

# SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | Nov. 23, 2009

The Solo Events Board met by conference call November 23rd. Attending were SEB members Tina Reeves, Dave Feighner, Steve Wynveen, Iain Mannix, Erik Strelnieks, and Bryan Nemy; Lisa Noble and 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](mailto:seb@scca.com).

## SOLO NATIONAL CHAMPIONSHIPS

The SEB is accepting applications for course designers for the 2010 Nationals. Anyone interested should submit their resume of qualifications to [seb@scca.com](mailto:seb@scca.com).

## GENERAL

- The following rule change proposal is being implemented for 2010:

- Change 4.1.B to read as follows:

"B. Drivers are responsible for knowing and understanding the SCCA National Solo Rules. Ignorance of the rules will not be accepted during any adjudication of issues regarding event operations, vehicle compliance, driver/crew behavior, or any other topics. It is strongly recommended that drivers have a copy of the current rules at all SCCA Solo events, but especially at Divisional and National level events."

*Comment:* The previous rule, which had been in place for over 30 years, has become increasingly less relevant with the advent of the rules being available on the SCCA web site, and it has come to be viewed as an unneeded bureaucratic requirement for entrants to show their rule book at Registration. However, the revenue generated from rule book sales has been used to offset a portion of the costs associated with the development and maintenance of the rules, including Tech Services. Therefore, this revenue will be replaced by increases in National Solo entry fees and the optional Solo License. The Solo Rules will continue to be available for purchase in their traditional book form.

- Per the BOD, Effective 1/1/10 the following sections will be added to the National Solo Rules; these section numbers must also be added to Section 1.1 (Mandatory Provisions):

### **"4.13 Assumption of Risk**

Solo is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members.

The participant agrees that by entering an event, the Participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for racing. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

### **4.14 Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement**

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:

1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.

2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.

3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.

5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. Hereby agree that the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect."

## **STOCK**

- The following class listing change proposals are published here for member comment:
  - Move from GS to HS, Dodge/Plymouth Neon 2.0L ('00-'05). (ref. 09-651)

## **STREET PREPARED**

- The following class listing change proposals are being published for member comment:
  - Move from DSP to FSP: Fiat 124 ('66-'74) (ref. 09-498)
  - Move from BSP to DSP: Datsun 240Z & 260Z & 280 Z. Also revise current BSP listing to "Datsun 280ZX/280ZX Turbo ('79-'83) (ref. 09-673)
  - Add new listing in DSP: "Honda CRX Si & Civic Si ('84-'87)" and move to DSP on one line "Honda Civic & CRX 1500 ('84-'87)" (ref. 09-617)
- The following amended version of a previously-published rule change proposal is provided for member comment:
  - Add new subsection 15.2.P as follows: "Fog lights may be removed."
- An additional opening is anticipated on the SPAC for 2010. Interested members should submit their qualifications in writing to the SEB via [seb@scca.com](mailto:seb@scca.com).

## **STREET MODIFIED**

- There is an opening on the SMAC. Interested members should submit their qualifications in writing to the SEB via [seb@scca.com](mailto:seb@scca.com).

- The SEB wishes to think Chris Travis for his service as a member of the SMAC and as its Chair.

#### PREPARED

- The following listing specification change proposal has been recommended by the PAC and is published here for member comment:
  - Change the listings in GP for Saab Sonett 1500, 1600, and 1700 to specify 16x7 maximum wheel sizes. (ref. 09-677)
- The following rule change proposal has been recommended by the PAC and is published here for member comment:
  - Change 17.2.F to read as follows (ref. 09-633):

"F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps*, *intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers*, and *superchargers* may not intrude into the clearance areas authorized herein."

#### NOT RECOMMENDED

- SP, combine WRX '09+ with Legacy (ref. 09-500)
- SP, move Honda CRX/Civic Si ('84-'87) (ref. 09-617)
- SP, move Porsche 914 to FSP (ref. 09-645)

#### TECH BULLETINS

1. SP: Add a new item to Appendix F as follows:  
Subaru Impreza Subframe bolts: Subframe lock down bolts (a.k.a. Botox Bolt) are not legal for use in Street Prepared. Section 15.2.D only allows for replacement of subframe bushings, and does not provide any allowance for additional fastening hardware.
2. SP: The following new listings, effective immediately upon publication, are added to Appendix A:  
Hyundai Genesis ('09-'10)                      ESP (ref. 09-551)  
Kia Forte Koup ('10)                              ESP (ref. 09-551)
3. SP: Add to 15.8.H as new fourth sentence of the first paragraph: "Caster changes resulting from the use of camber kits are permitted."
4. Prepared, Errors and Omissions: The previously-published listings for Factory Five Roadster & Challenge Car are corrected to remove the reference "Mk3". The PAC did not intend to exclude the Mk1 and Mk2. (ref. 09-681)
5. Prepared, Change 17.11.C to read "Data acquisition/recording systems are permitted." (ref. 09-682)