

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Sept. 23, 2009

The Solo Events Board met by conference call September 23. Attending were SEB members Dave Feighner, Tina Reeves, Donnie Barnes, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Robin Langlotz of the BOD; Doug Gill and Brian Harmer 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 1/1/2011.

Comments regarding items published herein should be directed to seb@scca.com.

GENERAL

- An opening is anticipated on the SEB for 2010. Interested members should submit their qualifications in writing to the SEB and BOD via the National Office.

RECOMMENDED TO THE BOD

- The following General items effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 1)** Change the second paragraph of 3.1 to read as follows: "Models and option packages designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed model or option package is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication."
 - **ITEM 2)** Change the second sentence of 3.3.2 to read as follows: "A roll bar meeting the requirements of Appendix C, or a roll cage meeting the requirements of Section 9.4 of the GCR, is required in all non-production vehicles in A, B, C, and F Modified, and in all open cars using non-DOT tires in the Prepared Category and in D and E Modified."
 - **ITEM 3)** Change the last sentence of the first paragraph of 3.3.2 to read as follows: "For open cars using DOT tires, the roll bar height may be reduced from Appendix C or GCR Section 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top."
 - **ITEM 4)** Remove the last two sentences of 12.9 (Wing Area Computation).
 - **ITEM 5)** Add new subsection 12.10 as follows and renumber subsequent sections accordingly:
 - "12.10 Canard
 - A three-dimensional attachment to the front fascia with air passing over the top and bottom surfaces, which is intended to provide aerodynamic downforce to the front of the vehicle. Unlike a wing, one edge must be flush to the attachment surface. No portion of a canard may extend vertically above the front fascia/bodywork."
 - **ITEM 6)** Change the last sentence of Appendix C, subsection A.2, to read as follows: "In a closed car, or an open car with a removable OE hardtop, which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."
- The following previously-published Safety items, effective 1/1/2010, are being recommended to the BOD:
 - **ITEM 7)** In 2.2.M, change the third sentence to read: "...such minimum viewing distances may not be less than 100 feet from the course edge in unprotected areas..."
 - **ITEM 8)** Change the first sentence of 4.3.1 to read: "Helmets meeting one of the following standards must be worn while on course: Snell 2010, 2005, or 2000 (SA, K, or M); SFI standards 31.1, 31.1A, 31.2A, 41.1, 41.1A, or 41.2A; British spec BS6658-85 Type A/FR."
- The following previously-published items pertaining to the Stock category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 9)** Add to section 13.0, at the end of the first paragraph: "A Canadian-market vehicle is legal for Stock competition if it is identical to the US counterpart except for comfort and convenience modifications allowed in 13.2.A."
 - **ITEM 10)** Add new second paragraph to 13.0: "A car will remain eligible for Divisional, National Tour, and National Championship events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the Stock classes."
- Also add in Appendix A, to the abbreviations: "R – Regional Competition Only"
- **ITEM 11)** Revise 13.2.I to read: "Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two attachment points and is bolted at those locations. A "C" type harness bar may also be used. It may have four bolted attachment points (two primary, and two supporting connections to resist rotation.) Truss type harness bars are not allowed."

- **ITEM 12)** Change 13.2.J to read: "Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie-down and cosmetic pieces (e.g. diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration."
- **ITEM 13)** Move models currently in BS into CS, merging the two classes. Move models currently in AS into BS. Move various models into AS. The results of this group of changes will be as follows:

Move from SS to AS:

BMW
 M3 ('08-'10)
 Z4 M Coupe/Roadster ('06-'08)
 Chevrolet
 Corvette ('97-'04, C5 chassis, non-Z06)
 Lexus
 IS-F ('08-'10)
 Lotus
 Esprit Turbo ('96-'04)
 Mazda
 RX-7 ('93-'95)
 Mercedes
 C63 AMG
 Porsche
 911 ('98-'04, 996 chassis)
 Boxster S ('05-'08)
 Cayman S ('05-'08)

Move from AS to BS:

