<u>Solo GP Min. Weight</u>	<u>Wheels</u>	<u>Max. Valve Size (I/E)</u>	<u>Induction</u>
<u>Fiat</u>	124 Sport Coupe	1592/1608	1590/1610	13x6.5	1.64/1.43	(1) 40 DCNF w/32mm chokes
<u>Ford</u>	Festiva(78-80)	1598	1600	13x7	1.41/1.24	(1) 40 DCN, (1) 40 DCNF, (1) 40 IDF
	Festiva(88-93)	1324	1325	13x7	1.26/1.10	Fuel Inj or Carb
<u>Honda</u>	Civic/SI (84-87)	1488	1490	13x6	1.07/1.30	Fuel Inj or Carb
	Civic/1.5 (88-91)	1493	1495	13x6	1.14/0.98	Fuel Inj
	CRX/SI (84-87)	1488	1490	13x6	1.07/1.30	Fuel Inj or Carb
	CRX/1.5 (88-91)	1493	1495	13x6	1.14/0.98	Fuel Inj
<u>Nissan/Datsun</u>	210 (79-82)	1397/1488	1400/1490	13x6	1.46/1.18, 1.38/1.18	(1) 40 DCNF,DCN,IDF, 28mm chokes
	PL510	1595	1595	13x7	1.65/1.30	(1) 40 DCN or DCNF, 32mm chokes or (1) 36mm DCNVH
<u>Porsche</u>	914-4	1795	1795	15x7	1.61/1.34	Fuel Inj
<u>Renault</u>	Alliance/Encore 1.7 (84-87)	1721	1720	15X7	1.50/1.28	Fuel Inj
<u>Suzuki</u>	Swift GA 1.3 (89-94)	1298	1300	13x7	1.42/1.18	Fuel Inj
<u>Volkswagen</u>	Golf (GTI, GT, GL)	1780	1780	15x7	1.57/1.30	Fuel Inj
	Jetta (85-91)	1780	1780	15x7	1.57/1.30	Fuel Inj
	Rabbit 81-84	1715	1715	14x7	1.34/1.22	Fuel Inj
	Rabbit GTI 8V 83-84	1780	1780	15x7	1.57/1.30	Fuel Inj
	Rabbit 1588	1588	1590	13x7	1.34/1.22	(1) 40 DCN, DCNF, Fuel Inj, w/32mm chokes
	Scirocco 81-84	1715	1715	14x7	1.34/1.22	Fuel Inj
	Scirocco 8V 83-88	1780	1780	14x7	1.57/1.30	Fuel Inj
	Scirocco 1457/1471	1471/1457	1470/1460	13x7	1.34/1.22	(1) 40 DCN, DCNF, IDF w/32mm chokes or Fuel Inj
	Scirocco 1588	1588	1590	13x7	1.34/1.22	(1) 40 DCN, DCNF, or Fuel Inj, 32mm chokes