Acura
 NSX
 Audi
 RS4
 RS6
 S5 ('08-'10)
 BMW
 M Coupe/Roadster ('01-'05)
 M3 (E46 chassis)
 M5 ('04-'10)
 Z4 Coupe/Roadster ('06-'09, non-M)
 Chevrolet
 Corvette (C4 chassis, all)
 Chrysler
 Crossfire SRT-6
 DeTomaso
 Pantera
 Mangusta
 Ford
 Mustang Shelby GT500
 Mustang GT500 ('10)
 Honda
 S2000 (all)
 Jaguar
 XKR Coupe
 Maserati
 Gran Sport, Spyder, Coupe ('02-'10)
 Mercedes
 C32 AMG
 SLK32 AMG
 SLK350
 SLK55, CLK55
 Mitsubishi
 Lancer Evolution (all)
 Pontiac
 Solstice GXP
 Porsche
 911 ('95-'98, 993 chassis, non-turbo)
 Boxster ('05-'08, non-S)
 Cayman ('05-'08, non-S)

Saleen
 Mustang (normally aspirated)
 Saturn
 Sky Redline
 Shelby
 Cobra
 Subaru
 Impreza WRX STI
 Toyota
 Supra Turbo ('93½ -'98)

Move from AS to CS:

Porsche
 Boxster ('97-'04, 986 chassis)
 Boxster S ('00-'04, 986 chassis)

Move from BS to CS:

BMW
 M Coupe/Roadster ('96-'00)
 M3 (E30 chassis, E36 chassis)
 Z3 (6-cyl) NOC
 Chrysler
 Prowler
 Ferrari
 308, 328
 Jaguar
 XKE
 Lotus
 Elan (RWD)
 Esprit (non-turbo)
 Europa
 Maserati
 BiTurbo
 Mazda
 RX-7 Turbo ('87-'91)
 RX-8
 Mercedes
 SLK
 Morgan
 Plus 8
 MINI
 Cooper S JCW ('06-'10)
 Clubman S JCW ('09-'10)

Nissan
 300ZX Turbo ('90-'96)
 350Z (all)

Plymouth
 Prowler
 Pontiac
 Solstice (non-GXP)

Porsche
 911 (non-turbo) NOC
 911 Club Sport
 914-6
 928
 Carrera 2, Carrera 4 (964 chassis)
 356 Carrera (4-cam)

Toyota
 MR2 Turbo

- **ITEM 14)** Move from FS to DS: BMW 335i
- **ITEM 15)** Move from GS to DS: Mini Cooper S
- **ITEM 16)** Move from GS to HS: Acura Integra ('90-'01) NOC
- **ITEM 17)** Move from GS to HS: Ford Focus SVT
- **ITEM 18)** Change the GS listing "Acura Integra" to: "Integra GS-R ('92-'01)

- The following previously-published items pertaining to the Street Touring category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 19)** Add a new subsection 14.2.H as follows (ref. 08-535):

“H. Longitudinal (fore-aft) subframe connectors (“SFCs”) are permitted with the following restrictions:

 1. *They must only connect previously unconnected boxed frame rails on unibody vehicles.*
 2. *Each SFC must attach at no more than three points on the unibody (e.g. front, rear, and one point in between such as a seat mount brace or rocker box brace).*
 3. *SFCs must be bolted in place and not welded.*
 4. *No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.*
 5. *No cross-car/lateral/triangulated connections directly between the driver’s side and passenger’s side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.*
 6. *SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.”*
 - **ITEM 20)** Change the first sentence of 14.2.G to read: *“Strut bars may be added, removed, modified, or substituted with all types of suspension.”*
 - **ITEM 21)** Add to 14.6.E, after the fifth sentence: *“A functioning emergency brake, of the same type, operation and actuation as OE, must be present.”* Also revise the 7th sentence of 14.6.E to read: *“Such conversions must be bolted, not welded, to the axle/trailing arm/upright, and must include an integral, redundant emergency brake.”*
 - **ITEM 22)** Add to the end of 14.10.F.1 as follows: *“Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.”*
 - **ITEM 23)** Change subsection 14.10.I to read as follows: *“Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.”*
 - **ITEM 24)** Add new subsection 14.11, as follows:

“14.11 OUT OF PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g. superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.” (ref. 08-603)
 - **ITEM 25)** In Appendix A, add under “Excluded” for ST, STX, STU, and STS: *“All vehicles with pure electric or hybrid electric drivetrains.”*
- The following previously-published items pertaining to the Street Prepared category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 26)** Change the 4th sentence of 15.1.C to read as follows: *“The updating and/or backdating of engines, transmissions, transaxles, or unibodies must be done as a unit; component parts and specifications of these units may not be interchanged.”*
 - **ITEM 27)** Change the first sentence of 15.2.C to read: *“Strut bars may be added, removed, modified, or substituted with all types of suspension.”*
 - **ITEM 28)** Replace the first four sentences of 15.2.C with: *“Transverse members known as strut bars and suspension braces are permitted. They must be bolted on. Strut bars must be attached to the strut/shock tower. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis. Except for standard parts, no connections to other components are permitted.”*
 - **ITEM 29)** Change the first sentence of 15.10 to read: *“Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of 13.10 as specified herein.”*
 - **ITEM 30)** Add new subsection 15.10.BB as follows: *“Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.”* (ref. 09-121)

- **ITEM 31)** Change the Subaru WRX STI listings in BSP to read as follows:
 - Subaru
 - WRX STI ('04-'07)
 - WRX and STI ('08-'10)
- **ITEM 32)** Move the Subaru WRX non-STi ('08-'09) from ESP to BSP onto the same line as the '08-'09 WRX STi and the '09 Impreza GT.
- **ITEM 33)** Add to CSP: Toyota MR2 Spyder ('00-'05)
- **ITEM 34)** Move from CSP to DSP: Acura RSX.
- **ITEM 35)** Delete current listings in DSP:
 - Toyota Matrix
 - Pontiac Vibe
 - Add new listings in DSP:
 - Pontiac/Toyota
 - Matrix XRS ('03-'06), Corolla XRS (05-06), Vibe GT ('03-'06)
 - Matrix/Vibe AWD ('03-'08)
 - Add new listings in FSP:
 - Pontiac/Toyota
 - Matrix/Corolla/Vibe ('03-'08) NOC
- **ITEM 36)** Delete from DSP:
 - Honda
 - Civic SOHC, VTEC ('92-'95)
 - Civic VTEC, SOHC ('96+)
 - Del Sol ('93-'97)
 - Add in DSP:
 - Honda
 - Del Sol ('94-'96) DOHC
 - Civic Si ('99-'00)
 - Civic Si ('02-'05)
 - Civic Si ('06-'09)
 - Delete from FSP:
 - Honda
 - Civic ('92-'95) NOC
 - Civic ('96+) NOC
 - Civic non-Si ('96-'00)
 - Add in FSP:
 - Honda
 - Civic ('96-'00) NOC
 - Civic ('92-'95) all, del Sol ('92-'96) NOC
 - Civic ('01-'05) NOC
 - Civic ('06-'09) NOC
 - **ITEM 37)** Move from DSP to FSP, Saturn 16V models as follows (ref. 09-532):
 - Saturn
 - S-series('91-'95)
 - S-series ('96-'02)
 - **ITEM 38)** Combine the '86 1/2 to '92 Toyota Supra non-turbo and turbo onto one line.
 - **ITEM 39)** In FSP, change the Mazda Protégé listing:
 - Mazda
 - Protégé ('89-'98)
 - Protégé ('99-'03)
 - **ITEM 40)** Delete the following listing in FSP:
 - Volkswagen
 - Scirocco (8v all)
 - The following previously-published items pertaining to the Street Modified category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 41)** Add new subsection 16.C.2.d as follows:
 - d) *Included vehicles: Porsche Carrera GT*

- **ITEM 42)** Add to the end of the first paragraph of section 16.1.L, *“Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.”*
- **ITEM 43)** Add to 16.1.L: *“Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.”*
- **ITEM 44)** Revise 16.1.O to read as follows: *“Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed or replaced serves no other purpose. Any visible holes that result from removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc.”*
- **ITEM 45)** Add new 16.1.S with wording as follows: *“OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. All associated hardware may be removed, replaced or modified.”*
- **ITEM 46) Add new supplemental class SMF as follows:**
 - New 16.B.3: *“Street Mod FWD (SMF), a supplemental class for two and four seat front wheel drive cars.”*
 - New 16.C.3: *“Street Mod FWD (SMF) Supplemental Class:*
 - a) *All front wheel drive vehicles.”*
 - Add in Appendix A as follows:
 - Supplemental Class SMF
 - Eligible Vehicles:
 - All front wheel drive vehicles.
 - Minimum Weight Calculations:
 - All listed weights are without driver.
 - 2 Seat FWD: 1650 + 125lbs/liter
 - 4 Seat FWD: 1550 + 125lbs/liter
 - Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight break as stated in SM.
- The following previously-published items pertaining to the Prepared category and effective 1/1/2010 are being recommended to the BOD:
 - **ITEM 47)** Remove the last sentence of 17.2.O. which currently reads: *“When bumpers are retained, the spoiler and bumper shall appear to be two separate parts”*
 - **ITEM 48)** Remove sub-section 17.4.G.2, which currently reads: *“Wheels greater than 16 inches in diameter will receive a 200 lb penalty.”*
 - **ITEM 49)** Remove sub-section 17.4.J.2, which currently reads: *“Wheels greater than 16” in diameter will receive a 100 lb penalty.”*
 - **ITEM 50)** Add to Appendix A, Prepared Class X, 1.b: *“Unibody fenders may be replaced as described in 17.2.S.”*
 - **ITEM 51)** Add to the end of the second paragraph of Section 1.c. under Prepared Class X in Appendix A: *“Wings designed to be adjustable while the car is in motion must be locked in a single position.”*
 - **ITEM 52)** Add as a new paragraph in Appendix A, Prepared Class X at the end of 1.c:
 - “Canards are allowed and may extend a maximum of 6 inches forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using 12.10. Canard area may not exceed 15% of the total wing allowance. The sum of the Canard area and rear wing area may not exceed the total wing allowance.”*
 - **ITEM 53)** Add to Prepared Class X:
 - Superformance Cobra
 - **ITEM 54)** Add to Prepared Class X:
 - Noble M12, M12 GTO
 - Noble M400
 - Rossion Q1

- **ITEM 55)** Change Appendix A – Prepared Class C – (last two paragraphs before weights) to read as follows:

“All vehicles may use *wheels up to 12 inches in width*. Vehicles using greater than 10 inch wheel widths must add 50 lbs to minimum weight. *Wheels greater than 16 inches in diameter must add 50 lbs to minimum weight.*”

- **ITEM 56)** Add specific kit cars with associated restrictions in Appendix A, Prepared Class X after 9.b. and before Prepared Supplemental Class B using a line above the section as follows:

“*The following cars are classed in XP with allowances restricting minimum engine size (and therefore minimum weight):*”

Factory Five

Mk3 Roadster & Challenge Car

Type 65 Coupe

GTM Supercar

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Superformance

MKIII

GT40 MKII

Shelby Cobra Daytona Coupe

All with a minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

Noble

M12

M12GTO

M400

All with minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Rossion Q1,

With minimum engine size 2.9L with forced induction or 4.1L normally aspirated.

Mosler

MT900S

MT900R XP

All with a minimum engine size of 6.0L normally aspirated or the equivalent forced induction engine size and weight.”

- The following previously-published items pertaining to the Modified category and effective 1/1/2010 are being recommended to the BOD:

- **ITEM 57)** Replace the first five paragraphs (before the current 18.1.A) with the following, and re-letter current subsections 18.1.A through 18.1.E accordingly:

“A. *Eligibility*

Classes DM and EM contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes CP through GP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, *meet the specifications below*, or be otherwise recognized by the SEB.