<u>Make</u>	<u>Model</u>		<u>Max. track F/R</u>
<u>Fiat</u>	124 Sport Coupe	Comp. Ratio limited to 11.0, valve lift to .425"	56.7/55.4
<u>Ford</u>	Festiva(78-80)	Comp. Ratio limited to 11.0, valve lift to .450"	56.0/55.5
	Festiva(88-93)	Comp. Ratio limited to 10.5, valve lift to .450"	60.1/59.5
<u>Honda</u>	Civic/SI (84-87)	Comp. Ratio limited to 11.0, valve lift to .390"	58.8/59.1
	Civic/1.5 (88-91)	Comp. Ratio limited to 11.0, valve lift to .390"	59.8/60.0
	CRX/SI (84-87)	Comp. Ratio limited to 11.0, valve lift to .390"	58.8/59.1
	CRX/1.5 (88-91)	Comp. Ratio limited to 11.0, valve lift to .390"	59.8/60.0
<u>Nissan/Datsun</u>	210 (79-82)	Comp. Ratio limited to 10.5, valve lift to .450", Alt. Diff assembly H165	56.0/54.7
	PL510	Comp. Ratio limited to 12.0, valve lift to .450"	54.5/54.5
<u>Porsche</u>	914-4	Comp. Ratio limited to 10.5, valve lift to .420" Cyl. barrels of alt. Mat. allowed	56.5/58.2
<u>Renault</u>	Alliance/Encore 1.7 (84-87)	Comp. Ratio limited to 10.5, valve lift to .450"	58.7/56.3
<u>Suzuki</u>	Swift GA 1.3 (89-94)	Comp. Ratio limited to 11.0, valve lift to .450"	58.4/57.4
<u>Volkswagen</u>	Golf (GTI, GT, GL)	Comp. Ratio limited to 11.5, valve lift to .420"	58.8/58.2
	Jetta (85-91)	Comp. Ratio limited to 11.5, valve lift to .420"	58.8/58.2
	Rabbit 81-84	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2
	Rabbit GTI 8V 83-84	Comp. Ratio limited to 12.0, valve lift to .420"	58.9/57.2
	Rabbit 1588	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2
	Scirocco 81-84	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2
	Scirocco 8V 83-88	Comp. Ratio limited to 12.0, valve lift to .420"	58.9/57.2
	Scirocco 1457/1471	Comp. Ratio limited to 11.0, valve lift to .450" only 1457 may use Fuel Inj	58.9/57.2
	Scirocco 1588	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2

1. Drivetrain Component Modification

A. General

1. Stock and permitted alternate components of the drivetrain can be modified by any mechanical or chemical means. Modification of a drive train component does not permit relocation of that component.
2. No material or mechanical extension can be added to any stock or alternate component unless specifically authorized by these rules. Repairs to a stock or alternate component are permitted provided the repair serves no prohibited function.
3. Stock and permitted alternate components of the drivetrain can have thermal barrier and friction altering coatings applied.

B. Induction System

1. All inducted air must pass through the venturi(s) of the carburetor(s). All single-carbureted cars may fit a permitted optional carburetor. Permitted optional carburetors are:
 - a. Weber 32 DGV/DGAV/DGEV
 - b. Weber 32/36 DGV/DGAV/DGEV
 - c. Weber 32/36 DFV/DFAV/DFEV
 - d. Weber 34 DAT/DATR/DATRA/DMTR
 - e. Holley-Weber 5200

The stock or permitted alternate carburetor must not be modified. Carburetor jets needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock.
2. Stock or permitted alternate sidedraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor(s) orientation. The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.
3. Stock or permitted alternate downdraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot change the carburetor(s) orientation. Adaptors and spacers can have a bore larger than the throttle bore of the stock or permitted alternate carburetor(s). The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25". For the purpose of these rules an isolator is a spacer.
4. Fuel Injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. The inside dimensions of the throttle body casting/housing and all dimensions of the throttle butterfly must remain stock. The throttle butterfly shaft must not be relocated. The outside diameter of the portion of the throttle butterfly shaft located in the throttle body bore must be no smaller than stock. The contour of the interface between the throttle butterfly shaft and the butterfly must remain stock. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain stock. The mounting position and injection point must be stock. The original type of fuel injection must be maintained (electronic, mechanical, electro-mechanical). In all other respects the fuel injection system is unrestricted.
5. All carburetors must retain the stock method of fuel distribution. Utilization or modification of a carburetor's components to effect an annular discharge configuration is prohibited.
6. The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified.

C. Cylinder head

The Cylinder Head can only be modified as follows:

1. To install an alternate camshaft, and/or adjustable cam gears.
2. To port match on the port mating surface to a depth of no more than one inch.
3. To facilitate the installation of permitted alternate components, provided the modification serves no other function.
4. To achieve the maximum specified compression ratio by the machining of the deck surface.
5. To completely plug the holes resulting from the removal of EGR valves and air nozzles. The plugs must serve no other purpose.