1. *Kit Cars*

Kit cars which were originally designed, constructed, and licensable for street use may participate in D and E Mod if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The Club will evaluate each submitted kit model individually, and the evaluation will ensure that the specific model:

- follows current D and E Mod rules regarding minimum floor pan dimensions (see 18.1.B.1.j).*
- has no unusually advantageous aerodynamic features.*
- has no exceptionally low center of gravity.*
- has no exceptionally high strength to weight ratio.*
- has no other unique features that would upset the competitive balance in D and E Mod.*

f) *has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.*

Constructed examples of approved kits are subject to the following:

g) *they will automatically take the Modified Tub weight penalty (see Appendix A).*

h) *they will have the same weight/displacement scales and weight bias penalties as production-based cars.*

i) *they will be allowed all the modifications that production-based cars are permitted,*

j) *they are subject to the same engine/transmission restrictions as production-based cars.*

k) *they must meet the same safety requirements as production-based cars.*

A newly-added model is not eligible for the current year's Solo National Championships unless its listing was published no later than the July issue of the official SCCA publication.

The list of currently approved models is as follows:

(no models are currently listed).

2. Clones

Clones/replicas of SCCA-recognized production cars are permitted to compete in D and E Modified, provided they comply with the following requirements:

a) They are substantially similar to and recognizable as the 'original' manufactured vehicle on which they are based.

b) Their specifications do not violate any rule stated herein.

3. Other Models

The Panoz Roadster is eligible for competition in DM and EM as a modified production-based car.

4. Specifications

Weight and displacement specifications are as shown in Appendix A."

- **ITEM 58)** Add to 18.1.B.1.a: "8. *Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads—such as rocker panels, floor pan, or frame—shall have reduced thickness or be replaced with lighter material.*"

- **ITEM 59)** In 18.1.E.4.a, change the sixth sentence to read: "Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5 inches from the original bodywork, measured as described above.." Also change the reference in 18.1.E.7 from "...maximum of 4" to "...maximum of 7.5"

- **ITEM 60)** Change 18.5 to read as follows:

"18.5 FORMULA SAE

Vehicles constructed to any single year's Formula SAE ruleset (1985 on) to include all FSAE safety items for that single year are eligible to run in SCCA Solo events. The FSAE rulebook year shall be specified on the entry form and that ruleset shall be provided by the entrant for viewing.

Non-students may build, own, and compete in FSAE vehicles.

In addition to FSAE safety rules, SCCA safety rules (per the applicable portions of Sections 3.3 and 18.4.A) shall be met. Passing vehicle inspection at a prior SAE event is not required.

Transponder and FSAE lettering shall not be required.

These vehicles are assigned to A Modified, *subgroup FSAE*, and must also meet the following minimum criteria:

Current year FSAE restrictor plate, and engine displacement rules. Restrictor requirements are as follows:

Gasoline fueled cars - 20.0 mm (0.7874 inch) intake restrictor

E-85 fueled cars - 19.0 mm (0.7480 inch) intake restrictor

M-85 fueled cars - 18.0 mm (0.7087 inch) intake restrictor

Current year FSAE aerodynamic rules

FSAE vehicles may not mix and match specifications from multiple years except as specified above.”

In conjunction with the above, change 3.8.E to read “Applicable Formula SAE specifications.”

- The following previously-published item pertaining to the Kart classes and effective 1/1/2010 is being recommended to the BOD:
 - **ITEM 61)** Remove the second portion of the last sentence from 19.1.c.2, such that the sentence reads: “The addition of front brakes is optional.”

STOCK

- The pending classification actions regarding the BMW 335i and Kia Optima have been tabled by the SAC and will be re-presented with a planned effective date of 1/1/2011.
- Per SAC recommendation, the Audi R8 is remaining on the Stock exclusion list at this time. Per Solo Rules Section 3.2, this car may be re-classed at any time until the July 2010 Fastrack.

NOT RECOMMENDED

- Stock ignition coil replacement (ref. 09-389).
- Stock wording removals (ref. 09-448)

TECH BULLETINS

1. Stock: Per the SAC, the following new listing, effective immediately upon publication, is added to Appendix A (ref. 09-496):
Peugeot 505 (all) GS