6. To completely plug the stock fuel injection ports in the cylinder head, if the stock fuel injection is removed and carburetors are utilized. The plugs must serve no other purpose.
7. To utilize O-rings to replace or supplement a cylinder head gasket.
8. To fit valve seats. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.

D. Camshaft and Valve Gear

1. Camshafts are unrestricted. Any lifters, tappets/cam followers of the same type and diameter as stock are permitted. The interchange of hydraulic and solid lifters is permitted.
2. Camshaft timing chains, gears, belts, and sprockets are unrestricted provided that they are of the same type, and outside diameter as fitted stock. Single row or double row timing chains can be used. Adjustable timing gears are permitted.
3. A timing chain/belt tensioner can be added to an engine where a tensioner is not fitted as stock, provided that it acts upon the portion of the chain/belt that travels from the final cam sprocket/gear to the crankshaft. The timing belt cover can be removed.
4. Any ferrous (including stainless steel) material valves meeting the specified head and stock stem diameter can be used. Any ferrous valve springs of the same type as stock, can be used. Valve retainers, Spring retainers, lash Pads, valve keepers, seals and adjustment shims are unrestricted.
5. Pushrods are unrestricted. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. Valve rocker arms, cam followers, rocker ratios and rocker/follower ratios must be stock.
6. Valve guide material is unrestricted, but must have stock external dimensions.
7. Where maximum valve lift is specified, valve lift is measured at the valve with zero lash or clearance.

E. Block and Cylinders

1. The block can be re-bored no more than 1.2mm (.0472 in) larger than the maximum dimension given on the specification line for that make, model, and displacement. A cylinder block from any model from the same manufacturer, which is of the same material and dimensionally identical throughout, except for non-critical bosses, is permitted. Oil passages can be re-routed, enlarged, restricted or plugged.
2. Cylinders or cylinder sleeves of any material can be fitted to the block.
3. Crankshaft main bearing caps and main bearing cap bolts are unrestricted.
4. The block can be machined to utilize o-rings to replace or supplement a cylinder head gasket.
5. Crankshaft oil seal(s) are unrestricted.

F. Pistons and Connecting Rods

1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons must be constructed of metal.
2. Stock connecting rods are required, but can be lightened and balanced.
3. Connecting rod bolts and nuts are unrestricted.

G. Crankshaft and Flywheel

1. Stock crankshafts are required. The Crankshaft can be lightened and balanced. Journal diameters can be a maximum undersize of 0.045 from stock diameter.
2. The direction of the crankshaft rotation must remain stock.
3. The use of any external crankshaft vibration dampener is permitted.
4. Any flywheel of stock diameter or larger can be used, provided it attaches to the standard or permitted alternate crankshaft at the stock location. Additional fasteners can be used. The diameter of the flywheel includes the diameter of the starter ring. Cars that are permitted a specific alternate transmission on the specification line can use a flywheel of stock diameter or larger for that alternate transmission.
5. Clutch assemblies, clutch linkage and release bearings are unrestricted. Carbon clutch components are prohibited.

H. Oiling System

1. Any mechanically driven oil pump can be used. Chassis components can be modified to allow installation of the oil pump. Dry sump systems are prohibited.
2. The Oil pan/sump, scraper(s), baffle(s), windage tray(s), oil pickup(s), pressure accumulator(s) and oil filter(s) are unrestricted. The filter(s) and pressure accumulator(s) must be securely mounted within the bodywork. Oil lines are unrestricted. Oil Lines can pass through the driver/passenger compartment.

3. Breather vents are unrestricted.
4. No part of the oiling system can be connected to the exhaust system.

I. Exhaust System

1. The exhaust header and exhaust system is unrestricted. Floor pans can be altered only to recess mufflers. No modifications can be made to the bodywork to fit any other part of the exhaust system.

J. Other Engine Components

1. The use of alternate engine components which are normally expendable and considered replacement parts, such as fasteners, gaskets, seals, bearings, water pumps, etc., is permitted. Electrically driven water pumps are prohibited.
2. Bushings can be installed where none are fitted as stock, provided they are concentric, and that the centerline of the bushed part is not changed.
3. The addition of alignment aides, such as dowels, bolts or keys can be added to engine components.
4. Other than the limitations in 9.1.5.E.1.f.2, engine drive pulleys are unrestricted.
5. Engine steady bars are unrestricted.
6. Engine mounts of alternate design and/or material can be used, but there can be no change to the engine's fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. Engine mounts must attach to the engine in their stock location.

K. Transmission

1. The Transmission is unrestricted, providing that it is fit in the same basic location as stock. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gearshift mechanism is prohibited.
2. All transmissions must have a reverse gear that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver-operated device for locking out the reverse gear can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.
3. Shift linkage is unrestricted. The shift linkage opening in the transmission tunnel or tunnel cover can be modified to allow the installation of the alternate shift linkage.
4. The transmission tunnel and tunnel cover can be altered to allow the installation of an alternate transmission and/or drive shaft. Cars equipped with a removable transmission tunnel cover as stock, can substitute the stock transmission tunnel cover with one of an alternate material.
5. There is no weight penalty for the use of a stock transmission utilizing stock case, gear ratios and synchromesh style gear engagement. An alternate transmission that uses stock type, circular, beveled synchronizers, imposes a 2.5% weight penalty. An alternate transmission that uses a gear engagement mechanism different than stock type, circular, beveled synchronizers imposes a 5% weight penalty.

L. Final Drive

1. Drive shaft(s) are unrestricted.
2. Final drive ratio is unrestricted.
3. Internal differential components are unrestricted. Electric control of the differential is prohibited.
4. Substitution of the differential housing is only permitted on front engine/front drive or rear engine/rear drive cars through the use of an alternate transaxle
5. Axle shafts, bearings, bearing carriers, hubs, and universal joints/CV joints are unrestricted.
6. Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components.

2. Suspension and Steering

A. Ride height is unrestricted.

B. Suspension Components

1. Suspension control arms are unrestricted, provided the quantity of these items remains as stock.
2. Suspension bushings, bearings and ball joints are unrestricted.
3. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices can be welded or bolted

to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.

4. When a car's anti-roll bar also acts as a suspension locating device, the bars attachment points and pivot points on the chassis and suspension control arms must remain in the stock location.
5. Bump stops and bracketry are unrestricted.

C. Suspension Mounting Points

1. Cars equipped with a McPherson strut/Chapman strut suspension can adjust camber and caster at the upper strut mounting point. The upper strut mounting point must remain on stock chassis structure. Slotted adjusting plates at the upper mounting point are permitted. The slotted plates must be located on the stock chassis structure. Material can be removed or added to the top of the strut tower to facilitate installation of the slotted adjuster plate, provided it serves no other purpose.
2. All forms of suspension can adjust camber and caster by the use of shims.
3. Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment.
4. Suspension cross member/sub frame mounting bushing material is unrestricted.
5. Suspension pickup/pivot axis points can be reinforced but must remain in the stock location.

D. Springs and Shock Absorbers

1. Any springs or torsion bars can be used, provided the quantity and type of these items remains as stock. Springs and torsion bars must be installed in the stock location using the stock system of attachment. The use of tender springs is permitted, provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.
2. Shock absorbers are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted stock. Shock absorbers must be installed in the stock location using the stock system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.
3. MacPherson/Chapman struts must be installed in the stock location using the stock system of attachment. Remote reservoir strut dampeners are permitted. The mounting of the remote reservoir of a remote reservoir MacPherson/Chapman strut is unrestricted. No MacPherson/Chapman strut can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.
4. MacPherson/Chapman strut:
 - A. MacPherson/Chapman strut suspensions that are a two-piece spindle/bearing carrier and bolt on damper design, can replace the bolt on damper portion of the MacPherson/Chapman strut with any replacement damper.
 - B. MacPherson/Chapman strut suspensions that are a one-piece spindle/bearing carrier and strut tube design, can modify the stock strut tube in order to fit a replacement damper, coil spring and perch. The spindle/bearing carrier portion of the strut can be modified in order to fit an alternate strut tube and any replacement damper. One-piece design MacPherson/Chapman strut suspensions can gusset between the tube and spindle/bearing carrier portion of the strut for the sole purpose of strengthening the strut tube.
 - C. MacPherson/Chapman strut suspensions that are a one-piece spindle/bearing carrier and strut tube design that also incorporates an integral steering arm must retain the stock steering arm in its stock location.
 - D. MacPherson/Chapman struts that are a bearing carrier, cannot modify or replace the bearing carrier under the unrestricted bearing carrier rule in section 9.1.5.E.2.o.5.
5. All types of suspensions can modify the brake caliper mounting portion of the spindle/bearing carrier, if necessary to fit an approved alternate brake caliper.
6. Shackles or spacers/lowering blocks can be used with leaf springs to adjust ride height.
7. Spacers and threaded sleeves with adjustable spring seats can be used with coil springs. Coil-over threaded body shocks/struts are permitted if coil-over shocks/struts were fitted as stock.
8. Bump stops are unrestricted.

E. Steering

1. Steering system components can be reinforced by the addition of material and/or the addition of support to the stock component.
2. Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains.
3. The outer tie rod end can be replaced by a rod end. The rod end can be coupled to the steering system by a rod or

threaded tube of unrestricted origin and material. The tapered hole in the steering arm on the outboard side of the tie rod (rod end) can be drilled or reamed to allow a bolt to be used to retain the rod end to the steering arm. The rod end can be moved up or down by the installation of spacers for the sole purpose of reducing bump steer.

4. The steering column is unrestricted. A collapsible type steering column is strongly recommended. The driver's normal seated position must not be relocated.
5. Cars equipped with power steering as standard equipment can modify, substitute, disable and/or remove the power pump, related hoses and mounting brackets..

3. Brakes

- A. Stock calipers must be retained. Cars fitted with integral hat brake rotors can convert to a two piece design hat and brake rotor. The alternate design hat must be made of ferrous or aluminum material. Alternate discs can be used, but must be made of ferrous material. Alternate drums can be used, but must be made of a ferrous or aluminum material. Alternate discs and drums must be the stock diameter, width and design. Brake rotors can not be cross drilled or slotted unless fitted as stock.
- B. Cars fitted with rear drum brakes, can convert to rear disc brakes. When converting from rear drum brakes to rear disc brakes:
 1. Rear brake rotors can be no larger in diameter than the largest permitted front brake rotor. Rear brake rotors must be solid and made of a ferrous material. Rear brake rotors can not be cross drilled or slotted.
 2. Rear brake rotor hats can be made of a ferrous or aluminum material.
 3. Rear calipers and mounting brackets are unrestricted but must be made of a ferrous or aluminum material. The standard and alternate brake listings on a vehicle's specification line, does not prohibit a car that was fitted with rear drum brakes as stock from converting to rear disc brakes under this rule.
- C. Dual braking systems are required. Any dual brake master cylinder(s) and pedal assembly can be fitted. Pressure equalizing and proportioning valve devices are unrestricted.
- D. Servo assists are unrestricted.
- E. Drum brake wheel cylinders are unrestricted.
- F. Brake pads and brake linings are unrestricted.
- G. Brake lines are unrestricted.
- H. The hand brake and its operating mechanism can be removed.
- I. Brake Ducting
 1. Brake air ducts can be fitted.
 2. The front brake duct inlet(s) must not extend to the side beyond the centerlines of the front wheels, or forward of the forward most part of the front of the body or front air dam.
 3. Rear brake duct inlet(s) must face forward, they must be located no more than 24" forward of the rear axle centerline and must not extend to the side beyond the centerlines of the rear wheels.
 4. Backing plates and dust shields are unrestricted."

F125 / FORMULA JUNIOR

- After reviewing feedback the KAC has recommended that the SEB proceed with the previously published changes to Section 19.1.D.1.f.2 (specifying a 20-lb weight penalty instead of 30 lbs for non-OE ignition) and Section 19.1.D.2 (specifying a 35-lb weight penalty for ICC motors).
- The KAC is submitting the following rule change proposals for member feedback:
 - Add to approved engines for FJA, Rotax Minimax (13.5 HP).
 - Add to approved engines for FJB, Rotax Micromax (6.7 HP).

SOLO TRIALS

Proposed Changes to Appendix D – Solo Trials Rules

Multiple Purposes: Taking into consideration the history of this program and to 1) bring these rules more in line with Solo requirements and expectations, 2) reduce the need for non-regional oversight, and 3) eliminate references to the **requirements** of the GCR that are in excess of what is needed in this program, the following changes are recommended for 2009.

Section II – Concept

Add a new 1st and 2nd sentence:

“The Solo Trials Rules specified within this Appendix are an extension of the Solo Rules. They are exception or additions to those rules and as such, if a subject matter is not specific herein, the Solo Rules governing that matter shall also govern a Solo Trials event.”

Section III – Procedure for SCCA Sanction

Eliminate “numbers”; change 1st sentence of current #1 to read:

“Submit to the National Office an event site approval *and request for sanction* which includes...”

Add:

“All new sites are required to have an inspection to determine suitability for this program. Prior approved sites do not need any subsequent inspections as long as there have been no changes to the surface or other safety-related criteria has changed since the initial inspection. Sanction will be ranted after successful completion of course site inspection.”

Delete paragraph #2.

Section VI – Event Officials

Change 1st and 2nd sentences to read:

“The Chief Steward and Safety Steward shall be appointed by the Solo Chairman of the host Region but may be subject to review by the DSS and/or the DSSS if there is a need. All other officials may be appointed by the host Region without review.”

Section X – Vehicle Safety Equipment Requirements

Change X.b. to read:

“All drivers in SCCA-sanctioned Solo Trials events in which a roll bar or roll cage is installed shall utilize either a five-, six-, or seven-point restraint harness meeting the following specifications. A 7-point restraint harness is recommended. Arm restraints are required on all open cars including open targa-tops, sunroofs, and T-tops. The restraint system installation is subject to approval by the Chief Technical and Safety Inspector.

- A. A 5-point system for use in automobiles where the driver is seated in an upright position consists of:
 - A 3-inch seat belt or an FIA or SFI 16.5 certified 2-inch seat belt.
 - An approximately 3-inch shoulder harnesses or FIA or SFI 16.5 certified 2-inch shoulder harnesses only if the HANS Device is used by the driver. Should the driver at anytime not utilize the HANS Device, 3-inch shoulder harnesses are required.
 - An approximately 2-inch anti-submarine strap.

A 5-point harness is considered a minimum restraint system. 6- or 7-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

- B. A 6- or 7-point system recommended for use in all automobiles consists of:
 - A 3-inch seat belt or an FIA or SFI certified 2-inch seat belt.
 - An approximately 3-inch shoulder harness or FIA or SFI 16.5 certified 2-inch shoulder harness only if the HANS Device is used by the driver. Should the driver at anytime not utilize the HANS Device, 3-inch harnesses are required.
 - 2 or 3 approximately 2-inch leg or anti-submarine straps.
- C. The shoulder harnesses shall be the over-the-shoulder type. There shall be a single release common to the seat belt and shoulder harnesses. When mounting belts and harnesses, it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident.

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

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

- D. The single anti-submarine strap of the 5-point system shall be attached to the floor structure and have a metal-to-metal connection with the single release common to the seat belt and shoulder harnesses.
- E. The double lag straps of the 6- or 7-point system may be attached to the floor as above for the 5-point system or be attached to the seat belt so that the driver sits on them, passing up between his/her legs and attaching either to the single release common to the seat belt and shoulder harnesses or attaching

to the shoulder harness straps. It is also permissible for the let straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his/her legs to the seat belt release or shoulder harness straps.

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

- F. Each seat belt and shoulder strap of the harness (5-, 6-, or 7-point) shall have an individual mounting point (i.e., 2 for each seat belt and 2 for each shoulder strap minimum). 6- or 7-point system anti-submarine straps may share a mounting point with one or both seat belts. The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belts, shoulder harnesses, and anti-submarine straps should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.
- G. Unless specifically mentioned herein, compliance with all driver restraint systems that comply with SFI 16.1, SFI 16.5, or FIA 8853/98 is highly recommended.
- H. Harness threading must be assembled in accordance with the manufacturer's instructions.

Tech Inspectors are cautioned to inspect all belts and harnesses for wear, looking for abrasions, rips, tears, or other issues which would make a belt/harness of questionable value for its intended purpose. Vehicles with such issues will be prohibited from these events."

Change X.3.c. to read:

"A hand-held fire extinguisher adhering to the following standards is highly recommended.

- a. Halon 1301 or 1211; 2-pound minimum capacity by weight.
- b. Dry chemical; 2-pound minimum with a positive indicator showing charge. Chemical: 10BC UL rated – potassium bicarbonate (Purple K) recommended; 1A-10BC UL rated multipurpose – ammonium phosphate and barium sulfate or Monnex.
- c. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick-release type."

Change X.4. to read:

"125cc shifter karts are permitted with the appropriate driver safety gear as specified in the Solo Rules. However, depending upon surface irregularities of the site, the DSSS may prohibit these karts. Junior karts are not permitted."

NOT RECOMMENDED

- Stock: Move 1993-95 RX-7 from SS to AS (ref. 08-247)
- ST: Remove the BMW M3 (E36) exclusion from STX (ref. 08-120, 08-212)
- ST: Factory fog light removal (ref. 08-100, 08-101)
- ST: Emissions rule change (ref. 08-124)
- SP: Roll bars (ref. 08-108)
- SP: Weight limits (ref. 08-109)
- SP: Bushing materials (ref. 08-168)

REFERRED TO COMMITTEE FOR FOLLOWUP

- SAC: Scion xB, Nissan Versa, SSF ratings

TECH BULLETINS

1. Stock: Per the SAC, the Lotus Sport Suspension (currently known as the Sport Pack) is a factory option package for the Lotus Elise which is eligible for Stock category competition. It should not be confused with the 2006 Lotus Sport Elise, which is a limited-production model (50 cars) developed by Lotus Sport (a division of Lotus Cars which develops high performance upgrade components for Lotus vehicles).

Note: This will be added to Appendix F, and a reference to it will accompany the Appendix A Elise listing in Stock.

2. Stock: The following models are added to the Stock exclusion list:

Lotus Elise Supercharged ('08+)

Dodge Viper ('08+)

Comment: The SAC wishes to maintain the status quo in SS at this time. The SAC will propose multiple options to bring these cars into SS in 2009.

3. Stock: The following new listings, recommended by the SAC and effective immediately upon publication, are added to the Stock classes as noted:

BMW M3 (E90) SS

BMW 335 Xi FS

Lexus IS-F SS

4. Street Prepared: Per the SPAC the following new listings, effective immediately upon publication, are added in Appendix A:

BMW 335, 328 ('06+) BSP

BMW 135, 128 ('08+) BSP

5. Street Prepared: Per the SPAC, the listing for the M-Technic in BSP is invalid and will be removed (ref. 08-243).

Comment: Careful research has shown that the "M-Technic" listing is erroneous; "M-Technic" was simply an appearance package including the "M" appearance items.